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306th Echoes



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GP



RETURN TO DAYS OF YORE — The men are gone, "Buttercup" is no more, and the twin-fifties mounted through the plexiglas were soon to be replaced by the chin turrets. One wonders if the spreading oak still stands alongside what was once Joe Gabrish's "office." That's

Joe trying to train a goat to eat from his hand. We don't know the other men or the dog, but the plane was flown by Reginald Robinson and his crew. And, lastly, who was High Hips?

379 Added To Roster In 6 Months

Our 306th roster continues to grow, with now slightly over 3,100 names on the mailing list. Since Christmas we have put 379 new names of men on the list, as well as adding a significant number of widows, children, and various other relatives of now-deceased personnel.

The addition has not been as fast as had been hoped for earlier, but it is largely a matter of time in finding men. This is using a computer-based listing from U. S. telephone directories.

First, our card file has been "run" twice against the two CDRom discs which we purchased. This has given us lists amounting to a couple of thousand names and with a considerable number of duplicates. These then must all be called to verify that it is indeed the person we are looking for. Often what seems like such an obvious match ends up in a voice saying "I never heard of such a person from here who served in England during the war."

But the tedium pays off at times. Starting with a page of 30 names, and in half an hour or 45 minutes identifying

a half dozen men is a great triumph compared to going through a similar exercise with a list of the same length and finding no one.

Working from the original lists will be completed by August, and then we will be back to mining the names that give you from 20 to 50 choices in the Eastern or Western U.S. This is the Robert A. Smiths, the John M. Jones, etc. showing the most popular names for children back in the post-WWI era.

We will now examine these names in the light of their serial numbers. Did you know that enlisted serial numbers show the U.S. Army Corps the area from which you were drafted or enlisted? After the 1 for enlisted, 2 for National Guard or 3 for draftees, the second digit indicates the Corps area. We will probably limit many of our calls to this type of selectivity just because there are so many names through which to search.

The secretary will continue this work probably at least for another year and we will hope that our list will continue to grow for some period of time.

Gen. Lawson Speaker at Des Moines

If numbers mean anything, then Gen. Richard L. Lawson (USAF ret) may be the ideal speaker for the Des Moines reunion's main banquet Saturday, 17 September.

A native of Fairfield, IA, a graduate of Parsons College and as a second lieutenant entered pilot training in May 1952. His career began as a B-36 pilot, and moved through various SAC units until in 1967 he became chief of the future concepts branch of SAC. Meanwhile, he had completed Air Command and Staff College, and left SAC to attend the National War College.

From June 1969 to February 1970 he was deputy commander for operations of the 306th Bombardment Wing at MacDill AFB, FL. Moving on to Washington, he became military assistant to the president in August 1973, then was moved to director of plans at USAF headquarters. In June 1977 He became commander of the 8th Air Force at Barksdale AFB, LA, a post he held for a year, when he returned to Washington as director of plans and policy for the Joint Chiefs.

A STINT IN EUROPE

In July 1980 he was assigned to NATO, and spent the remainder of his active duty time in Europe. He received his fourth star 1 July 1980 and retired in 1986 as deputy commander-in-chief of the U.S. European Command at Stuttgart, Germany.

A year later he was named president of the National Coal Association and also is on its board of directors and executive committee.

This will be the culmination of the 1994 reunion, which will get underway Thursday, 15 September, with a variety of area travel opportunities being presented by the Des Moines reunion committee. As some of them are limited as to numbers which can be handled on a given day, they may be repeated on Friday.

The Armana Colonies, the Bridges of Madison County, Magnificent Mansions, a Des Moines city tour, and the day will wind up with a bus trip to an Iowa Farm Dinner, which the committee says will be a real winner, and with a highly regarded music show to wind up the evening.

The Friday schedule away from the Crystal Inn includes a tour of the Dutch town of Pella, IA, the Living History Farms tour, Magnificent mansions, the Bridges of Madison County, Discover Des Moines again, and at 3 p.m. everyone will leave for the unique display put on by the One-Fifth Air Force.

