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Forward & Address Correction

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## 157 Added to 306th Roster; 32 to Family

Our roster continues to grow, now totalling 2,986 names at this writing. This includes 157 306th veterans, almost of all whom served at Thurleigh, plus 32 family members, most of whom are widows. We are now also including marital status in our listings, including wives' names.

Almost all of these names have come about because of our continuing computer search, which may be completed by July. In total, through this effort we have added about 320 people to our listing, and we have not started search of the last names beginning with S, which is the single largest letter collection in our 306th card file.

We have had a surprising number of war brides turn up through this work, and have had about five men who did not want to be on the mailing list "That was too long ago!", and one man who got the mailing and wrote back that he wasn't interested.

Most of you, however, have been delighted to renew an association with the 306th, and that just makes the nostalgia a bit deeper. When the first complete search is done the Secretary may go back to review some of the long listings, some with more than 25 identical first names, middle initials and last names, and perhaps try to work through some of those.

### You Can Help!

This is where it is helpful to know the hometown of a person, or even a state listing to try to narrow the search to a manageable group. If you can find an old mailing list, or other roster you may have put together, or remember where one or two of your buddies came from, send the names and such information along. We will go to great lengths to find more 306th men.

If you had a James A. Smith on your crew, we probably haven't looked for him, and that list includes almost anyone with the first name of Robert, or William, or John, and on and on. An odd middle initial may help, and we already know that out-of-the-mainstream last names may be easier to locate. At the same time, it is amazing as to how many of those WW II last names do not appear at all on our two CDRom discs.

Send any helpful information to the secretary, as the search goes on.



Robert C. Williams

## Group Ops' Williams Dies 2 Mar 94

Col. Robert C. Williams, long serving Group operations officer and one time 367th Squadron C.O., died 2 Mar 94 after suffering from Alzheimer's disease for several years.

He was one of the first pilots to join the 306th, in Mar 42 at Salt Lake City, Utah, having just finished pilot training in 42-B at Stockton, CA, a prolific source of early 306th pilots. He got his introduction to four-engined aircraft at the Jack Fry School of Aeronautics, Albuquerque.

Early on he was appointed 423rd operations officer by Maj. J. W. Wilson, 423rd C.O., and served there until moving to Group operations 23 Feb 43. On 22 Jun 43 he became Group Ops officer, and served until 1 May 44, when Col. George L. Robinson moved him to the 367th command. That post lasted until 19 Jul 44, when he moved back to Group operations, and then was posted to the U. S. 17 Oct 44.

After leave in the U. S., Williams was shipped to the 20th AF in the Pacific, finishing out the war there in operations, and getting a promotion to colonel.

A graduate of the University of Michigan in 1937, Williams completed his law degree there in 1946, and served a long career in patent law until retiring in 1980.

He and Betty were married 16 May 42 before he actually arrived at Wendover for training. She continues to make her home in Winnetka, IL.

### Request to Borrow

Photos of any aircraft taken during Project Casey Jones in Europe and North Africa. American, Allied, German: operational, wrecked, derelict, junk piled. Will return as soon as copied, with postage reimbursement.

James V. Crow, SFC, USA Ret.  
0S.649 Kirk Ave  
Elmhurst, IL  
60126  
708/834-7718

## LAST CHANCE!

Your chance to correct or update your directory listing is predicated on how fast you can respond to the Secretary, once you have received this issue of **Echoes**. Work is well along on the sixth 306th Directory, an every-other-year event.

This will be particularly notable because it will have the single largest increase in numbers yet seen in a two-year span.

If there is a question, we are seeking telephone numbers, the last four digits of the nine-digit zip code, and your spouse's first name.

Write or call Russ Strong immediately for assistance.

March 4, 1994  
Bedfordshire Times

## New Tenants Sought for Thurleigh

NORTH Beds-based Bedfordia Group has put in a bid to develop Thurleigh airfield. A spokesman has refused to elaborate.

The Ministry of Defence has asked for developers to come forward with ideas for the future development of the 1200-acre site which is up for grabs because flying activities have been transferred away from it.

A Ministry spokesman said that it was anticipated that when a developer came up with a workable idea, planning permission for any scheme would be sought from Bedford Borough Council, which is the planning authority.

### Half Dozen Interested

It is understood that Bedfordia is one of half a dozen serious applicants who are bidding to develop the site.

Whatever is chosen, it will have to conform with the local plan now being drawn up by the council.

It could continue as an airfield if a commercial use could be found, or be used to provide a mixture of housing, light industrial use and amenity land.

Meanwhile the result of the Bedford Borough Council-run consultation exercise carried out in 24 surrounding North Bedfordshire villages reveal that the majority of residents surveyed want to see a use for it which will provide general employment for the area.

A large number of those surveyed said they did not want an existing asset wasted and would be happy to see it continue as an airfield. They also wanted to ensure that village and rural life was protected.

Nearly 80 per cent of people questioned said that whatever use was decided, heavy goods traffic should be restricted on the A6 and many believed that more improved road networks, including the Bedford and Clapham bypasses and roads skirting North Bedfordshire villages were a must.

Other suggestions for the future use of the site include building a prison, a race course and building a new town.

## Ready! Set! Register for Des Moines

Not all of the 157 men listed as "new" to our mailing list in this issue can be expected to show up in Des Moines for the 19th annual reunion of the 306th Bomb Group Association. But, quite a number have put it on their calendars already and will make the trip out to where the tall corn is king.

You'll get a chance to bite into the biggest pork chop you've ever seen, to enjoy the biggest array of "events" ever featured at a 306th reunion, and to watch the largest model, radio controlled airplanes reenact some famous moments of WWII.

**Destinations** magazine last November said "Des Moines is one of the liveliest locations in the Midwest".

Chairman Bob Houser and his active committee have been navigating through all the pitfalls of reunion management, and feel that their program will hold up well to your scrutiny.

For convenience, the event will be staged in the Crystal Inn, right across the main road that runs in front of the airport terminal. One could walk if there wasn't too much luggage to handle, but the hotel van will be on hand to give you a lift.

If you are an avowed literary critic you may play down the 1992 sizzler, **The Bridges of Madison County**. But the romantics in the group may want to take the bus into Madison County on Thursday or Friday just to see those bridges for themselves. You may have trouble finding the wayward wife and the traveling photographer, however.

Several bus trips are planned to significant places, all of which were discussed in detail in the January issue of **Echoes**. But, if that is too much be sure to sign on for a Des Moines tour. The five-domed, gold leafed State Capitol is worth a visit, and that's not far from the 42-room Salisbury House, a Tudor styled building that will put you right back in England. It is a National Historic Monument, and its magnificent art collection is well worth seeing.

### Flood Free!

We hope that high water doesn't come roaring down the Raccoon River once again, and pay downtown Des Moines another disastrous visit. But rest assured that our hotel is high and dry, a considerable distance from the waters of a year ago.

Des Moines has good airline connections, and it is the junction of I-80 east and west and I-35, north and south. The flyers and the drivers ought to be able to find the city and the hotel without difficulty.

A reservation form for the reunion appears on the back page, as well as a form for the Crystal Inn.

# What really happened on a combat mission?

Each one in a given aircraft may have had some glimpse of action, but it was more likely that two or three might have seen what actually took place.

From an Andy Rooney story printed 18 Feb 43 in *Stars and Stripes* this was how the story went:

"Crew members in 'Little Audrey' said that enemy planes they met had yellow noses, the markings of the notorious Goering Squadron, reputedly the crack fighter force of the Luftwaffe. (To speed the story along, hometowns are omitted in this recounting.)

"1st Lt. William Colantoni accounted for two of 'Little Audrey's' victims, while 1st Lt. Charles F. Jones shot down the third.

"The plane, piloted by 1st Lt. Edward J. Hennessy, was hit by flak as she started her bombing run.

"The ship was jolted 15 feet by the concussion and flak scattered through the plane," Lt. Hennessy said.

"S/Sgt. Allan F. Meaux was saved from injury when a large piece of flak struck the earphone in his helmet and stopped just short of his head. Sgt. Robert G. Adams felt a piece of flak tear into his parachute. His oxygen tube was also cut, but he crawled from his tail gunner's position to the radio room before losing consciousness. Other crew members revived him.

"Meanwhile, Lt. Hennessy and 2nd Lt. Rogers Littlejohn, copilot, were having their own troubles. The windshield in front of them was shattered and they had to guide the ship with the gale in their faces and the danger of flying glass present."

**Hennessy's Story** — A longer account than *Stars and Stripes* could have printed, and actually not written until 50 years later:

This mission was my tenth and my fifth as pilot with my own crew. Losses had been so heavy during the first months of combat operations that by January, 1943, I found myself with a make-up crew of wonderful American guys. My 19 year old co-pilot, Rogers Littlejohn, had transferred from the Royal Canadian Air Force; my navigator, Casey "GI" Jones, came from the Royal Air Force; the bombardier, Bill Colantoni, from a deactivated B-17 group. The six gunners were mostly ground personnel who volun-



"Little Audrey's" crew listens as Chaplain Adrian Poletti prays for them before takeoff on a 1943 mission. Left to right: Bill Drennan, radio; Robert G. Adams, waist gunner; William Colantoni, bombardier; Anthony Santoro, ball turret; Rogers Littlejohn, copilot; Edward Hennessy, pilot; Casey Jones, navigator; John Elek, tail gunner; Glen Wyly, engineer, and Patrick Spellman, waist gunner.

teered and became qualified as aerial gunners on our base because replacements from the U S aerial gunnery schools were slow in coming. I was part of the original group of 35 crews that came together from Wendover in early September, 1942, but had dwindled to eight surviving crews by mid-1943. So I headed a "manufactured" crew to help replace losses.

"Our mission to St. Nazaire on 16 February 1943 was fairly uneventful until we reached the IP, where the bomb run began. Typically, we flew into a flak barrage and then the swarms of Focke Wulf 190s with yellow noses — The Goering Squadron. As Andy Rooney reported, our flak damage was extensive — over 50 holes but none fatal. The frontal attacks that followed became the bigger problem. Glen Wyly, our top turret gunner, turned his .50 calibre machine guns over the cockpit — three inches over — to fire at the frontal attackers. We had already suffered some unnoticed damage to the windshield frame on the co-pilot's side and that, plus the heavy vibration from the guns, caused the right windshield to pop right into a surprised Littlejohn's chest. The outside air temperature at 20,000 feet was about -30° centigrade. The inward rush of frigid air created instant, heavy frost on the inside of all the other windows. I was flying on the leader's left wing, tucked in tight for the bomb run. My line-of-sight had been across the cockpit through the co-pilot's front and side windows. The leader was no longer visible, because, following the flak explosion I was momentarily busy determining whether we were still airworthy. In those few seconds of distraction I moved a few feet ahead, almost abreast of the leader, who would have been clearly visible through the side window until the frost suddenly blocked the view.

"I alerted the crew via the intercom to give me verbal reports on our relative position while I slowed down about five miles per hour and held the course and altitude by instruments. Any deviation up or down could have resulted in a collision in the formation.

"Gradually the lead plane sort of crept forward into my view through the missing window and I was then able to match his speed and stay in position for the bomb run. A stressful minute or so during that interval seemed endless.

"Meanwhile, in the nose, Casey Jones was missed by flak twice, once when he bent over to pick up the target map and once when he lay down to point out the target for Bill Colantoni, our bombardier. The window frames around Casey's gun were punctured by flak about three inches on both sides of the window. Later when the FW-190s were encountered, a stray bullet from a FW attacking a lower squadron hit the ammunition case behind him scattering ammunition everywhere before going through the center of his window, just missing him. When attacked by the FW-190s after the bomb run, Colantoni shot down two 190s and Casey got one. Good shooting!?"

"Now the problem centered on the continuing frontal attacks. Littlejohn was looking like a snowman as he held the inner layer of the windshield to deflect the inrushing cold

air to his right to keep it out of our faces. I was again flying formation across the cockpit by sighting through the open windshield frame. That gave me a field of vision about 10% of normal. My right hand on the four throttles was now numb from the cold and my left on the control column was not much better. Since Air Corps Supply could not fit me with a 44-long fleece-lined jacket, I was wearing a lightweight leather A-2 jacket with a sleeveless sweater underneath. On my hands, I wore unlined kidskin finger gloves since I could never "feel" the airplane through the available fleece-lined gauntlet mittens. If you imagine playing golf in such mittens you will understand my problem. Oh yes, neither did Supply have any fleece-lined flying boots that would fit over my shoes. It was always too cold to go without them so I wore them over my socks. Luckily, I never had to bail out because they probably would have slipped off when the parachute opened. In any case, the impact with the ground would have broken my ankles because, of course, they did not have any 28-foot diameter parachutes for large specimens like me — only the 24-foot variety for lads under 180 pounds, I went about 205.

"Fortunately, a bomb run is made straight and level so we were able to hang in there during the troubled times. We, just had to tough out the cold through "Bombs Away" and the withdrawal. I could not drop down and out of the formation to a warmer climate in 190 territory. That would have surely been fatal—they jumped us fast enough after the flak episode, hoping to pick off a cripple. We hung in there for the relative security and the gunnery support of our squadron mates.

"It was not until we headed home and were well out over the Bay of Biscay that the whole group dropped down to warmer weather and to take advantage of the curvature of the earth to stay under the German radar surveillance.

"Then the frost softened and we busily

## Las Vegas on Schedule for 1996 Reunion

Following the offer of Edward J. Hennessy to again chair a 306th reunion in Las Vegas, this time in 1996, the officers and directors of the Association acted in March to accept the offer.

Hennessy is already working with a committee in Las Vegas, and is seeking to put together a hotel package for those who attend.

The 306th met there previously in 1988, when nearly 900 men and their guests were on hand for the reunion banquet.

scraped and wiped it off by hand. Now the numbness in my hands was replaced by a sensation of pinpricks and pain. They still hurt when we landed at our base about two hours later and they remained sensitive to cold for months. I often thought some of this sensitivity was psychosomatic but nevertheless they hurt just the same when exposed to cold again. This always reminded me that this was one of our most difficult missions.

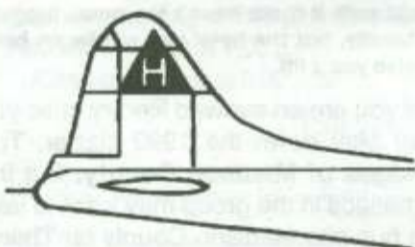
"Back on the hardstand where we parked our airplane, Little Audrey, my 19-year old (!) Master Sergeant crew chief, Benny Campbell, and Capt. Frank Kelly, the Squadron engineering officer, shook their heads sadly over her porous condition. The rehabilitation began immediately.

"The next day Captain Kelly called me out to the hardstand and asked me to climb a ladder on the pilot's side of the fuselage to examine the bullet hole six inches from my seat and chest high. He told me to sight through the hole to follow the course of the armor-piercing bullet. It had entered at a very shallow angle from the left, passed through the top-turret, missing Glen Wyly, and had buried itself in the main wing strut on the left side of the bomb bay. This caused structural weakness so Kelly ordered the aircraft into the major overhaul hanger. The strut and the left wing were replaced including the two engines in that wing. Since this was a time of terrible shortages, the needed parts were cannibalized from a couple of "hangar queens," B-17s that had been so badly damaged that they were beyond repair still had some useable parts. With around-the-clock operation, Little Audrey came out of the hangar in about four days as good as new. This was some other kind of non-combat miracle, but pretty typical of what ground crews were accomplishing in those days of critical shortages."

Roger Freeman's *Mighty Eighth War Diary* reports that the 306th lost two A/C, while the Eighth lost a total of eight. E/A claimed by the 306th were three destroyed, three probable and one damaged.

*First Over Germany* tells us that the crews of Lts. Joseph Downing and William Warner were lost to the enemy, flak damaging them, and fighters finishing them off. Four of our downed crewmen evaded capture.

*J 26, Top Guns of the Luftwaffe*, by Donald L. Caldwell, gives scant attention to the mission: "Aggressive head-on attacks by III/JG 2 and 9/JG 26 brought down six of the sixty-eight attacking B-17s; the bombers' target, the U-boat basin locks at St. Nazaire, was missed completely." Two more sentences talk about the exploits of one GAF pilot.



The 306th Bombardment Group Historical Association: William F. Cavaness, president; C. Dale Briscoe, vice president; Russell A. Strong, Secretary; Robert N. Houser, treasurer. Directors: James S. Cheney, Joseph R. Hathaway, Victor L. Rose and Donald L. Snook; Forrest J. Stewart, past president; Robert N. Houser, 1994 reunion chairman. Ralph Franklin, Keysoe, Bedfordshire, British representative.

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 704/568-3803.**

**TREASURER:**  
Send contributions to:

**Robert N. Houser, P.O. Box 13362, Des Moines, IA 50310, 515/279-4498.**

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

## There may be no dues, BUT

*It does take money to keep the 306th Association flying. Those who are able are asked to make an annual contribution to keep everything running smoothly. No one is dropped from the mailing list for non-payment! Your gift is tax deductible.*

Please accept my gift to the 306th BG Association: \$ \_\_\_\_\_

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TELEPHONE NO. \_\_\_\_\_ 306th Unit

Send to: **Robert N. Houser, Treasurer**  
**306th Bomb Group Association**  
**P.O. Box 13362**  
**Des Moines, IA 50310**

DATE \_\_\_\_\_



# Combat Crews



368th — Back: Gwynn Boxwell P, John J. Allen CP, Albert Burnett N, Bernell Sharp eng; Front: Donald Ruschmyer ro, Robert Copp g, Arthur Teska g and Ted Cumberledge N.



367th — Front: William J. Davis P, Vernor F. Daley CP, E.F. Smythe B and Ralph Irvine N. Back: Paul Hammond eng, Thomas Mahoney ro, Jesus Martinez g, George Fyksen bt, William Berman g and Arthur Shapiro wg.



367th — Front: Joseph Hahn P, Robert Bozick CP, John Lenox N and Vincent Bowen B; Back: Hugo Riva eng, Fred Wacjs wg, Henry M. Brown bt, John Young tg, and Earl Ball ro.



368th — Front: Douglas Wright tg, Richard Litherland bt, Travis Powell eng, James Carroll wg, Francis Weitzel wg and Joseph Zariello ro. Back: Paul F. Paulsen P, Joseph Zardin CP, Leonard Blatnica B and Henry Zaborsky N.

## Col. Osburn Dies Feb. 19

Col. Paul V. Osburn, 367th Squadron Navigator, career USAF officer, and dedicated scientist, died 19 Feb 94 in Loma Linda, CA, of lung cancer.

Osburn came to Thurleigh 27 Nov 43 on Robert Ashley's crew, and after completing a combat tour, took 30 days in the States, and then returned to the 306th. He took over the navigator's post, and completed the second half of a 50-mission tour flying lead planes.

A graduate of Marshall University after the war, he re-entered service for Korea and was assigned to MIT to complete a master's degree in physics; then was returned there by the Air Force to earn his doctorate.

That was followed by a series of technical assignments, until retirement in 1973. After that he joined a high tech research firm and continued to service USAF research contracts for a number of years.

Since retirement he had lived in Riverside, CA, and leaves his wife and one daughter.

## Picking Up The 42-? Pilots

40-C, Kelly Fld, TX	Birleffi, Arthur L 367
42-B, Mather Fld, CA	Barker, Alvin L
	Dorich, Leon B
42-F, Lubbock, TX	Davis, Richard C
	Eggers, Richard F
	Fair, Albert L Jr
	Heller, Robert C
	Kramarinko, Alexander 368
	McIntire, Leo S 368
42-G, Columbus, MS	O'Brien, Edward J 367
	Onnen, Ferdinand H 367
42-G, Stockton, CA	Farrell, David 367
42-I, Albany, GA	Parks, James G 367
42-I, Columbus, MS	Marcotte, William H 423
42-K, George Fld, IL	Woellner, Edwin D Jr (*) 368
42-K, Roswell, NH	Kenyon, Ellsworth H 367
	Kisamore, Leo R 367 (corr)



423rd — Front: James Townley eng, Leon Freeman wg, Edward Riha bt, Mel Teets ro, and Thomas Ryan tg; Back: William Rich P, Emory Hodges B, George Eggleston N and Allen Lemmon CP.



369th — Front: Von Barnett g, James Justice g, Fred Palmer tg, Donald Neworth eng, Robert Reens ro and Frank Sliva wg. Back: Alfred J. Switzer P, William O. Thompson CP, Gordon Krenn B and Darrell Myer N.



369th — Front: Wallace (Jack) Young P, Alfred Norman CP, Horace Corigliano B and Ben Burwick N; Back: George Stephens eng, Merlin Ernest ro, Bill McKillop wg, Cecil Crook bt and Wymond Wilson tg.

# New Men on the 306th Roster

Andrews, Wayne T, 8215 Dorothy Ave, Cleveland, OH 44129 (Rose) 423  
Balacki, Alex, 97 Abbott St, Rochester, NY 14606 367  
Baron, Isidor R, 319 Old Fort St, Tullahoma, TN 37388 367  
Bartlett, John G, 2406 SE 31st St, Okeechobee, FL 34974 (Rosemary) 368  
Bennett, George D, 2299 SW 28th Terr, Ft. Lauderdale, FL 33312 (Elizabeth) 367  
Binko, Albert J, 548 Reserve Rd, West Seneca, NY 14224 (Hilda) 369  
Bonem, Joseph F, 1005 Nebodish, Essexville, MI 48732 423  
Brown, LTC Richard L, PO Box 68, Story, WY 82842 (Virginia) 369  
Cervello, Ralph A, 125 Argyle Ave, Youngstown, OH 44512 (Angela) 368  
Cooley, Colvin M, 723 South St, Rapid City, SD 57701 (Marlys) 423  
Cooper, Melvin D, 15221 W 84th St Terr, Shawnee Mission, KS 66219 (Delka) 369  
Cox, Robert F, PO Box 788, Victor, MT 59875 367  
Culp, Calvin B, 130 S Third St #603, Harrisburg, PA 17101 (widower) 368  
Danna, John S, 4551 Sequoia Dr, #267A, Harrisburg, PA 17109 (Mary Margaret) 369  
Davis, O H, 1310 White Blvd, Murfreesboro, TN 37129 (Ernestine) 449  
Deblinger, Benjamin, 26 Judson St, #6-A, Edison, NJ 08837 369  
Deemer, Paul C, 1437 Euclid Ave, Bowling Green, KY 42103 (Martha) 369  
DiBona, Mike, 4155 Farmdale Ave, Studio City, CA 91604 (widower) BW  
Dorman, Lyle R, 65 Dolphin Dr, Treasure Island, FL 33706 (widower) 368  
Dowd, James V, 3046 Grey Heron Cir, Venice, FL 34293 (Lorraine) 423  
Drumm, William M, 555 Greenland Rd, Lancaster, PA 17602 (widower) 368  
Dunlap, Curtis L, PO Box 1239, West Point, CA 95255 369  
Estes, Joel E, 1354 Womack, Ave, East Point, GA 30344 367  
Evans, Albert I, 630 Lake Forest Dr SE, Pinehurst, NC 28374 (Agnes) 876  
Frazier, Burton H, 31 Sherwood Cir, Manchester, CT 06040 (Lillian) 368  
Fries, James H, 3220 Waterford Rd, New Waterford, OH 44445 (Freda) 367  
Friedman, Arthur U, 29 Cambridge Dr, #C, Newington, CT 06111 (Janet) 368  
Fryer, Louis M, Rt 1, Box 97, Hartstown, PA 16131 (widower) 367  
Gannon, Alvin B, 410 Page Dr, Goodlettsville, TN 39072 (Lillian) 423  
Gardner, Hardie M, Rt 1, Box 330, Ellabell, GA 31308 (Grace) 423  
Gentile, Warren M, 2015 56th St, Des Moines, IA 50310 (Pauline) 368  
Gill, Lyle E, 15 St Mark Ave, Lititz, PA 17543 (Joanne) 369  
Goetz, Raymond L, 3300 Orange St, Hollywood, FL 33021 (Rita) 369  
Goode, Grover C, 325 Stewart St, Welch, WV 24801 (Janet) 368  
Gooden, Jack L, 2108 20th St W, Bradenton, FL 34205 (Nona) 368  
Grandits, George A, 17 Shirley Ave, Buffalo, NY 14225 (Gertrude) 367  
Green, Harold, 80 Heitman Dr, #1, Spring Valley, NY 10977 423  
Griggs, Frederick I, 543 Gloria Dr, Baton Rouge, LA 70819 (Una) 369  
Groover, Ralph H, 6303 Marina Dr, Orlando, FL 32819 (Jo) 367  
Grothe, Roy W, 330 Shady Ln, Manchester, PA 17345 (Evelyn) 368  
Gruenig, Robert D, 5138 N 81st St, Scottsdale, AZ 85250 367  
Gunn, Leon O, 201 Marion Quimby Dr, Stevensville, MD 21666 (Janice) 367  
Haas, Stanley B, PO Box 2483, South Miami, FL 33143 368  
Hahn, Gilbert B, 1828 Pine Glade Cir, Fort Myers, FL 33907 (Marian) GP  
Haining, Roger W, 20102 156th Ave NE, Woodinville, WA 98072 (Lois) 368  
Haitsch, T/Sgt Theodore G, 71 E Paradise Dr, Haines City, FL 33844 (Anna Marie) 423  
Hammond, Col Arthur B, 1530 Barberry Ln, Spartanburg, SC 29302 (Ann) 368  
Hannemann, Alvin C, 355 Porte Ave, Melrose Park, IL (Unmarried) 368  
Hannum, Patrick J, 321 Elizabeth St, Crooksville, OH 43731 (Marybelle) 368  
Hanson, Seth M, 171 MacMurtry Dr, Martinez, CA 94553 (Ada) 352  
Harr, John B, 452 South E St, Lakeview, OR 97630 (Dorothy) 368  
Hartley, Earl E, 546 35th Ave NE, St. Petersburg, FL 33704 (Nadine) 367  
Hartman, Eugene L, 142 Demeter Dr, Rochester, NY 14626 (Marie) 367  
Hatton, Arthur E, 5200 N Federal Hwy, Ft Lauderdale, FL 33308 423  
Hauck, George C, 4300 Riverside Dr #170, Punta Gorda, FL 33982 (Adelaide) 367  
Haugh, John W, 46 Tappan Ave, Babylon, NY 11702 (Edna) 4th  
Hawk, Rufus K, 2767 Woodmont Dr, Xenia, OH 45434 (Carole) 367  
Hawkes, Herbert W, 4521 Apache Pass, Austin, TX 78745 (Darlene) 423  
Hess, Oliver K, Rt 2, Box 173A, Washington, WV 26181 (Frances) 368  
Higgins, Col. Bernard, 3329 Foley Ave, Tallahassee, FL 32308 (Lucille) 368  
Hilsinger, Raymond G, 9324 E Maringo Dr, Spokane, WA 99206 (Violet) 367  
Hobbs, Lowell L, 106 E. Bond St, Benton, IL 62812 (Anne) 367  
Hocker, Frederick C, 23 Oakwood Dr N #N, Englewood, FL 34223 369  
Hodson, Roger M, 3745 Valley Blvd, Sp 101, Walnut, CA 91789 (Patricia) GP  
Holliday, Homer, 427 Broad Ave #2-A, Palisades Park, NJ 07650 (Anne) 369  
Hooks, Jerry O, PO Box 561, Dunlap, TN 37327 (widower) 423  
Hooper, Lawrence E, 1415 Lancelot St, Borger, TX 79007 (Widower) 367  
Hopkins, Raymond P, 426 Oakland Rd, Hyannis, MA 02601 (Doris) 423  
Horgan, William R, 1528 SE 42nd Terr, Cape Coral, FL 33904 (Muriel) 423  
Huettig, Otto G, 1277 S 2200 East, Hazelton, ID 83335 (Ruby) 367  
Hulme, Everett E, 3105 Cotnellia St, Bellevue, NE 68005 (Vivian) 367  
Hunt, Elmer E, 2805 Glen Oaks Dr, Wichita, KS 67216 (Shirley) 368  
Iacarus, John V, 4632 Harwich St, Orlando, FL 32808 (Nancy) 369  
Iacona, Richard P, 20 India Pl, Amityville, NY 11706 (Mary) 367  
Jablonski, Joseph R, 79 Quimby Ave, Trenton, NJ 08610 (Betty) 423  
Jacobs, Alfred H, 7657 Tahiti Ln #102, Lake Worth, FL 33467 (Myrtle) 369  
Johnson, William J, 4716 Stevens Ave., Minneapolis, MN 55409 (Widower) 367  
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Ohannesian, Harold, 16532 4th Ave NE, Seattle, WA 98155 (Irene) GP  
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## 306th Family Members

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# RAF Flew Rough Duty on Berlin

You thought Berlin was tough?

Perhaps you ought to have tried it on one of 18 raids in the Winter of 1943-44 with the Lancasters of the RAF to have really felt put upon.

RAF tried Lancs, Halifaxes and Stirlings on these raids and gave up on the latter two. The Lancs were the greatest participants, according to *The Berlin Raids*, a 1988 book by Martin Middlebrook. Of the 8,291 a/c dispatched 601 aborted, and 421 were lost.

This was 5.6%, which Bomber Harris seemed willing to accept, but it was in personnel losses that any 8th AF personnel will be amazed: 81.8 per cent of the Lanc crew members were killed, or 2,461.

It was noted in the book that the Lanc had a reputation for being an aircraft from which it was very difficult for a crew to make an exit. This evidently accounts for the extremely high losses of men.

## The 306th Experience

We had 16 raids to Berlin, and found it to be our fourth toughest target in terms of A/C lost, a total of 13, of which two went into the North Sea on the way home.

We lost 125 crew members and one passenger, and had 79 killed, a rate of 63%. Four crews had no survivors. Only three crews had no losses, including Louise Matchka's crew which was interned in Sweden.

Charles W. Smith was the first to go down on a Berlin raid, that of 6 Mar 4. We flew our last one to "Big B" 2 Feb 45 and lost George Luckett, Roland Lissner and Vernor Daley.

Berlin was a tough target and crews quickly became suspicious that it might be Berlin even before mission briefing began. If the regular route map was covered by a special map, we knew it was something big even before the curtain was pulled aside to show the yarn moving endlessly east!

## To All Friends of the Pauls

June and Keith have just learned from the British Post Office that some of their Christmas mail to friends in America was involved in a mail robbery in which the driver of the vehicle was badly injured and a large amount of mail stolen.

Only the partial contents of one of our letters has so far been found, our Christmas letter to Lee & Peg Kessler, and it was our address on this which enabled the GPO to contact us. As we sent our 306 Christmas Greetings and June's Newsletter out in large batches it is probable that at least one complete batch was in that vehicle and therefore at least 50 of you did not hear from us this year.

We should hate for you to think we had forgotten you so, if you didn't hear from us this Christmas please drop us a line. In the meantime, A BELATED HAPPY CHRISTMAS AND NEW YEAR — we haven't forgotten you!

June & Keith Pauls

## Book Review

### Erlawerk VII, Antwerpen-Mortsel, 1940-44

Jean Dillen has made nearly a lifetime study of the mission of 5 Apr 43, a costly day for the 306th when four aircraft catapulted into the Belgian landscape.

It was an eventful day then, and has continued to be for that past 51 years.

Mortsel was the target, an aircraft plant manufacturing planes for the Luftwaffe, and it was the town the felt the heaviest onslaught of 306th bombs that afternoon.

Of note today is Dillen's new book, *Erlawerk VII, Antwerpen-Mortsel, 1940-44*. This is one of a series of books telling for today's people what happened when the author and his friends were much younger. Some of them saw the Americans in their parachutes, and the sites where the four A/C came down have been carefully studied, first by the Germans and then over the years by the Belgians.

While the book is interesting to Americans, the language in which it is written can be puzzling. At the risk of raising the ire of Belgians, it appears to be written in Dutch, which is close to German. One

# Obits

**William B. Barnes**, 423rd navigator (Albert A. Adams crew), died 18 Mar 92 in the Brooks VA Hospital, Shreveport, LA, of respiratory failure. He had joined the Group 21 Oct 43 and completed combat in Mar 44.

**Millard L. Blakey**, 368th engineer (Richard Hartshorn crew), is deceased. From Tifton, GA, he completed his combat tour in Apr 45.

**John E. Catlett**, 982nd MP Co., died 18 Jan 94 in Bedford, England. He returned to Bedford with his war bride, Peggy, and worked for the Bedford Municipal Authority.

**Francis E. Ferguson**, 369th copilot and POW (Schweinfurt, 14 Oct 4 w. Gus Holmstrom), died 4 Jan 94 in Phoenix, AZ, after a long illness. He arrived with the Group 13 Sep 43 without a crew. A graduate of Michigan State University, Ferguson joined Northwestern Mutual Life Insurance Co., Milwaukee, in 1951. At retirement he was chairman of the board and CEO. He leaves his wife, Patricia, and two daughters.

**Bill R. Fuller**, 368th gunner; (Robert Chrisjohn crew), died 26 Dec 93 in Moulton, AL. He arrived with the Group 17 Jul 44 and finished his tour in Dec. He was a retired Liberty National Life Insurance agent. He leaves his wife and one son.

**Richard T. Hartshorn**, 368th pilot, is deceased. From Laverne, CA, he joined the Group 28 Nov 44 and left 19 May 45.

**Franz A. Hirt**, 1208th QM Company officer, died 31 Dec 81 in Atlanta, GA. He leaves his wife, Helen.

**Roy C. Hoffman**, 367th pilot, died in 1978. He brought his crew to the Group 28 Nov 44.

**Willis C. Holder**, 368th copilot (James Martin crew), died 27 Apr 80. He arrived for combat 12 Sep 44 and finished his tour in Apr 45. Holder held a BSME degree from the University of Wisconsin.

**Lester A. Holloway**, 423rd, died 28 Jul 84 in Wichita, KS.

**Alfred S. Holmes**, forecaster with the 18th Weather Sqdn, is deceased.

**Robert G. Hulbert**, 449th Sub Depot, died 4 Jan 94 in Prescott, AZ. He leaves his wife, Margaret.

**Jay L. Hurley**, 368th engineer (William Reeder crew), died 3 Aug 85 in Kannapolis, NC.

**John R. Immer**, 1208th QM Company officer, died 9 Nov 84 in Washington, DC.

**Leo A. Itle**, 368th gunner between 20 Nov 44 and 19 May 45, died 2 Feb 90 in Montgomery, AL.

American authority on languages says the Flemish has some differences with Dutch, but they are basically the same language.

The maps and charts are excellent, beautifully drawn and annotated, and easily understood. But, perhaps of greatest interest to us on this side of the pond, is the extensive use of pictures of 306th personnel, albeit most of them have been taken during the last several years as those parachutists have chosen to return.

The 306th men mentioned in the book are: Kelly Ross, Raymond Gates, Earl Benson, George Lewis, Sidney Miller, William Hovekamp, Arthur Byrd, Clyde Smith, Douglas Bowles, Arnold Hyman, James Crouch, Joseph Consolmagno, Robert Seelos, James Murray, Theodore Jankowski, Fred Hampton, William W. Saunders, Stanley Stemkoski, Arthur Milbourn, John Creatore, Paul Spaduzzi, Leonard O'Brien, Charles Thelen, James Gross, James Clark, Sidney Davis, Richard Haefl.

**Harmel C. Jones**, 982nd MP Company, died 23 Nov 86 in Horn Lake, MS.

**Earl R. Jukes**, base air corps supply officer from Dec 42, died Jul 89 in Belleville, IL. After Korean War service he was assigned to Scott Fld, IL, and upon leaving active duty held his same job under Civil Service.

**Alvin H. Kasberg**, 369th engineer (Francis Bennett crew), died 18 Oct 88 in Wilmington, NC. He had joined the Group 29 Apr 44.

**Leonard E. Kelly**, 423rd gunner (Habert Underwood crew), died 25 Jan 86 in Barrington, RI. He flew combat between Sep 44 and Mar 45.

**Raymond D. Kemp**, 368th gunner and toggler (Walter Keilt crew), died 1 Jan 66 in Huntingdon, PA.

**George R. Kerley**, 368th tail gunner, died 6 Mar 87 in Houston, TX. He completed his tour 7 Aug 44.

**Robert E. Kirk**, 423rd medic, died 14 Sep 87 in Friendswood, TX.

**Kenneth W. Kohl**, 4th station complement squadron, died 22 May 72 in Reading, PA. He leaves his wife, June.

**Cecil H. Lamp**, 369th gunner (Loy Peterson crew), died 15 Sep 82 in Anchorage, AK. He leaves his wife, Patricia.

**Philip D. Lanyon**, 423rd navigator (Elmer Heap crew), died 3 Jan 94 in Kansas City, MO. He had completed his tour 24 Mar 44.

**James S. Law**, 368th pilot, died 25 Dec 75 in New Orleans, LA. At the time of his death he was chief pilot of TACA Airlines. He arrived with the Group 23 Dec 44 and finished his tour in Apr 45, after having been injured in a crash at Manston 8 Jan 45. He leaves his wife, Marian, who now lives in Metairie, LA.

**Roy J. Law**, 367th and NCO in the Station Gas Office, died 17 Jul 89 in Fort Dodge, IA.

**Arvelle B. Leavell**, 368th waist gunner (Richard Hartshorn crew), is deceased. He was from Springfield, MO, and completed his tour in Apr 45.

**Seymour Leon**, 368th radio operator (Wilfred Forsyth crew), died 23 Apr 93 in Verona, NJ. He arrived 10 Feb 45 and was there at the end of combat.

**Charles N. Levy**, 368th navigator (Robert Chrisjohn crew), died 6 Jan 94 in Wilmette, IL. He flew combat between 17 Jul 44 and Dec. Levy was the founder and chairman of Budley Press, Inc., Chicago, and leaves his wife and three children.

**Basil F. Lowry**, 369th waist gunner (Andrew Kata crew), died 2 Sep 75 in Clarksdale, MS. He was one of Kata's crew who bailed out along the front lines 8 Aug 44 and became a POW.

**Fred G. Lucas**, 369th gunner, died 19 Jan 83 in Concord, CA.

**Arthur S. Markowitz**, 1208th QM Company, died in Jan 88 in Pittsburgh, PA.

**Darrell S. Mattoon**, Group special service officer, died 15 Jan 94 in Visalia, CA. He leaves his wife, Marjorie.

**Jesse L. Mayo**, a radar officer assigned to Group in Sep 44, died 13 Aug 78 in Austin, TX.

**Charles W. McColl**, 368th mechanic, died 27 Apr 85 in Bennettsville, SC.

**Clinton W. McGoldrick**, 1208th QM Company, died 4 Jul 90 in Rockford, IL.

**VanDycke McKelvey**, 368th bombardier (Robert Seelos crew), died 1 Jul 91 in Riverside, CA. He flew more than a dozen missions before leaving the Group in late '42.

**John A. McShaffery**, 423rd ball turret gunner (Wilbur Wieland crew), died 14 Mar 93 in Lake Ariel, PA. He arrived 3 Apr 44 and ended his combat tour in Sep.

**Albert J. Medicott**, 367th, died 7 Nov 87 in Parlin, NJ. He joined the Group 20 Nov 44.

**Nelson C. Minter**, 423rd ball turret

## Towering Confusion!

Sunday, August 5, 1945

2130 Hours - 855W called in on VHF: G Box and radio compass out. SCS 51 beam turned on. Flares fired. A/C finally got over field at 2200 hrs. Thunderstorm hit field, with gusty wind. Lights on R/W 30. With help of YY flares A/C made approach o.k. At altitude of 200 feet lightning struck power unit and all lights went out. Alconbury gotten as diversion station. A/C diverted by FCO (flying control officer), but recalled by Ops officer. Capt. Bowley, Col. Kesling and Dock Wiehe present. FCO suggested A/C circle field until auxiliary flare path laid. No dice. FCO finally gave up trying to get path laid, grabbed a Very pistol with rest of the wild men and went out to intesection of main R/W and R/W 30, and fired flares. A/C landed on second try.

gunner (Edward Locke crew), died 17 Jun 86 in Garden Grove, CA. He leaves his wife, Helen, and one son.

**Clement M. (JP) Morgan**, 369th mechanic, prop specialist and crew chief, died 6 Feb 94 in Rocky Mount, NC. He joined the Group 18 Oct 43 and departed 15 Sep 45. For 23 years he owned a grill in Chicago.

**Robert G. Mumaw**, 367th radio operator (William Ely crew), died 4 Feb 86 in Fort Worth, TX. He was MIA 6 Mar 43 at St. Nazaire (w. John Ryan).

**Mervin A. Narum**, 369th radio operator (David Wheeler crew), died 25 Mar 91 in Mable, MN. He was the 116th EM to complete his combat tour, in Nov 43.

**Dr. Alfonso W. Nicastro**, dentist for the 39th Service Group and later, died 12 Feb 80 in Riverside, IL, continuing to practice dentistry until suffering his third heart attack. He had earned his DDS degree at Loyola University, Chicago.

**Adrian E. O'Konski**, 368th navigator (Walter Summer crew), died 17 Sep 93 in Kewaunee, WI. He arrived 15 Jun 44 and finished his tour in September.

**Maj. James S. Opdyke**, 369th pilot and POW, died 30 Dec 93 in the VA Hospital, North Chicago, IL, after a long period of ill health. He brought his crew to the Group 5 Oct 43, and was MIA and a POW 11 Apr 44 on a mission to Stettin, Germany.

**Searl V. Overtruf**, 369th ball turret gunner (William Tarr crew), died 8 Jun 91 in Buffalo, NY. He leaves his wife, Ruth.

**Guy H. Parkhurst**, the first CO of the 352nd Service Squadron, 39th Service Group, died 19 Oct 81 in Oklahoma City, OK. He was relieved of command 13 Oct 42, and served with other 8th AF units in England throughout the war.

**Francis M. Parsley**, 369th engineer and POW (Kurt Ahlstrom crew), died 23 Sep 82. He was MIA 11 Apr 44 on the mission to Stettin, Germany.

**Ralph J. Pope**, 423rd radar navigator, died 4 Mar 93 in Brocton, IL. He joined the Group 2 Mar 45.

**Gerald E. F. Swift**, 369th radio operator and POW (24 Apr 44 at Oberpaffenhofen, w. Carroll G. Biggs), died 15 Feb 80.

**Robert J. Zamiska**, 369th ball turret gunner (Allen Babin crew), is deceased. He was one of the crew who escaped from Babin's stricken craft on 10 Apr 45 on a mission to Oranienburg, Germany, and evaded capture.

## 306th Family

**Sophie Rastenis**, widow of Anthony Rastenis 367, died last December in Grosse Pointe Woods, MI. He had died in Jul 73.

# Address Updates

Stewart M. Bachtelle 367  
3822 Montego Dr  
Huntington Beach, CA 92649

John Bruce 1628  
249 Jasper St W, #50  
Largo, FL 34640

Edward G. Dignan 423  
13025 W Tanglewood Cir  
Palos Park, IL 60464

Clifton R. Barber 423  
PO Box 123  
Webster, WI 54893

Quentin Burgett 367  
1123 E Lake Dr  
Weatherford, TX 76087

Byrl W. Elliott CJ  
5096 B Ave  
Cherokee, IA 51012

Leonard A. Barr 367  
4703 79th St  
Lubbock, TX 79424

Marshall D. Childers 367  
30820 Longleaf Dr  
Conroe, TX 77385

William F. Evans 369  
42046 67th St W, #50-F  
Lancaster, CA 93535

Earl Benson 367  
1317 N Matlock St  
Mesa, AZ 85203

Paul C. Coad 423  
1455 Superior Ave, #315  
Newport Beach, CA 92663

Dr. R Pierce Foster 367  
263 Stock Landing Rd  
Deville, LA 71328

Col Haywood M Braddock 4th  
113 S Aberdeen St  
Arlington, VA 22204

Donald L. Cook 369  
8265 W Southern Ave  
Mesa, AS 85308

Erwin A Froemel 367  
134 Lakeshore Dr  
Columbus, NE 68601

Lowell N. Goldman 368  
PO Box 11682  
Marina del Rey, CA 90295

Charles D Oliver 423  
426 Nezpique  
Jennings, LA 70546

Wesley J. Gregg 367  
455 Martin Camp Rd, #11  
Whitefish, MT 59937

Donald L Presti 367  
1202 E Adele St  
Anaheim, CA 92805

Charles F. Hitchcock 369  
1889 Heather Way  
Woodburn, OR 97071

Col Marlen E Reber 368  
3800 Bal Harbor Blvd  
Punta Gorda, FL 33950

Maj H. Fay Jenack 369  
6 Clough St  
Potsdam, NY 13676

Robert E Schmielau  
1501 Southlawn Pl  
Aurora, IL 60506

James A Johnson 449  
201 Nevada Ave, Tri 73  
Idaho Falls, ID 83402

Carl Shelley 423  
Rt 1, Box 313  
Cerro Gordo, NC 28430

Lester J. Kurk 369  
604 Dell Pla  
Bozeman, MT 59715

Olin M. Stansbury 369  
330 W Central #2C  
El Dorado, KS 67042

Joseph Leben 369  
9139 W Menadota Dr  
Peoria, AZ 85382

John O Thach 369  
9063 Farmoor Rd  
Germantown, TN 38139

Arthur W Mack 367  
118 Riverside Dr  
Palmyra, VA 22963

Clarence B Tuers 367  
3821 Gatesville Ave  
Modesto, CA 95357

Paul Martin H367  
PO Box 125  
North Chatham, MA 02650

LTC Jasper J Valenti 423  
5083 Upper River Rd  
Tallassee, AL 36078

Edward M. McLario 369  
W 142, N7919 Thorndell Dr  
Menomonee Falls, WI 53051

John W Walkenhorst 367  
1684 Wise Dr  
Napa, CA 94558

CMSgt Albert N McMahon 369  
2861 W International, #E302  
Anchorage, AK 99502

George T Watkins 368  
7910 Buckskin Dr  
Sherwood AR 72116

Thomas D McMahon 369  
McMahon Enterprises, Inc.  
PO Box 582  
Redway, CA 95560

James W. Wirth 369  
3668 Gay Way  
Riverside, CA 92504

William R. Mock 423  
1201 Heathington Rd  
Weatherford, TX 76086

William E. Withrow 1628  
1936 8th St #3  
Clay Center, KS 67432

Noris G Nelson 367  
2766 Fair Oaks Cir  
Odessa, TX 79762

BGen Edwin D Woelner 368  
3057 Redbud St  
Culpeper, VA 22701

Lynn W Northcott 368  
126 Walnut Ct, #D  
Benton, KY 42025

Ray A Yerak 369  
2648 Som Center Rd  
Willoughby Hills, OH 44094

## 306th Family

Mrs. John R. Grimm 367W  
8857 Refugee Rd  
Pickerington, OH 43147

Mrs. Ralph L Kennett 369W  
4905 Watson Dr., #95115  
The Colony, TX 75056

Mrs. Victor Keuer 369W  
23642K Sunny Slope Rd  
Brillion, WI 54110

Mrs. Albert E. Sewald 369W  
8812 Desert Willow Ct, NE  
Albuquerque, NM 87113

Mrs. Earl P. Shapland 423W  
2310 Briar Hill Dr  
Champaign, IL 61821

Howard White 423S  
(Raymond Feilbach)  
25 James St  
Illion, NY 13357

Mrs. James L. Waldrum 352W  
2105 Cedar Bayou Rd #211  
Baytown, TX 77520

## Deleted

Among names deleted during the last six months, and with their prior addresses listed are:

Jack Cuthbertson 423  
807 Bilmore Dr  
Virginia Beach, VA 23454

Maj Fred G Jones 369  
3349 Reed, Apt 3  
College Park, GA 30337

LTC Oleron S. Linn 368  
1144 Wapata Ct NE, A  
Olympia, WA 98506

If you have any better information on any of these men, please notify the Secretary.

## Edwards' Crew in 368th

Tom Girardot got off a quick letter to the editor following the publication of the July issue of **Echoes**, pointing out that the Robert L. Edwards' crew was actually in the 368th, a fact of which the crew was proud.

Also, he pointed out that the crew eventually was assigned to Richard L. Claeys, the 368th's 71-mission pilot,

whom Girardot termed "the greatest pilot of the whole 8th Air Force."

*Editor's Note: The editor of Echoes has been gathering information for a story on the legendary Claeys, and would welcome any comments others who knew him and flew with him might care to make.*

## Des Moines Reunion Reservations September 15-17, 1994

Complete this form and send with check to:  
306th Bomb Group Reunion, P.O. Box 13362, Des Moines, IA 50310

Reunion registration fee, per person \_\_\_\_\_ at \$25 \$ \_\_\_\_\_

### Thursday, September 15

Amana Colonies tour (8:00 a.m.-4:00 p.m.) \_\_\_\_\_ at \$25 \$ \_\_\_\_\_  
"Bridges of Madison County" tour (9:00 a.m.-1:30 p.m.)\* \_\_\_\_\_ at \$23 \$ \_\_\_\_\_  
Magnificent Mansions tour (1:00 p.m.-5:00 p.m.) \_\_\_\_\_ at \$22 \$ \_\_\_\_\_  
Discover Des Moines tour (2:00 p.m.-5:00 p.m.) \_\_\_\_\_ at \$13 \$ \_\_\_\_\_  
Iowa Farm Dinner at 7:00 p.m. (Last bus 6:30 p.m.) \_\_\_\_\_ at \$22 \$ \_\_\_\_\_

### Friday, September 16

Tour of Dutch Town of Pella (8:00 a.m.-1:30 p.m.)\* \_\_\_\_\_ at \$30 \$ \_\_\_\_\_  
Living History Farms tour (8:30 a.m.-1:00 p.m.)\* \_\_\_\_\_ at \$26 \$ \_\_\_\_\_  
Magnificent Mansions tour (8:30 a.m.-12:30 p.m.) \_\_\_\_\_ at \$22 \$ \_\_\_\_\_  
"Bridges of Madison County" tour (9:00 a.m.-1:30 p.m.)\* \_\_\_\_\_ at \$23 \$ \_\_\_\_\_  
Discover Des Moines tour (9:00 a.m.-12:00 noon) \_\_\_\_\_ at \$13 \$ \_\_\_\_\_  
Aviation Expo at 3:00 p.m. (Last bus 2:30 p.m.) \_\_\_\_\_ at \$17 \$ \_\_\_\_\_  
Evening free

### Saturday, September 17

Valley Junction shopping tour (10:00 a.m.-2:00 p.m.) \_\_\_\_\_ at \$7 \$ \_\_\_\_\_  
Business meeting at 3:00 p.m.; Ladies program at 3:00 p.m.  
Reunion banquet at 7:00 p.m.  
(Cash bar opens at 6:00 p.m.) \_\_\_\_\_ at \$28 \$ \_\_\_\_\_  
(\*Tour includes lunch) Grand total \$ \_\_\_\_\_

Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_ 306th Squadron \_\_\_\_\_

Arrival Date/Time \_\_\_\_\_ By \_\_\_\_\_

Special Comments: \_\_\_\_\_

## Crystal Inn & Conference Center

6111 Fleur Drive  
Des Moines, IA 50321-9906 1-800 248-4013 - Phone Reservations

Please Reserve Accommodations for \_\_\_\_\_ persons.

Arrival Date \_\_\_\_\_ at \_\_\_\_\_ a.m./\_\_\_\_\_ p.m. Departure date \_\_\_\_\_

Please Print Name \_\_\_\_\_

Address \_\_\_\_\_

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

Phone \_\_\_\_\_

Please reserve \_\_\_\_\_ SINGLE — 1 person / \$55 plus 12% tax

\_\_\_\_\_ DOUBLE — 1 bed; 2 persons / \$55 plus 12% tax

\_\_\_\_\_ DOUBLE — 2 beds; 2-4 persons / \$55 plus 12% tax

And I want to guarantee my room with my VISA \_\_\_\_\_ Mastercard \_\_\_\_\_ American Express \_\_\_\_\_

Credit Card # \_\_\_\_\_ Exp. Date \_\_\_\_\_

**I/WE ARE ATTENDING THE 306TH BOMB GROUP ASSOCIATION REUNION  
September 15-17, 1994**

( ) As I am a paraplegic, I need a handicap room if possible.

( ) As I experience considerable walking difficulty, I would like a room on the first floor as close to the center of activities as possible.

## 306th Mail Order Memorabilia

### Order Form

Send Order Form and Check Payable to 306th Bomb Group Association to:

Jack Frost, P.O. Box 13362, Des Moines, IA 50310

ITEM	COST PER ITEM	NUMBER NEEDED	TOTAL COST
306th Decal with First Over Germany in Full Color	\$ 0.50		
306th Decal without First Over Germany in Full Color	\$ 0.50		
306th Patch 2-1/4 inches, with First Over Germany in Full Color	\$ 5.00		
306th Patch 3 inches, without First Over Germany in Full Color	\$ 5.00		
367th Patch 5 inches, in Full Color	\$ 5.00		
368th Patch 5 inches, in Full Color	\$ 5.00		
369th Patch 5 inches, in Full Color	\$ 5.00		
423rd Patch 5 inches, in Full Color	\$ 5.00		
367th T-Shirt (L) with Logo in Full Color	<b>SOLD OUT</b>		\$10.00
367th T-Shirt (XL) with Logo in Full Color			\$10.00
368th T-Shirt (M) with Logo in Full Color, w/ FOG on Back			\$10.00
368th T-Shirt (L) with Logo in Full Color			\$10.00
368th T-Shirt (XL) with Logo in Full Color			\$10.00
369th T-Shirt (XL) with Logo in Full Color			\$10.00
423rd T-Shirt (M) with Logo in Full Color, w/ FOG on Back			\$10.00
423rd T-Shirt (L) with Logo in Full Color, w/ FOG on Back			\$10.00
423rd T-Shirt (XL) with Logo in Full Color			\$10.00
306th Tie Navy with B-17 Logo and 306th Bomb Group, Thurlough, England, 1942-45 in Gold	\$10.00		
306th Logo Quartz Man's Wristwatch with Goldplated Case with Time Marks and Black Leather Strap	\$25.00		
306th "Black Thursday" Photo in Full Color	\$ 2.00		
306th Golf Caps, White, with 306th Logo in Full Color	\$10.00		
306th "50th Anniversary" Poster	\$ 3.00		
306th Sport Shirts (M), with 306th First Over Germany Logo and in Full Color	\$15.00		
306th Sport Shirts (L), with 306th First Over Germany Logo and in Full Color	\$15.00		
306th Sport Shirts (XL), with 306th First Over Germany Logo and in Full Color	\$15.00		
306th Sport Shirts (XXL), with 306th First Over Germany Logo and in Full Color	\$15.00		
306th License Plate Frames, with First Over Germany	\$10.00		
306th Reunion Glasses, with B-17, 306th and 4 Squadrons Logos	\$ 5.00		
306th Reunion Coffee Mugs, with 306th Logo	\$ 5.00		

NAME & ADDRESS: