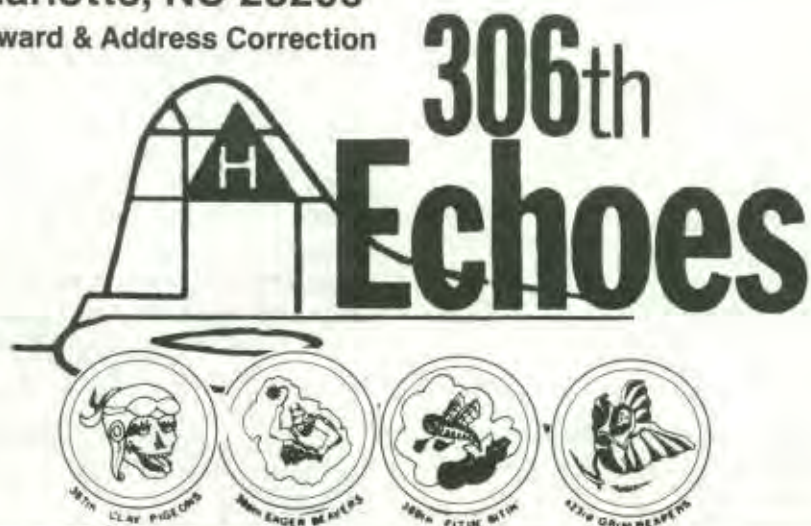


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July 1993  
Vol. 18, No. 3

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Late afternoon sun illuminates the Red Lion Inn, Seattle, and map shows location.

## Searching for Lost 306th Men Takes on New Life

Since this organization took life in 1975/76, there has been a continuing search for current names and addresses of men who served with the 306th Bomb Group from its inception at Wendover, UT, in early 1942, and on through the combat phase ending in April 1945.

Currently the mailing list is at an all time high of some 2,645 names, not all of them men but now including a number of widows, children, other relatives, and the names and addresses of men who served with the successor organizations of the 306th down through 1992.

It was predicted that some time in the past several years we would have peaked and from that point on it would be all down hill as death claimed increasing numbers. It just hasn't happened that way!

While we have continued to gain marginally, suddenly in the past two months a whole new adventure has come to light that promises to help us in locating hundreds more men who served.

This action is in its infancy, but it is expected that by the end of 1993 we may have increased our roles from 500 to 1000 individuals. All of this is based on new technology that permits us to do nationally what until now could only be done piecemeal. The secretary and others have spent countless hours searching phone directories, and all kinds of lists for men.

### YOU Can Help, Too!

Send to the secretary any names you bring up from memory, or from an old address book, or any other source) and for which you may have only a State of residence. While we will be searching wider than just a state for an individual, that state reference may help us quickly locate the right person.

The new techniques, made possible by the development of large data bases on CD-ROM discs in conjunction with computers, means that we can look for names across the entire nation.

One such service has approached us about their abilities to look everywhere for us, and we sent them a sample listing of 10 names. From that selection we found five within 24 hours, and one of those men led us to a fellow combat crew member.

One example of a name we gave them was that of Harold W. Trease, a 423rd pilot in 1945. He came from New York City. Our listing came back identifying three men by this name. The first was in Pocatello, ID, and the second in Iowa City, Iowa. They proved to be one and the same. Trease, now identified as Maj. H. William Trease, had not stayed in service, and had spent a number of years as executive director of the University of Iowa Research Foundation, after earning a law degree there. We tried the Pocatello number, and quickly added Trease to our mailing list.

This service provides same matches of names, or a very close one. We only use exact matches in our telephone search following. We are also given a complete address, less zip code, and a telephone number.

Within a week we received a phone inquiry from a former navigator in

(Turn to page 2)

### Registrations!

You may have registered for the Red Lion Inn at Seattle, you may have signed up for the Alaskan Cruise, BUT have you forgotten to register with the 306th Association? If you fit into this small group, be sure to clip the form on page 8 of this issue and send it off to R. Keith Miller as soon as possible. A few have sent in a registration, but have failed to accompany it with a check in full for those activities in which you wish to participate. Send your check by 15 August, if possible.

## 423rd Diary Completed; Now on Sale

At 180 pages, the 423rd Squadron Combat Diary is the longest of the three completed at this point.

It is now ready and can be obtained for \$17 by sending your check to the Secretary. A coupon is provided elsewhere in this issue.

The squadron diaries now on hand, 369th, 367th and 423rd, have proved to be popular items both here and in England. Across the pond they are for sale by East Anglia Books.

No one else seems to have published such books, and they have drawn rave notices not only from our own membership but from writers and others who have come into contact with them.

The material in them has long been available, but no one before has cared to go through the squadron materials and to bring out more order than exists in the originals. One major feature is the inclusion of first names for individuals, which often did not appear in the original typescript. As the original writers began, they were totally unaware that eventually we would have a number of Smiths,

(Turn to page 2)

## Don Bevan, POW, Playwright, At Seattle

Donald Bevan, 423rd gunner, cartoonist and POW, will come up from California to be our speaker on this occasion. Bevan has a very special catchet out of his experiences, in that he authored *Stalag 17* the smash Broadway dramatic hit of prison camp life, which was followed by CBS' borrowing the whole idea for "Hogan's Heroes."

Bevan's remarks are almost guaranteed to take some of those POW camp habitués back to their own experiences of nearly 50 years ago as they "sat out" the war under far less than favorable circumstances. All of us will agree that the POW medal was long overdue and at that only a slight compensation for the travail that all suffered in the camps in Germany, Poland and Austria.

Because of the numbers of people anticipated for the reunion, and the desire of the committee to involve as many people as possible in each event, the Boeing plant tours and the Tillicum Village event have been booked for both Thursday and Friday.

### Boeing Tours

Especially, was the Boeing tour a problem because of the limited numbers admitted at any one time by Boeing, really only a bus load. Diligent work by the committee and the people handling the bus trips finally brought about the two-a-day schedules.

Each of you attending and selecting events, must be aware of the time schedules so that you can do what you want to do, and still have time to run back to your rooms for any changes in attire.

The tours' time schedule appears at

(Turn to page 2)

## Seattle Reunion

(cont'd from page 1)

the end of this article.

The heavy influx of people for the reunion, as usual, comes on Wednesday and Thursday. Upon arrival, first you will check in at the hotel desk, which is immediately adjacent to the entrance, and secondly, you can probably check in with the Group for tickets, name tags, etc., on your way to your rooms.

There are excellent eating facilities in the hotel, and there are other places to eat within easy walking distance for those who want to get out. For the identification of RV facilities, you will need to contact the committee in advance.

More than 400 persons interested in the 306th Bomb Group, its personnel and its history, have already registered at the Red Lion Inn-Airport in Seattle for the annual reunion.

After an interesting and successful reunion last August in England, in which 400 people took part, it is expected by Co-Chairs Warren Wilson and Din Fuhrmeister that this event at the birthplace of the B-17 will probably rival the 600 who went to San Antonio in 1990.

The block of rooms for the 306th in the 850-room facility close to the Seattle-Tacoma International Airport will be held through 9 August, after which rooms will be allotted as available. There are other hotels and motels within walking distance of the Red Lion.

One of the features of the selected headquarters hotel is its close proximity to the airport, with a continuous shuttle service running around the clock from the airport to the hotel and return, for which there is no charge. Just hop on the red busses, which often show the footprints of the lion climbing to the roof.

Highlights of the visit to Seattle will be the Boeing plant tours, visits to the Museum of Flight, Tillicum Village salmon bake and cruise, the Spirit of Puget Sound dinner cruise and a deluxe city tour.



The 306th Bombardment Group Historical Association: Forrest J. Stewart, president; William F. Cavaness, vice president; Russell A. Strong, secretary; C.F. (Casey) Jones, treasurer. Directors are: Rex C. Barber, William R. Carlile, James S. Cheney, and Victor L. Rose; Donald R. Ross, immediate past president; Warren F. Wilson, 1992 reunion chairman.

306th Echoes is published four times annually: January, April, July and October, and is mailed free of charge to all known addresses of 306th personnel, 1942-45. Contributions in support of this effort may be remitted to the treasurer.

### SECRETARY/EDITOR:

Handles all changes of address, editorial comments and records.

**Russell A. Strong, 5323 Cheval Pl., Charlotte, NC 28205. Phone 704/568-0153.**

### TREASURER:

Send contributions to:

**C.F. (Casey) Jones, 136 Coventry Dr., Henderson, NV 89014. Phone 702/361-7218**

The 306th Bomb Group Historical Association is a Federally tax-exempt organization and as a veteran's group is classified as 501 (c)(19).

## New Members

Bodenheimer, Vernon, 4600 Oak Forrest Dr., Hattiesburg, MS 39402 367  
 Bovich, Edward R., 157 Sunset Ave., Farmingdale, NY 11735 367  
 Chee, Hon T., 1266 Aulepe St., Kailua, HI 96734 368  
 Clarida, Willard J., 16371 Lisco St., Whittier, CA 90603 423  
 David, Solomon D., 7 Trail View, New Braunfels, TX 78130 369  
 Dickerson, George C., 82 Mayfield Cir., Ormond Beach, FL 32174 367  
 Endrusick, Stanley A., 8362 E. Woodlawn St., San Gabriel, CA 91775 369  
 Entekin, Othel L., 2135 Dryden Rd., Houston, TX 77030 367  
 Ewell, Matson G., 182 W. Church St., Fairport, NY 14450 369  
 Hildebrand, Frederick B., 1017 East End Ave., Pittsburgh, PA 15221 423  
 Houston, Max D., 944 Rosemary Terr., Deerfield, IL 60015 368  
 Hull, Richard H., 14336 University Ave., Dolton, IL 60419 367  
 Jagnow, Lawrence W., 11790 88th Terr N, Seminole, FL 34642 369  
 King, Col John R., 614 W. Main St., Lead, SD 57754 368  
 Leach, Jim P., PO Box 2224, Kerrville, TX 78028 423  
 Marshall III, Samuel W., 209 Bayou View Dr., Seabrook, TX 77586 369  
 Maslanka, Edward L., 11124 Windsor Dr., Westchester, IL 60154 368  
 Oliver, Charles D., 214 W. Welsh St., Welsh, LA 70591 423  
 Osterhoudt, Henry B., 9874 6th Ave., Orlando, FL 32824 369  
 Passvoll, Harold, 3186 Ocean Harbor Dr., Oceanside, NY 11572 423  
 Perline, Abraham, 3355 N. Sagewood Dr., Tucson, AZ 85712 423  
 Pollard, Theodore E., 4323 Charles St., Amarillo, TX 79106 368  
 Ruegger, John G., 2117 Victoria Dr., Clearwater, FL 34623 423  
 Seiford, Frank M., 32 Shorelake Dr., Kingswood, TX 77339 368  
 Smith, Irving D., 15835 Nesika Bay Rd. NE, Poulsbo, WA 98370 367  
 Snobble, John K., 5970 Rd 109, Carbondale, CO 81723 423  
 Trease, Maj H. William, 70 Cedar Hills Dr., Pocatello, ID 83204 423  
 Varnado, Prof. Alban F., 4510 Moana Dr., San Antonio, TX 78218 368  
 Wech, Malcolm H., Rt. 2, Box 195, Laceyville, PA 18623 423  
 Walsh, Claude L., Jr., 416 Ewell Ave., Aptos, CA 95003 423

## 306th Family

Brage, Mrs. Marciel W., 2113 Corbin Ln, Lodi, CA 95242 368W  
 Glaze, Mrs. Ivan E., 7326 Claymont Dr., Dallas, TX 75227 368W  
 Grezlak, Mrs. Ted, 17455 Devonshire St., Northridge, CA 91325 423W  
 Loeb, Linda I, 11 Janwal Ct., Annapolis, MD 21403 367N  
 Nieznanski, Mrs. Joseph, 203 Wildbriar Rd., Rochester, NY 14623 368W  
 Soscia, Mrs. Salvatore, 9709 Rugby Ct., Ellicott City, MD 21042 423W  
 White, Howard, 3176 Brookview Rd., Marietta, GA 30067 423 StepS(Raymond Feilbach)

## Seattle Tour Schedule

### Thursday, September 9, 1993

9:00 a.m.-4 p.m.  
 9:00 a.m.-12:00 noon  
 2:00 p.m.-5:00 p.m.  
 5:45 p.m.-10:45 p.m.

Registration Desk  
 Boeing 747/767 Tour  
 Boeing 747/767 Tour  
 Tillicum Village Cruise & Salmon Bake

### Friday, September 10, 1993

9:00 a.m.-12:00 Noon  
 9:00 a.m.-12:00 Noon  
 10:00 a.m.-1:00 p.m.  
 1:15 p.m.-3:15 p.m.  
 2:00 p.m.-5:00 p.m.

Registration Desk  
 Boeing 747/767 Tour  
 Museum of Flight  
 Museum of Flight  
 Boeing 747/767 Tour

5:45 p.m.-10:45 p.m.  
 6:00 p.m.-10:30 p.m.

Tillicum Village Cruise & Salmon Bake  
 Spirit of Puget Sound Dinner Cruise

### Saturday, September 11, 1993

9:00 a.m.-1:00 p.m.

Sample Seattle — A Deluxe City Tour

If one has never been to the Pacific Northwest, there is a great amount to see within the Greater Seattle area. Because many will likely fly to Seattle, rental cars will enable people to extend their areas of coverage. There is Mount St. Helen to the south, Mount Rainier to the east, Vancouver, British Columbia, to the north and the Olympic Peninsula to the west. A bit more distant and involving water transportation is the island of Victoria, British Columbia. The city of Victoria is reasonably British in appearance and interests, and on the north end of the island are the incomparable Butchart Gardens.

Other major points to be considered in your reunion planning are the annual business meeting of the Association on Saturday morning, and the reunion banquet Saturday evening in the ballroom of the Red Lion Inn.

## Diaries (cont'd from page 1)

several Joneses and other duplications of last names among the pilots, to say nothing of having three Charles Smiths all in the 306th at the same time as first pilots.

On several occasions it has been necessary to refer back to our Mission Report collection to properly identify the pilot referred to.

The 368th Diary remains to be completed, and while it is hoped that this will be ready for the Seattle reunion, there is still no assurance that the many pages can be properly reworked and with printing completed in time.

## Searching

(cont'd from page 1)

New Hyde Park, NY. He had a CD-ROM disc and was busy working on men eligible to join the three-year-old Ellington Field Navigators' Association, with which the secretary was already associated. The New Yorker was sent a roster of our navigators, and within a week had sent back several pages of names he had been able to locate. Out of this collection we have "mined" 13 men and three widows.

All of these additions are reflected in the current New Member listing in this issue of Echoes.

### Hazards in Searching

Unfortunately, not everyone's name fits into this kind of searching. John T. Smith or William Johnson, or John Jones, and the like or other very common names don't work very well. But, then, on our first search we didn't locate Walter F. Zdziebko either.

It is expected that during the remainder of this year our list will be expanded substantially. An Air Force retiree is into the action and we have sent off a list of names to him that was purely geographical in origins, many names which we had identified as long as 15 years ago but had not been able to locate. This listing represents a broad spectrum from across the 306th both as to rank, grade, MOS and geographical origins. And what is the response when the secretary calls one of these "findees" and identifies himself? It is often "You've got to be kidding!" Once the address is checked out, the person is immediately added to the mailing list, and a new member packet is put into the mail.

If you come to Seattle in September you are apt to find some of these "new" people among the group filling the Red Lion Inn, SeaTac.

## More Mission Reports, More Names — Now get More of the 306th Story from the Only complete History

Order Form

### FIRST OVER GERMANY by Russell A. Strong

Please send me \_\_\_\_\_ copy(ies) at \$35 per copy plus \$3.00 for postage and handling. My check is for \$ \_\_\_\_\_.

Make checks payable to Russell A. Strong.

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City, State, Zip \_\_\_\_\_

Send to Russell A. Strong, 5232 Cheval Place, Charlotte, NC 28205



# Link Trainer Instructors Helped Pilots Learn Instrument Flying

Stars & Stripes Sept. 20, 1944

"Link trainer and automatic-pilot procedure operators at the Fortress base commanded by Col. George L. Robinson, have given 7,706 hours of instrument training to 1,120 combat pilots and navigators. The instructors include S/Sgts. Beryl Harris of Colfax, Ill.; Milton Novinsky of Brooklyn N.Y., and Harry Zafuta of Arma, Kan., and Sgts. Norman A. Davis of Lowell, Mass., and Forrest F. Egbert of Windsor, Mo."

## By Milton Novinsky

Upon arrival at Thurleigh in September, 1942, it became obvious that the 306th had no table of organization for a Link Trainer unit to take over from departing RAF.

Link Trainer consisted of one qualified instructor from each squadron working together instructing all pilots. We reported to Group Operations. No commissioned officer qualified to lead the department.

I was selected by 1st Sgt. Jack Wood to represent the 369th, and I reported for an interview at Group Operations.

My interview with several colonels was successful by virtue that I knew what a Link Trainer was and that I had seen a Link Trainer on exhibit at the aviation building at the World's Fair in New York in 1939.



Harry Zafuta helps pilot learn procedures for handling a B-17 in bad weather.

I was sent to a RAF Tech School near Bath, England, for several months, one of two Yanks attending. I graduated as crew chief-instruction, operation, maintenance.

All pilots and most navigators are familiar with World War II simulators. It was designed as a small aircraft with a cockpit, containing only those instruments necessary for instrument flying—magnetic compass, gyro compass, altimeter, speedometer, artificial horizon, beam instrument—oral and visual (kicker), wheel, throttle, left and right rudder, instrument climb and descent.

The trainer was balanced on four bellows which permitted it to pitch forward, back, bank left and right, and turn 360 degrees.

There was a control desk facing the trainer with a map covered by a plastic cover. This map was of the Bedford area with beam transmitter in front of airport runway—a 2 degree beam 240 degree landing—60 degree reciprocal.

On the tabletop over the map was a triangular device called a crab, which had two driving wheels and one inking wheel, and synchronized to trainer so that it turned with trainer in every movement. The crab was calibrated to map. A given heading on trainer at a given air speed would cause crab to cut the same distance on map, same heading, as if in actual flight. A procedure flown by pilot was simultaneously recorded on map by inking wheel of crab. After a mission, the pilot and I examined results.

Most pilots came to Thurleigh

with little or no instrument experience. We started them with a basic beam orientation and landing approach to Thurleigh. As pilots progressed we flew missions from Thurleigh to bomb U-boat pens on the French Coast and returned. We used turbulence and unknown wind drift to test our pilots.

Later on we used a flight crew-pilot, navigator and one or two radio operators. A screen was attached on side of control desk and navigator sat without seeing map and crab. Pilot took off to a target on coast of France from Thurleigh. Navigator gave him heading to follow. I would then apply wind drift to put Link off course. Navigator called his radio operator several times, who came to control desk for fixes. After about three fixes navigator was able to figure "where crab was," established wind direction and velocity, called pilot to make necessary flight course corrections and bombed target and returned. When mission was over we all analyzed path of aircraft from takeoff to landing on the map. If honed the skill of pilot as well as coordinating with the navigator.

Beam was 2 degrees originating from transmitter at end of runway. Runway and beam 240 degrees—60 degrees with landing on 240 degrees. Beam was solid sound created by dots and dashes overlapping. South of beam—dots. North of beam—dashes. Closer to transmitter sound loud, at extremes low volume fly over transmitter build up loud and sudden silence (called cone of silence). On landing approach there is an outer marker. High frequency—dash. Then inner marker high frequency dot, dot, dot. Flying time between both markers flying at about 120 MPH was one minute. Transmitter had range of 50 miles.

Pilot tunes in beam and hears dot, dot, dot. He knows he is south of beam but he does not know if he is southwest, due south or southeast of Thurleigh. He is south of beam so he takes a heading of due north 0 degrees. As dots become solid sound intersecting beam, pilot immediately turns 45 degrees left holds heading for one minute then makes a 1 needlewidth turn (3 degrees per second left). If done correctly heading straightens out at 60 degrees. Flying on bracketing at 60 degrees. Is he heading toward runway or is he on other leg and heading away from runway. Pilot tunes radio low to get fast buildup or fade-out toward runway or away. In present travel pilot is getting buildup. He is approaching runway. Flying over transmitter—cone of silence flying over runway—hears inner marker—high frequency, dot, dot, dot, hears outer marker, high frequency, dash, dash, dash start letdown to about 2,500'. A minute later make right turn 45 degree hold heading for one minute then make one needlewidth 3 degree turn per second and upon completion of turn bracket beam at 240 degrees and landing leg reduce and hold altitude at 1,500'. As pilot hears outer marker high frequency dash, dash, dash, start 500' per minute letdown to hear inner marker high frequency, dot, dot, dot. Altitude is now 1,000' and runway should be seen or gain altitude immediately.

I recollect one day while on the pay line I noticed a pilot. Seeing me, he walked over, extended his arm to say goodbye. He finished his missions and was returning to the States. He said he could not leave without thanking me for the confidence I gave him in instrument flying. During one of his missions his B17 lost two engines to flak, causing him to leave formation and return to Thurleigh alone, flying through heavy cloud cover shielding him from (Jerry) and all the way on instruments.

If my instruction was to save one plane, one life, one crew, my mission was completed.



Milton Novinsky at the controls of the Link Trainer at Thurleigh.



From the Tower:

1132 Hrs. Last Ops A/C off.  
1233 Hrs. A/C 013 returning early from ops was landing when his left undercarriage gave way. The ship started to ground loop to the left-right undercarriage gave way and AC came to rest on the grass about 150 ft from R/W 24. A/C 013 was loaded with 500 lb. bombs. Grp. Ops., Divn., MP's — Hospital, ordinance and fire marshal notified.  
1255 Hrs. Col. Raper says land A/C on R/W 24 (Ops A/C)  
1435 Hrs. Airdrome closed until bombs are defused  
1555 Hrs. Airfield opened — fuses out of bombs.  
50 years later — Can still remember seeing this — being scared and yelling "hit the deck" to the other tower personnel.

—Bill Carlile

Editor's Note: 423rd plane was flown by John Baldwin and Luverne Halvorsen and returned early because of illness of pilot.

## Harris Story Told Again

In the July issue of *Air Force Magazine*, John L. Frisbee in his regular feature, "Valor," retells briefly the story of Arizona Harris as an example of one of several 8th AF gunners who earned the Distinguished Service Cross for their combat heroics.

One is also reminded that three other gunners from the 306th also earned the Distinguished Service Cross: John Roller and Charles Vondrachek, 1 May 1943, and Kenneth Edward Fox, 14 Oct 1943. Fox is registered for the Seattle reunion.

Frisbee's recounting in *Air Force Magazine* is:

On January 3, 1943, Eighth Air Force sent eighty-five B-17s against submarine pens at Lorient, France. Four B-17s were shot down by enemy fighters.

"One 306th Group bomber, *Sons of Fury*, piloted by Lt. Charles Cranmer was crippled by flak, losing two engines and the nose, along with both the navigator and bombardier. Unable to hold position, the bomber descended to 1,500 feet over the English Channel's icy waters. Forty miles from shore, six FW-190s opened fire on the straggler. The tailgunner of another B-17 saw four chutes before *Sons of Fury* ditched, still apparently under control. As the sea rose around the top turret, its gunner, TSgt. Arizona Harris, continued to fire

## Mission Report Materials Get Big Boost

There is a lengthy list of "back orders" for mission reports, as some difficulties have been experienced over the last two years in trying to secure the missing data from National Archives.

While this problem has not been wholly cleared, reference materials on 41 missions has now arrived in the secretary's office. However, with the pressure on to try to complete the 368th Combat Diary, it is doubtful if all of these papers can be integrated into the total collection until after the return from the Seattle reunion.

As quickly as possible, though, the "new" reports will be put in their proper places and the "back order file will be worked through to get as much of it as possible to those who have patiently waited for those items they ordered long ago.

Efforts will be renewed to get any "now missing" materials, as well, so that our unique Mission Report collection can be as complete as possible. A major point of frustration continues to be that for unknown reasons some almost complete files are missing from the collection at National Archives. It is felt that some of them may be misfiled, and may never really come to light, and one also must opine that a few persons may have removed files for their own uses, with no regard for others who would like to use these unique historical materials.

After lots of work, most of the early missions, including the first, have now been completed. But particularly noticeable are the absence of materials concerning most of the missions to Berlin, dating from 6 Mar 44 onward, and the mission of 9 Oct 43 to Gdynia, Poland.

Comes fall, we will be back in the business of filling requests for Mission Reports within a week or two after receiving your orders.

Considerable interest has been shown by survivors of our combat fliers who are belatedly trying to piece together the combat careers of fathers, grandfathers, uncles, etc.

## Touring Thurleigh

If you want to tour the "old base" at Thurleigh, it will be well for you to contact Ralph Franklin in advance. Although now retired, he still has access to the facility and will be glad to give you a tour, complete with photos that will help you orient yourself once more.

Write him in advance at Mill Hill, Keysoe, Beds MK44 2HP, England, or you can call him when you arrive in England at 234-708-715.

## Our Apologies

In our item last issue about the March Field Foundation, we inadvertently omitted the name of James W. Wirth, 369th bombardier, who also participates in the work of the Foundation.

at the attackers until his bomber disappeared beneath the waves. He was posthumously awarded the Distinguished Service Cross — one of several gunners to be so honored for extraordinary valor.

"Thousands of aircrew members survived the war because of the dedication of the aerial gunners. Their contribution to Allied victory was immeasurable."

## 288 Crews Are Missing!

The 306th crew photo collection now includes identified pictures for 132 crews—but, at least 420 crews came to the 306th, and there were other crews that were formed out of bits and pieces of earlier crews. There were those combat men who arrived at Thurleigh without crews, and men who came under another MOS and later qualified for flight crew status.

The question quickly becomes: Do we have your crew, and if not, why not? Is there anything YOU can do about it? We have been given many pictures and we have been loaned others, which have then been copied and returned to their owners.

Thus far we have run identified pictures of 43 crews, and have had several others identified by you. From time to time we will also run copies of pictures for which we need names.

Below are listed those first pilots for whom we have crew pictures now, and have not told you about these earlier:

Albert Adams	Robert L. Edwards	Curtis Oakes	Ray Tripp
Harry Alyea	Philip J. Field	Paul Paulsen	Hubert Verdick
Wilford Bergener	John Gassler	Irving Pedersen	Richard Vogel
Raymond Birdwell	Herbert Greenberg	Ralph Peters	William Wear
Wesley Brinkley	Joseph Hahn	Walter Peterson	Frank Wagenfohr
Ragner L. Carlson	Henry Hanson	Elton Rabe	George Walton
John Conlin	Shelby Hodges	Robert Ritter	Henry Wills
Robert Davenport	Howard Hutchinson	James Roberts	Sidney Wolfe
William J. Davis	Lloyd Johns	Earle Schafer	Wallace Wood
Leland Deck	Frederick Mitchell	Alvin Schuering	William M. Wood
George DeVack	Robert Mox	Wilmer Schultz	Wallace Young
Irving Dudley	Charles Munger	Alfred Switzer	

Some of those among us with sharp eyes and retentive memories will note that some of these crews have already appeared in a past issue, and for that the editor must plead that he is just trying to get his own act together.

### It's YOUR Time to Update

The secretary has received a lot of the forms below, but there are many more that should come along. If you have not yet completed yours, take the time to do it today so that YOUR information for the 1994 Directory will be more complete.

Name \_\_\_\_\_

Corrected unit \_\_\_\_\_

Corrected street address \_\_\_\_\_

Corrected city and state \_\_\_\_\_

Corrected zip code and four digit extension \_\_\_\_\_

Phone # with corrected area code \_\_\_\_\_

Marital status: Unmarried \_\_\_\_\_ Divorced \_\_\_\_\_ Widower \_\_\_\_\_

Wife's first name: \_\_\_\_\_

Mail to: Secretary  
306th Bomb Group Association  
5323 Cheval Place  
Charlotte, NC 28205-4937



367th: Dinwiddle Fuhrmeister P, Emil Rasmussen CP, Arthur Titus N and Jerome Kostal B. Front: Walter Clark g, Charles Vondrachek e, A. Roy May ro, George Toney g, Owen I Nabors g and Ray Wilson g.



367th: William J. Davis P, Vernor Daley CP, Earl F. Smythe B and Ralph Irvine N. Back: Paul Hammond e, Thomas Mahoney ro, Jose Martinez wg, George Fyksen bt, William Berman wg and Arthur Shapiro tg.



367th: Carl Phillips B, Frank Wagenfohr P and George Procter N. Back: William Bauer e, Raymond Carpenter wg, John F. Moriarity wg, Edward B. Szubielski bt and Wayne W. Webb tg.



368th: Carl R. Thompson CP, William T. Hughes N and John Gassler P. Back: Anthony S. Cleri e, Theodore V. Lenoski wg, David L. Mills ro, David E. Gallagher bt, Benjamin S. Mings wg and Roy W. Grothe tg.



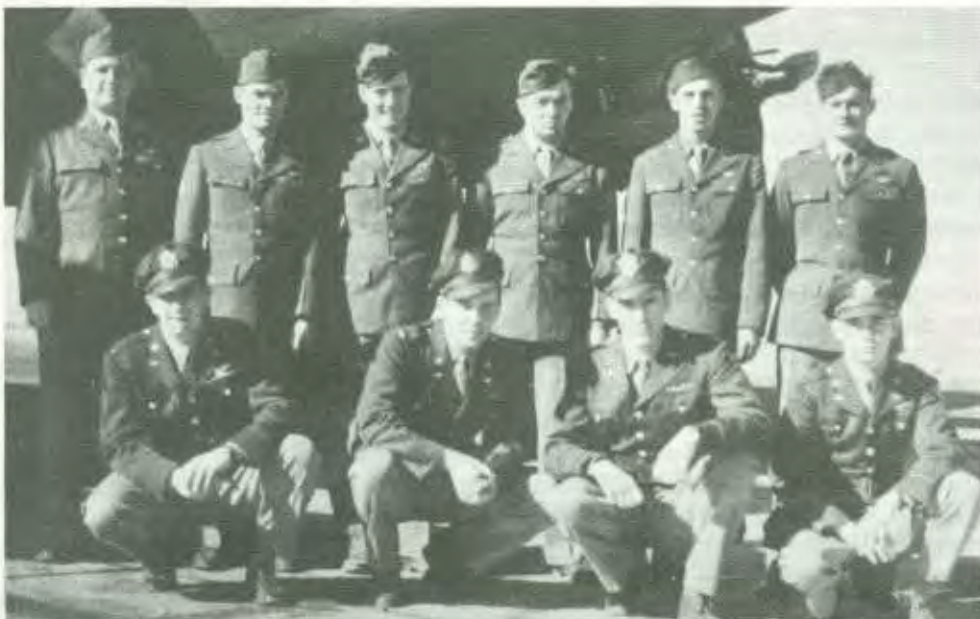
368th: Robert Chrisjohn P, William Risso CP, Charles Levy N and Ralph Bordner B. Back: Allen Sigafus e, Louis Gilbert ro, Haig Gadarian bt, Billy Fuller wg, Glen Korf wg and Aylett Jacobson tg.



368th: Walter Kelt P, Rene Fix CP, Shelby Tanner N and Howard Harmston B. Back: Henry Larwig e, James Smith wg, Phillip Vaught bt, William Wiersma tg, George Allen ro and Raymond D. Kemp bt.



369th: Robert D. Stewart P, Ray Franzino CP, William Ransdell N and John F. Kenney B. Back: Maxine Fontenot e, Roy Schubert bt, Robert Lynch ro, Roy Chancellor wg, John J. Callahan wg and Alfred Villagran wg.



369th: James Wirth B, Charles W. Young CP, Kenneth Dowell P and Dennis Sharkey N. Back: James Mellyn e, Hugo Honkonen ro, Thomas Overn bt, Harry Yanka wg, Eugene B. Steinman tg and James E. Cannon wg.



423rd: Harry Alvea P, John Murphy CP, Matthew Radnofsky N and Charles Mueller B. Back: unk, Don Coleman ro, Vince OBrien g, Terry Capps g, Hastings S. Key tg.



369th: Dwight Walt (92BG), Matson Ewell N, Carl Morrison CP and Lloyd Johns P. Back: William Manning wg, Eugene Minor ro, William Couture tg, Gerald Bump wg and Frederick Griggs e.



369th: Edward G. Peterson CP, Irving I. Greenberg N, Joseph R. Berman B, Raymond B. Braun P. Back: Mack N. Farmer ro, Samuel C. Abdelnour bt, Norman Carlson tg, T. R. Williams e and Gilbert A. Maple wg.



423rd: Lloyd Elrod N, Hartwell Minnick CP, Wilmer Schultz P and George Thomas B. Back: Cornelius L. Love ro, Ernest Upthegrove bt, Gerald Walczak tg, Sidney Leavitt e and Richard Rubano wg.



368th: Ned McKinny P, Alva McCalley CP, (not w/306th), George Faulkner B. Back: Lewis Warner e, Leon Opper ro, Fred Newell tg, Sam Eaton bt and Tom Foley wg.



423rd: George Broz P, William H. Macy CP, Melvin E. Clark N and William B. Uhlhorn B. Back: Francis J. Clayson ro, Thomas F. Belcik wg, Tim L. Black bt, Phillip Suntocky e and John R. Cole tg.



423rd: Robert L. Edwards P, Walter Correll CP, Keith L. Warner N and Ervin F. Miller B. Back: Mahlon Morley e, Thomas C. Girardot ro, Palmer D. Swope bt, Louis F. Brown wg, Darrell E. Blenemann wg and Raymond L. Johnson tg.



423rd: Henry L. Wills P, Raymond R. Brandstrom CP, Clifford D. Orr B and Stuart Manthey N. Back: James O. Grimes ro, Robert F. Nance wg, Vern Allen bt, Clayton E. Ridge tg and Harold L. Williamson e.



423rd: William L. Ryan B, John J. O'Brien P, Richard L. Raymond N and Jacob J. Quintis CP. Back: Craig B. Gadd ro, John W. Lewis bt, Louis C. Rohrer wg, Richard J. Kennedy tg, Melvin Shipp crew chief and Clyde R. Romine wg.

## Obits

**Millard J. Blix**, 368th ordnance worker, died Jun 91 in Palatine, IL.

**Marcil W. Brage**, 368th navigator (William Reeder crew), died 5 Oct 85 in Red Bluff, CA. He made his home in Lodi, CA. Brage completed combat in May 44.

**Joseph J. Dembowski**, 368th navigator, died 20 Aug 92 in Racine, WI. He arrived with the Group in Feb 45 and departed 19 May 45, having completed

more than 25 missions.

**Earl J. Disher**, 423rd pilot at Wendover, died 17 May 92 in Indianapolis, IN.

**Charles A. (Mace) Fatigati**, 369th tail gunner, engineer and POW, died 11 Apr 93 in Largo, FL. He had been a longtime night club owner in that area. Mace was an original with the group, was wounded twice in combat, and went

(Turn to page 7)

### The Bookshelf

## Military Anthology, Memoirs Of Homer Bigart Tell War Stories

*Experience of War*, edited by Robert Cowley, New York, W W. Norton, 1992. 574 pp.  
*Forward Positions, The War Correspondence of Homer Bigart*, edited by Betsy Wade, Fayetteville, University of Arkansas Press, 1992. 240 pp.

*Experience of War* starts back in Greek mythology, but quickly moves on to more recent military situations, stopping briefly along the way to record notable writings of military lore. Of particular interest are the European wars of the 20th century, closing out with Korea, Vietnam and Desert Storm.

This will provide one with many evenings of pleasurable reading, with only a very few of the selections bordering on boredom for their length concerning some long ago events.

But, most contemporary readers will perk up their spirits once they reach the American Civil War, WWI, WWII and almost to the present day.

These are pieces taken from *The Quarterly Journal of Military History*, and deserve some careful reading.

Remember how many of us complained that high school and even college history courses often skipped the military periods? Here's an excellent opportunity to fill in some of those gaps will well-reasoned essays on important aspects of many wars. Each chapter opens with a brief summary of the impending chapter and some background on the particular author.

WWII essays open with a chapter on Charles A. Lindbergh and his influence

on pre-war thinking, followed by the Battle of Britain, North Africa, Bill Mauldin, Willie and Joe, the Russian front, the Queen Mary and the Queen Elizabeth, the Normandy Invasion, the French Maquis, OSS and surrender.

Homer Bigart was the early *New York Herald Tribune* man in London, one who consorted with Andy Rooney and other early journalists. He was one of the half dozen newspapermen who made that raid to Wilhelmshaven when Rooney rode with our Wild Bill Casey's crew.

Bigart wrote a couple of weeks after the 27 Feb 43 raid, "A mission to Germany is a nasty experience. Apart from the very real danger to life and limb, there is the acute discomfort of enduring sub-zero temperatures for hours at a stretch and taking air through an oxygen mask. The altitude can affect your sinews, your kidneys, even the filling of your teeth. You are very tired when you return..."

Bigart for years was his employer's man at the front, and he was in the front lines of considerable military action of all types until his retirement in 1972.

Because we have lived through all of these periods, you will find this collection of Bigart's reportage an interesting review of the past 50 years.

## Address Changes

Bone, Charles W 368  
10900 Clyburn Park Dr., NE  
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Guilfoyle, William A 423  
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Rockwell, Robert G 367  
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Bowling Green, KY 42104-4263

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Tehachapi, CA 93561-4715

Myers, Maurice O 367

Goff, Dewey 369  
427 Nevis Dr  
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Perry, Charles E. 367  
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Gray, Duane C 369  
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Rauenhorst, Ernest 367  
PO Box 144  
Washington CH, OH 43160-0144

## 306th Family

Lollo, Mrs. Angelo 1628W  
4652 Saxon Dr  
New Smyrna Beach, FL 32169-4319

## Deleted

Can you help with an update?

Barton, William D 368  
3040 S Oak Park Ave  
Berwyn, IL 60402-3051



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306th Bomb Group Association  
136 Coventry Dr.  
Henderson, NV 89014

DATE \_\_\_\_\_

## SEATTLE Reunion Reservations September 9-11, 1993

Mail to: 306th Bomb Group Assoc.  
PO Box 70603, Ballard Station  
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Reunion registration fee, per person	_____ at \$25	\$ _____
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Friday ( ) 9 a.m. to Noon, ( ) 2 to 5 p.m.		
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( ) Thursday or ( ) Friday		
Spirit of Puget Sound Dinner Cruise	_____ at \$50	\$ _____
Friday		
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Reunion Banquet, Saturday	_____ at \$27.85	\$ _____
( ) Steak ( ) Chicken		

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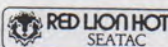
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306th BOMB GROUP  
ASSOCIATION  
9-11 September 1993

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