The One-Fifth organization operates out of an airfield near Des Moines with its extensive collection of large, radio-controlled planes. They not only fly, but they put on a WWII style bombing raid with lots of action. It is an amazing show

(to page 2)



Richard L. Lawson

The officers of the Association regret that through inadvertence this year's reunion is scheduled to begin on Yom Kippur, the highest of Holy days for our Jewish members. We extend our apologies and will avoid such conflicting dates in the future so that Jewish members may also attend the reunions.

306th Major Contributor To GI Show

A relatively little known bit of 306th history is that several members of the 306th were involved in a GI show called the "E-T-O-PIAN REVUE" which toured bases in Europe and North Africa. The following is a composite of the memories of seven members of that group who have recently located each other. They have tried to reconstruct how the show came about, how many times they were on tour, where they went, and who all was involved. The intervening years have dimmed recollections somewhat, but each remembers certain things and they have tried to present a more or less complete picture of the operation.

Following the end of the war in 1945, most crew members had very little to do except wait for rotation home. Many were involved in the Casey Jones Project, but there was still plenty of free time. In London a trio of "show biz" professionals (U.K. Headquarters Special Services) decided to hold a contest among all air bases that wanted to compete and publicized that fact. The E-T-O-PIAN REVUE originated when Carol "Doc" Miller approached the Special Services Officer at Thurleigh, a Lt. Conkling, about trying to put on a soldier show in response to the notice he had seen about the contest in London.

Notices were put on bulletin boards; others saw them and applied. The act that finally was put on for the competition was a pantomime called "The K.P. Blues." The act included a 6-8 piece band, Sgt. Jack Thompson wrote and arranged the music for the act. Rehearsals were held in the theater at Thurleigh for several weeks. The result of the competition was that "The K.P. Blues" won every major category except for costuming and original music, which means they won five out of seven categories.

The professionals who judged the contest were so impressed with "The K.P. Blues" that they offered to help with material, support and advice if the group was interested in putting on a road tour. They were interested. The group returned to Thurleigh and began rehearsal for a road show. Colonel Upham was supportive of the idea and provided the group with the required clearance to proceed with the show. Those who were still on flight status were assured of continuing flight pay for as long as the show existed. The group was taken to a movie studio in London where they were outfitted with costumes, props, lighting, etc. They were initially provided with two trucks, one a weapons carrier. Eventually a C-47 was provided when the group went to France, Gibraltar and North Africa.

The show ran for approximately two hours with no intermission and consisted of pantomimes, blackouts, skits, music, and magic acts. After the format of the show was established, a tryout was done on the base at Thurleigh. Following the tryout, the show left on the first of three tours.

The first tour in September of 1945 was to bases at Southampton, Tidworth, Barton Stacey, Bournemouth, Burtonwood, Grove, Warrington, etc., returning to Thurleigh two weeks later. The group stayed at a hotel in Bournemouth and traveled each morning to one of the bases on the coast. The audiences were starved for entertainment and were extremely appreciative of the group's



CAST AND CREW OF 'THE E.T.O. pian Revue' — Front row: Gailard T. Ketcham, Carol (Doc) Miller, Ned Cerami, Jean _____, Robert Diebold, Lt. Robinson, and Harold D. (Bud) Vandiver. Back row: John Schmidt, Thomas Schuster, Alfred Mis, Benjamin Scribner, Harry Blendowski, Clayton Gilliam, Jack Thompson, Charles Boardman, John Moody and Austin Richards.

efforts. The Red Cross at each base usually supplied a woman who appeared in some of the blackouts.

The music for the show was written by Bob Diebold. The background music included cameo bits from Irving Berlin's World War I stuff.

After returning from the first tour, most of the band was lost due to rotation home. The music from that point on was provided by Bob Diebold on a folding, foot-pumped Lowry organ. It was amplified through the PA system with a pair of headphones stuck to the back as pickup mikes. The number he played to open the show was Gershwin's "Fine and Dandy." Ned Cerami from Chicago was the main singer, doing some of the ballads made popular by Frank Sinatra. Although the group no longer had a regular band, it still performed the same basic show, with minor modifications.

No record remains of where the second and third tours went although most of the existing members agree that they did perform in Gibraltar and North Africa and it seems that these tours were in October and November of 1945. The last known performance of the show was in January of 1946 after the base was moved to Giebelstadt, Germany. Because they were by then so few in number and because they lacked most of the props and scenery, the show was terrible and they all vowed never to perform the show again.

As a bit of historical trivia—some trouble erupted in Gibraltar due to a misunderstanding. The name of the show was the "E-T-O-PIAN REVUE" but the title was interpreted as "Ethiopian" They weren't going to be allowed to perform as the base commander thought it was a black troupe. The problems were ironed out and the show went on as planned.

Listed below are seven members of that group with a short bio on each.

Harold (Bud) Vandiver - 369th, chin turret and toggeler. Worked for the Illinois Central Railroad and the Institute of Aviation at the University of Illinois, retiring from there in 1987. Now living in Champaign, IL.

Gailard T. (Red) Ketcham - 369th, ball turret gunner. Worked for the Frigidaire division of General Motors and White Consolidated Industries and retired from there in 1986. Now living in Dayton, OH.

Clayton (Blackie) Gilliam - 369th, waist

gunner. Worked for Douglas Aircraft; is retired and living in Jefferson, IA.

Robert Diebold - 369th, radio operator. Worked in journalism in the Midwest, worked for the *Los Angeles Times* and spent 17 years on the *Dublin Evening Press*, retiring from there in 1989. Now living in Dublin, Ireland.

Carol (Doc) Miller - 369th. Became a pharmacist but liked photography more. Owned and operated camera shops in the Dallas area. Retired, more or less, but still works part time in the store

his daughter now runs. Living in Dallas.

Ben Scribner - 423rd, ball turret gunner. Worked for Bethlehem Steel Corp., retiring in 1985. Still active, working with churches in conflict and crisis as an Organizational Development Consultant. Now living in Danvers, MA where his wife, Susan, is the pastor of the First Church of Danvers, Congregational, United Church of Christ.

Al Mis - 423rd, radio operator. Is a retired school teacher of art, drafting and chorus. Continues to play the flute with an orchestra, combos, etc. Living in Niagara Falls, NY.

A 'Duck' on a B-17 Intercom?

Vincent J. Kiely, 367th navigator, wrote the editor after reading of the death of Col. Robert C. Williams in the last issue of *Echoes*:

"A funny story about him:

"We were selected to fly 'weather ship' and he was aboard as pilot. When we were out over the North Sea he said that he wanted to try out a new microphone. After a while this strange voice, sounding like a poor imitation of Donald Duck, came over the intercom. After it spoke for a few minutes, I called the crew and told the 'clown' to knock off the Donald Duck talking, and reminded them that we had big brass on board.

"There was no more Donald Duck. When we landed and I had dropped down out of the nose hatch, Williams jumped on my back and shoulders, pounding me on the head, shouting "You big Irish bastard. I'll give you Donald Duck!"

"It was he who had been talking. I reminded him of this incident when I saw him at the Fort Worth reunion and he remembered it. He was a nice gent."

Betty Williams was sent a copy of Vince's note, and she wrote back that she got a real laugh out of it because it sounded so much like her late husband.

Berlin In Ruins By 3 Feb 45

When the Russian propaganda films show/tell you how the Red Army laid waste to Berlin, Dr. R. Pierce Foster says to take it for what it is, a story that doesn't hold up under close observation.

He became an authority on the great German city on 3 Feb 45 when he became one of two survivors out of George Luckett's 367th crew, parachu-

ting into the center of the city. Foster, a retired vascular and thoracic surgeon, was the navigator on the aircraft.

His observation is "The city was on fire, there were no windows or roofs in buildings, and most streets were blocked with rubble."

Retired from practice in Alexandria, LA, Foster now lives in DeVille, LA.

MERCHANDISE UPDATE

All shirts are now being stocked in M, L, XL and XXL, reports Jack C. Frost, who is in charge of all sales, both at reunions and in the months in between. He reports that he can special order Small sizes for anyone who may want them.

Changing Crew Chiefs

In the January issue, the Shelby Hodges crew had the wrong individual as crew chief. It should have been the late John L. Halzel.

Correction

Charles E. Munger, 423rd pilot, graduated in 42-K at Victorville, CA, correcting the mention in the April issue of *Echoes*.

Combat Crews



367th - Wilford Bergener P, Roy Connally N, George Murr CP. Back row: John Val wg, Joe Crane tg, Peter Boylan eng, James Edwards ro and Herman Hey bt.



423rd - Front: Harold Brown P, Daryl W. Phillips CP, William Guilfoyle N, Leslie Berry B. Back: Tony Thomas, Charles Fatica, Marvin Barker, Robert Beck, Gene Kimsey and John Ferrari.



369th - Front: G. M. Carrazzone P, Leo Reinhart CP, Alan Kester N and John Bodnaruk B. Back: George Keith eng, Paul Gallagher ro, William F Evans bt, Lawrence Jagnow wg, Robert Holthaus wg, and John Cullinan tg



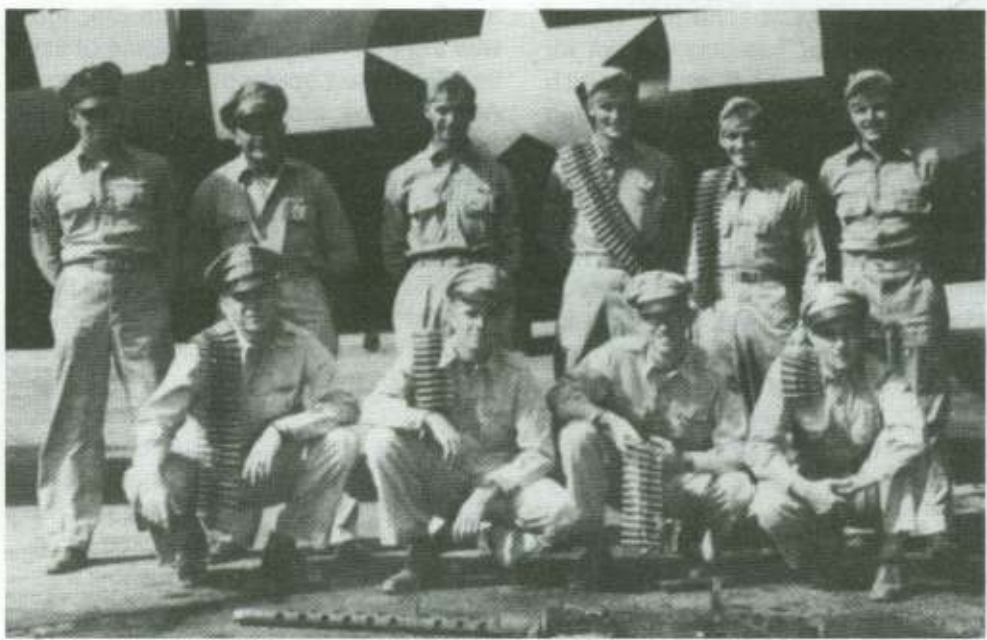
369th - Walter Liles tg, Sam Keren ro, Jack Keheley bt, Charles Greeninger B, William Goetz CP, Mrs. Irving Dudley, Irving Dudley P, Harold Pasvoll N, Robert Ederer wg, George Coker eng and Jacob Galyath wg



368th - Roy Nupen ro, Burton Gustafson B, Bennie Jefferies g, Sid Salupsky wg, Karl Madsen g, Raymond Kristoff g, Clarence Crowl CP, Philip J. Field P, Charles W. Leake N, and James Brownell eng



369th - Front: William J. Haase P, Henry W. Pearce CP, Leo Oldenburg B, James Barkwith N. Back: William Miller eng, Leonard Gibson ro, Norman Sulser g, Melvin Wood bt, Roy R. Moore g, and Robert C. Zimmerman g



368th - Front: Joseph Gay P, Ira L. Gordon CP, Jack R. Samway N and Myron Dmochowski B. Back: Paul F. Hughes eng, Steven Kriski wg, Eric Danielson ro, Louis Brofford bt and Bernard Nitti tg



423rd - Front: Edwin O. Jarvie N, Norman G. Niersbach B, Berkeley B. Peterson CP and Earl W. Kesling P. Back: Unknown, Charles H. Obye wg, Robert Prestidge wg, William C. Lacy tg, John P. Zamora ro and Charles E. Schwach eng.



369th - Front: Boyd Bennett wg, George J. King ro, William Yager bt, Andrew Tolmachoff tg, Vernon Michaletz eng, and Robert N. Irwin wg. Back: Herbert Jenack B, Paul C. Jorgensen P, William D. Wills CP and Frank Sovis N.



367th - Back: Unknown, George V. Lockett P, Larry Casey CP and R. Pierce Foster N. Front: Anthony L. Spera wg, Victor J. Cunningham togg, Unknown, Wayne Martin eng, and Unknown.



368th - Front: Richard Atwood tg, Roland Bocian wg, Ray Yoder ro, Woodrow Decoteau bt and Pat Hannum wg. Back: Simpson McGillberry eng, Joseph Long B, Joe Marsh P, Donald Schertz CP and Milton Rosen N.



367th - Front: Floyd Clites eng, Louis Fryer g, Carl Chase ro, Vern Blucher g, Harold Schrecongost bt and Albert Christensen g. Back: Robert J. McCourt N, Clifford Stanton B, Joseph Couris P and Charles Barchard CP.



423rd - Front: Joe Atchley ro, James B. Early bt, Ira E Walker g, Martin A. Knapp tg and William A. Sanford g. Back: Charles D. Oliver P, Dale Ebert CP, Anthony P. Baltunas N, Julius Tobias B and Kenneth Feltner eng.

Seelos and Walls Meet 51 Years After Both Escaped Their A/C

By R. W. (Bill) Seelos

By the time I was shot down on my 19th mission, I had lost five of my original crew. On that fateful final day of combat, 5 April 43, I lost three more. The other seven of us managed to escape the aircraft.

Five of those seven spent two years in prison camp. Roland Magee, lost an eye, was captured, but later repatriated through Sweden.

The radio operator, Sgt. William H. Keskey, and a waist gunner, Sgt. Raymond E. Walls, landed fairly close to each other and managed to get into the hands of the Underground.

They were moved from place to place with British airmen and several civilians, and were advised that on a certain date and at a certain time they would be taken at night to the French coast where a small boat would transport them across the English Channel to safety.

When the date and time arrived it was determined that there was one person too many in the party, so Keskey and Walls drew straws. Keskey "won." On their way to the coast the large party was captured by the Germans and Keskey belatedly became a POW.

Walls remained with the underground and was moved from place to place, and eventually crossed the French border into Spain. From there he went to Gibraltar and on to England. Once back in the States, Walls remained in the

training command until the end of the war.

I last saw Walls when he reported to our B-17 on the morning of 5 Apr 43.

Meeting in Baltimore

This past April I accompanied my wife to an international education conference in Baltimore, MD. I found in my 306th materials a Baltimore address and telephone number for Raymond E. Walls. Not finding his name, or a matching phone number or address in the Baltimore directory, I almost gave up. But my wife urged me to try the number I had.

I dialed the number, and when a man answered I asked: "Is this Raymond Walls?"

"Yes, it is," came the answer, and I asked, "Were you in the 8th Air Force, 306th Bomb Group?"

"Yes I was," replied, so I continued the questions.

"Were you shot down April 5, 1943, and was your pilot Robert Seelos?"

Yes...Who is this?"

"Raymond, this is Robert Seelos calling." A short silence followed.

I told him I was in Baltimore and that I wanted to see him.

The following day his daughter brought him to the hotel, and we had a very traumatic reunion and took pictures. After fifty-one years, this was truly "quite an occasion."



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Casey Jones Mapping Project Continues to Draw Interest

There is a continuing interest in the Casey Jones aerial mapping project in which the 306th was one of two major participants, following the end of hostilities in 1945. Many of the crews which joined the 306th in February or later continued their USAAF service as a part of this effort.

Because of that interest, and in what is hoped a prelude to more about the entire project, we have used the foreword and introduction from a study of "Casey Jones" published several years ago by Strategic Air Command and authored by Robert J. Boyd, chief historian at SAC until his retirement.

Boyd even attended two of our reunions to be able to interview 306th men, and his 60-page book quotes heavily from these individuals.

Foreword

Post-World War II Army Air Forces organization was chaotic because dismantling the United States military forces occurred with undue haste. National policy wanted to return the soldiers and sailors to civilian life as rapidly as possible, regardless of the impact on the military forces. The Chief of Army Air Forces Personnel Services Division Brigadier General Leon W. Johnson, stated in late 1945:

"We didn't demobilize; we merely fell apart ... we lost many records of all the groups and units that operated during the war because there was no one to take care of them. So, it was not an orderly demobilization at all. It was just a riot, really."

As a consequence of this "riot," source materials for this monograph were limited. The Office of the Historian, Headquarters Strategic Air Command, possessed microfilm copies of many unit histories, but several volumes are missing. The USAF Historical Research Center contributed some documentation. The National Archives provided additional source materials. Furthermore, the 306th Bomb Group Association provided contacts with participants who were generous with assistance, photographs, and documents for the history of Project Casey Jones.

Documentation is scarce. For example, the top secret initiating directive is missing. The Defense Mapping Agency, successor to the Army Map Service, searched for materials with little success. Toward the end of this project in late 1946, documentation almost disappeared with no reference for termination. Yet personal copies of orders indicate continuation of the project into 1947.

Most obvious is the lack of identification of several mapping areas. Locations of these areas remain unknown.

A curious anomaly existed around Project Casey Jones. This was a classified effort, initially Top Secret. By March 1946, overall classification had dropped to Confidential. The difficulty was that only in certain areas was the classified nature of the operation observed. It was observed in Europe, particularly on those stations where the Casey Jones crews and aircraft operated. In the United States, the lid was off. One of the participants had written home in July 1945 that his next chore in the Army Air Forces was to engage in mapping from the air all of Europe. In the 3 July 1945 issue of *Stars and Stripes*, there was an extensive article on the project in the section called "Grab Bag."

Introduction

The United States Army Air Forces (USAAF) 306 Bombardment Group, Heavy, flew its last combat sortie against Germany on 19 April 1945. The 305th Bombardment Group, Heavy, flew its last combat sortie six days later. Both were component unit groups of the Eighth Air Force and both were among the heavy bomb units to arrive in England in 1942.

Germany surrendered on 8 May 1945; the war in Europe was over. The war

in the Pacific was still active and Headquarters USAAF directed the Eighth Air Force to relocate to the Pacific Ocean areas to assist in the reduction and subjugation of Japan. Some of the Eight's subordinate units remained in Europe in a dual role: (1) Air Army of Occupation, and (2) photographic mapping of the continent.

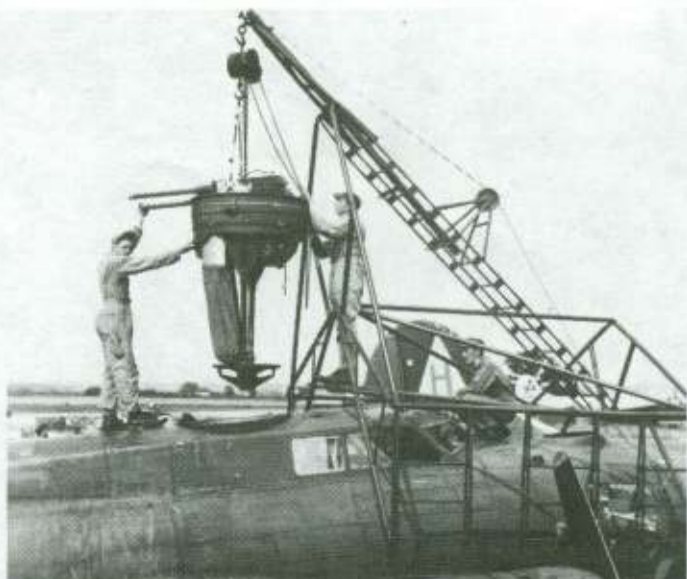
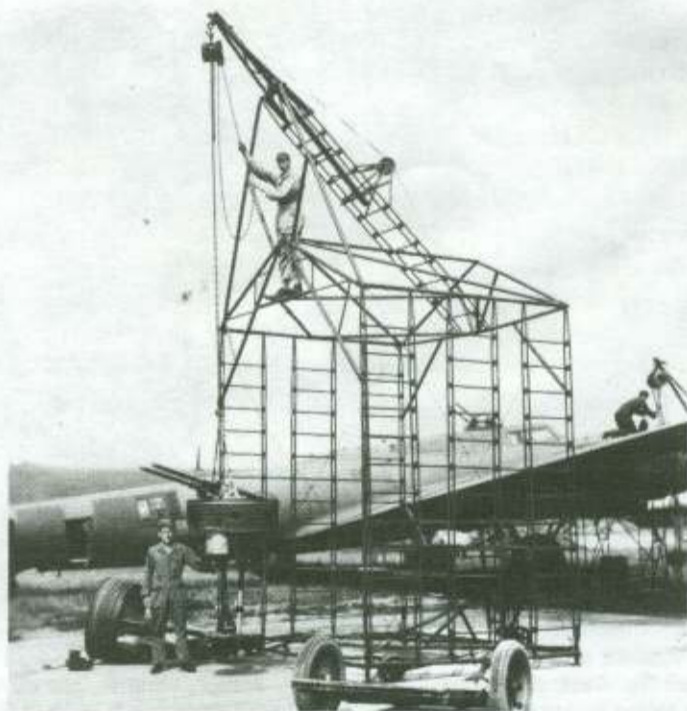
Lack of adequate maps and charts had caused serious difficulties for the American ground forces during the European campaign. A requirement thus existed for accurate maps for fire control, fire direction, and terrain feature profiles. The scope of the mapping project—more than two million square miles—was probably the largest single aerial mapping project to that time. It demanded a large number of aircraft, but the critical wartime mission assigned to the heavy bomber force precluded their use in mapping operations until hostilities ended. Bombers could not be spared from the primary mission while the war was still active.

Immediately after V-E Day, a new mission was assigned to the 305th and 306th Bombardment Groups, Heavy, to take high-altitude photographs of designated areas in such a manner that detailed maps of a scale of 1:25,000 could be drawn from the overlaid mosaics of the picture prints. Photomapping was a novel mission for these bomber units, but the objective was to produce accurate maps ideally suited to the needs of the ground forces. Initial estimates predicted that it would take years of preparation to complete the mapping project. The flying portion was virtually completed in less than 18 months. Records are incomplete, but the two groups flew thousands of sorties using up tens of thousands of flying hours on this effort.

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A NEW TURRET FOR THE LADY — It is our guess that a new turret is being installed in the aircraft shown. We do know that the pictures were taken 20 July 44, but we can't discern what plane was receiving the replacement, or why, or who any of the several mechanics are that were involved in this kind of thing. Note that in the upper photo there is another turret lying on the ground.

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: \$ _____

NAME _____

STREET AND NO. _____

CITY, STATE & ZIP _____

TELEPHONE NO. _____

306th Unit _____

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

DATE _____

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 Publications

Published materials now available from the Group will help you follow the 306th through the combat period, 1942-45:

Combat Diaries of the 306th Squadrons

Day-by-day diaries, kept by intelligence officers, of the squadrons' combat activities. More than 150 pages, also including plane and personnel rosters. Plastic bound.

306th Echoes, on microfiche

Now available from 1976 through 1991, with a 41-page index covering those years. Can be viewed at any library.

Men of the 306th, on microfilm

A role of 16mm film duplicates the 306th card file of nearly 9,000 men, including data extracted from various 306th records, and personal data on some of the men. 1993 edition.

ORDER FORM

367th Combat Diary	\$17.00	_____
368th Combat Diary	\$17.00	_____
369th Combat Diary	\$17.00	_____
423rd Combat Diary	\$17.00	_____
306th Echoes, microfiche	\$10.00	_____
Men of the 306th, microfilm	\$12.00	_____
Total \$		_____

Make check payable to 306th Bomb Group Association (prices quoted include postage and packaging charges)

Name _____

Mailing Address _____

Mail to: Secretary, 306th BGA, 5323 Cheval Pl., Charlotte, NC 28205

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	SOLD OUT		
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: