

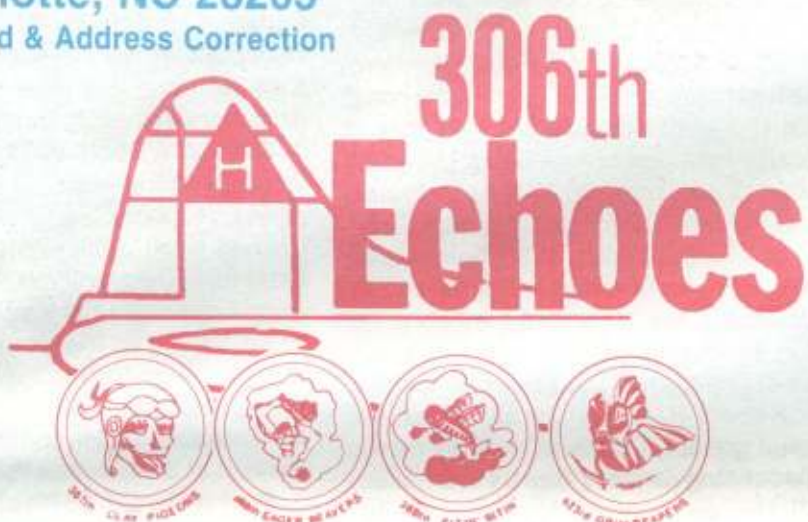


William Landrum, 367th gunner, "rechristens" the Rose of York during ceremonies with this 1/5 Air Force replica of the famed lead aircraft, at Des Moines, IA.

5323 Cheval Place
Charlotte, NC 28205
Forward & Address Correction

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Dr Thurman Shuller
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At the original christening, Princess Elizabeth swings a bottle of English cider at a plate mounted on the nose guns, 6 July 1944. Col. George L. Robinson, Group CO, is at the right.

450 Attend Des Moines Reunion; Rechristen 'Rose of York'

To the 450 people attending, Des Moines offered some special treats that won't soon be forgotten!

There was the "rechristening" of the *Rose of York* and the flights of the various small aircraft, the visits to Pella, Amana Colonies and the Bridges of Madison County, and certainly one of the highlights was the dynamic, compelling banquet speech of Gen. Richard Lawson USAF(ret).

One of things that everyone went away knowing was that the Des Moines committee had given it their all, and that the Crystal Inn provided all that it had contracted to provide.

Everyone was pleased with the significant infusion of first time reunion attendees who found their ways to the cornfields of Iowa, whether by car or plane. The PX did a land office business in sales of books, T-shirts, hats, squadron patches and other memorabilia.

Tour buses were busy Thursday and Friday, carrying people over a wide area around Des Moines, and people found the pork chop-featuring Iowa Farm Dinner a treat, the tours in among some significant buildings within the city, and especially the Gover-

nor's Mansion, a beautifully restored mansion of the mid 1800s. Although only purchased by the state in the 1970s, there is evident pride in providing the funds for restoration and maintenance.

Certainly one of the major highlights was the Friday afternoon trip out to see the 1/5 Air Force perform with flying models. But disappointment was also there as high ground winds prevented the flying of the 20-foot wingspan B-17 and the 30-foot B-29. We did see the B-17 conduct extensive taxi tests, but always the gusts caused the "pilot" to decide not to risk flying the plane (worth about \$75,000).

Opening this afternoon event was the "rechristening" as William Landrum, 367th, who was the ball turret gunner on the *Rose of York*, at the time of the original christening by the then-Princess, and now Queen Elizabeth. He was the only member of the flying crew and ground crew able to be in attendance.

The crowd cheered as Landrum, leaning on his cane, poured the champagne over the plastic nose of the miniature craft.

More Color Pages 6, 7, 12

First 306th POW Succumbs

Albert W. LaChasse, the first member of the 306th Bomb Group to enter a German prison camp, died in August in Hawaii, while vacationing there with his wife, Dodie.

As bombardier on the John Olson crew, LaChasse was one of three men to escape from the "Snoozy II" after it was heavily attacked by GAF planes on the 9 October 42 mission to Lille, France. This was the first raid of the Group after arriving in England for combat. His two fellow crew members were William J. Gise, navigator, and Erwin D. Wissenback, top turret gunner, both of whom evaded capture and returned to England unscathed.

For years at reunions LaChasse labeled himself the "First Pigeon," having flown with the 367th Clay Pigeon squadron.

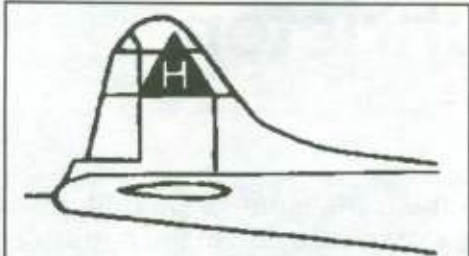
After getting out of prison camp, LaChasse returned to Glendale, CA, and became a prominent figure in the Glendale real estate business, continuing until retirement.

He viewed life with great enthusiasm, and said that he felt his upbeat style got him through the prison camp experience without encountering the difficulties that many men carried home with them and were often burdened with for the post-war years.

LaChasse leaves his wife and four sons.

Tales of the 94th?

Remember when two squadrons of the 94th Bomb Group came to Thurleigh to learn about combat operations and mission flying? A West Coast writer is trying to find out more about it, and is particularly interested to "conversing" with ground crews who serviced the 94th planes while they were with us. If you were involved, contact Paul Files at 9200 Baring Way, Everett, WA 98208.



The 306th Bombardment Group Historical Association: C. Dale Briscoe, president; M/Gen. James S. Cheney, vice president; Russell A. Strong, secretary; Robert N. Houser, treasurer. Directors: Joseph R. Hathaway, John K. Hickey, Wallace Peckham and Donald N. Snook; William F. Cavanaugh, past president; Wallace D. Boring, 1995 reunion chairman. Ralph Franklin, Keysoe, Bedfordshire, England, is our 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).



The new painting of the Thurleigh school, made possible through our 1994 grant, is shown as held by Arthur Hart, chairman of the school governors, Ralph Franklin, 306th British representative, and Elizabeth Newton, head teacher at the school. Part of last year's grant was also used to provide fencing for the school's swimming pool.

Obituaries

Mark C. Branstetter, 204th Finance and 982nd MP, died in Apr 61 at MacDill AFB, TX.

Warren E. Cain, 369th radio operator (William Denton crew), is deceased. He joined the Group 29 Aug 44 and served through the end of combat.

Freel L. Colvard, 423rd waist gunner (Pervis Youree crew), died in 1993 in Glendale Springs, NC.

Hugh N. Cook, 367th gunnery officer late in the war, is deceased.

James C. Edwards, 367th radio operator (Wilford Bergener crew), died 6 May 94 in Novato, CA. He came to combat 16 Feb 45. His wife survives.

LTC Henry J. Engel, 423rd pilot, died 1 Apr 80 in San Antonio, TX, where he had lived following his USAF retirement in 1972. He came to the 306th on John Bartlett's crew 5 Jul 43 and was the 89th officer to complete a combat tour, 4 Jan 44.

Charles E. Fehr, 368th radio mechanic and later radio operator, died 17 Feb 91 in Midwest City, OK. He was MIA 17 Apr 43 at Bremen (w. Fred Gillogly), and a POW.

Thomas V. Furlong, 423rd radio operator (Donald Cheney crew), died in 1981 in Ansonia, CT. He came to the Group 13 Feb 45 and stayed through the end of hostilities.

William Fyfe, Jr., 449th SubDepot, died in Nov 69 in Birmingham, AL. He was a chief warrant officer at the end of his 306th service as an engineering officer.

William J. Gilpin, 449th SubDepot, died 15 Apr 94 in San Antonio, TX.

John W. James, 368th navigator and POW (Robert Ehrler crew), died 8 Oct 57 in Franklin, KY. He arrived with the Group 1 Dec 43 and went down on a Berlin mission 24 May 44.

Norman L. Johnson, 367th, the first man of the 306th to receive a decoration after the Group's arrival in England, died 12 Aug 94 in Omaha, NE. Soon after settling in at Thurleigh, Johnson and a friend were in Bedford after dark. When he became aware of someone struggling in the water of the Great River Ouse, Johnson dove in and saved a young woman. He received the Soldier's Medal for his efforts.

Donald G. Kingsley, Jr., 367th pilot, died 15 Oct 82 in Holland, MI. He came to combat 5 Feb 43 and flew through the end of the war. He leaves his wife, Vivian.

Herbert J. Klaes, 368th, died 9 Dec 90 in Wyandotte, MI.

John A. Kovac, 449th SubDepot, died 17 Mar 88 in Larimer, PA.

Lester J. Kurk, 369th tail gunner and POW (Willard Lockyear crew), died 16

Dec 93 in Bozeman, MT. He went to prison camp 14 Oct 43 at Schweinfurt.

Thomas E. Logan, 423rd pilot and POW, died 1 Oct 89 in Salida, CO, where he had made his home. Arriving for combat 12 Apr 43, he had flown more than a dozen missions before going down 25 May 43 at Hamburg. He was in Stalag Luft III and VII. He leaves his wife Dee.

Melvin Lundberg, 423rd bombardier (Wendell Larson crew), died in late 93 in Dewittville, NY. He joined the Group 26 Jun 44 and completed his tour 24 Jan 45. Lundberg was wounded on 7 Oct 44.

Robert H. MacGillivray, 368th ball turret gunner (Clarence Halliday crew), died of lung cancer 7 Sep 94 in Owosso, MI. He flew a combat tour between August 1944 and January 1945. He leaves his wife, Amy.

Dale L. Maughan, 423rd waist gunner (Harold Miller crew), died 31 Oct 63 in the crash of a single-engined plane on a fishing expedition to Montana. His 10-year-old son and the pilot also died. Maughan joined the Group 28 Apr 44 and finished his tour in August.

Paul J. Pratt, 368th engineer and POW (Robert Ehrler crew), died 20 Jan 94 in Natchitoches, LA. He joined the Group 1 Dec 43 and went down on the Berlin raid of 24 May 44. He leaves his wife, Billie.

Frederick E. Puhl, an armorer with the 1628th Ordnance Co., died in 1994 in Eau Claire, WI.

Willard G. Rathbun, Jr., 367th gunner (George Staud crew), died in an auto accident 29 Nov 91 in Coalinga, CA. He lived in San Leandro, CA. Rathbun came to the Group 9 Apr 45, but flew no combat missions.

Don C. Rich, 369th engineer and POW (Willard Lockyear crew), died 18 Feb 93 in Ogden, UT. He was MIA and a POW on 14 Oct 43 at Schweinfurt.

E. C. Rowell, 367th mechanic and an original with the Group, died 12 Sep 94 in Wildwood, FL. For 14 years, 1956 to 1970, he was a power in Florida state politics, serving as speaker of the house of representatives in 1965-66. From 1971 to 1980 he was a lobbyist for the Florida Trucking Assoc. He leaves his wife, Marjorie, three children and four grandchildren.

Newell F. Russell, 367th gunner (John L. Davis crew), died 29 Apr 86 in Cocoa Beach, FL. He was wounded on the mission to Cologne 14 Jan 45, and leaves his wife, Phyllis.

Jerrold E. Sanders, 423rd bombardier and POW, died 8 May 94 in El Dorado, TX. He joined the Group 19 May 43, was shot down 11 Feb 44 at Frankfurt (w. Geno DiBetta), and ended up in Stalag Luft I, Barth. An El Dorado restaurateur until 1985, Sanders and his wife, Bobbie, last attended a reunion at San Antonio. He also leaves three daughters and eight grandchildren.

Shelby W. Scott, 367th pilot, died 29 Dec 45 and is buried in the Lorraine American Cemetery, St. Avo d, France. He was killed while letting down at the Frankfurt, Germany, airport when low clouds obscured his vision and a wing hit something on the ground.

Russell Sheldon, 369th tail gunner (Walter Rozett crew), died during 1993 in Port Isabel, TX. He completed his combat tour of 35 missions 7 Apr 45.

Paul G. Tardiff, 367th engine specialist and crew chief, died 20 Jun 94 in Paso Robles, CA, where he had lived since retirement from Williams Engineering, Walled Lake, MI, where he was a standards engineer. He joined the 306th 3 Jun 42, after having spent a year with the 34th BG, and left Thurleigh in Jun 45. He leaves his wife, Eileen.

306th Family

Evelyn Clark, wife of Ralph F. Clark, 423rd pilot, died 24 Apr 94 in San Carlos, CA.

Barbara Hamilton, wife of Jack Hamilton, 369th navigator, died 28 Aug 94 in Pinckney, MI.



With Christmas fast approaching, here's your perfect gift for a husband, son or grandson. All copies are autographed by the author.

Order Form

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Briscoe Now Heads Group; Cheney VP

Always one of the major items of business to come before the Association is the election of officers for the coming year. The by-laws provide that the immediate past president serves as chairman of the nominating committee, and the slate reported by Forrest Stewart was elected by acclamation.

Dale Briscoe, who served five years as treasurer and was vice president last year, is the new president. M/Gen. James S. Cheney was chosen as vice president. Russell Strong, secretary, and Robert Houser, treasurer, were reelected to their posts for another year.

Wallace T. Peckham was named a director for a one-year term to fill the vacancy created when Gen. Cheney moved to vice president. John K. Hickey was elected to a full three-year term as a director.

Serving on the board of directors for the coming year are William F. Cavaness, outgoing president, and Wallace Boring, chairman of the 1995 Knoxville reunion.

Holdover directors are Joseph R. Hathaway and Donald N. Snook.

Also serving another year as our British representative will be Ralph Franklin of Keysoe. He and his wife were present for the reunion.

Directories in Mail for All

The 1994 directory was in the mail a week before the Des Moines reunion so that most attendees found them waiting for them at home when they returned.

The directory mailing always brings in some obits and numerous updates of addresses. There were fewer deaths reported than usual, but more new addresses were revealed to us, as you may note in the "Change of Address" feature in this issue of *Echoes*.

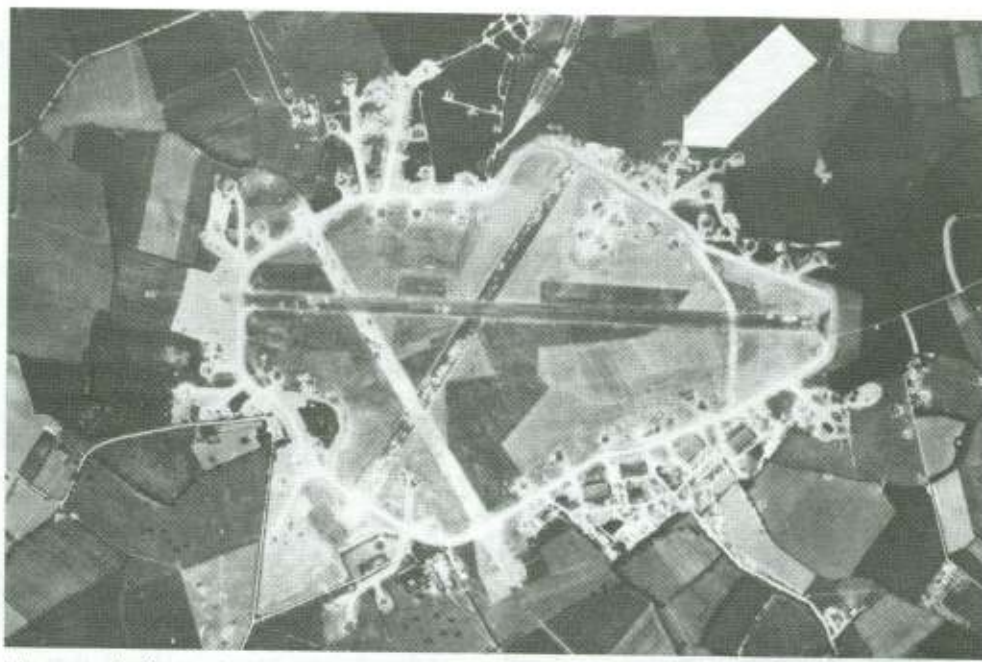
We regret that the directory was not out earlier, the installation of new software for the computer and then learning how to manipulate it being the reason for the delay. We hope you liked the color, the British map on the inside cover and the aerial picture of Thurleigh on the inside back cover.

Since publication we have received one long list of wives' names, which have gone into the computer and have researched several dozen additional telephone numbers. We hope that you will continue to send along your changed addresses, telephone numbers and spouses' names. The next directory will appear in 1996.

Because of the addition of some 500 names since Christmas 1993, this is the largest number of names yet published, totalling about 3125. Because we were able to handle the printing of all lists on the computer, it also has the best rosters of geographical and unit assignments we have ever published.

Anyone Know a Good Draftsman?

The Secretary is looking for someone with drafting experience who would like to do a little work for the 306th organization, namely, to redo some old materials into a reasonable site plan of Thurleigh. A number of items are available to help someone. The ultimate use will be in a future issue of *Echoes*, as most people have trouble with identifying just where "things" were. Drop Russ Strong a note, or give him a call to discuss the matter.



The arrow indicates the approximate location where Paull parked his car.

A Waft from the Past

By Keith Paull

Having worked on Thurleigh airfield for some 30 years and been involved with the 306th BG for most of that time, I had always imagined that maybe one day I might see a ghost. Perhaps, I thought, as I drove round the perimeter track to my office on the north side of the field one dark and misty morning I might encounter the phantom silhouette of a B-17 trundling towards me out of the darkness, or brooding and silent on one of the ruined hardstandings.

Unfortunately I was never so lucky, but another, possibly even stranger thing happened to me on several occasions in my car park which was in American days the hardstanding for "Paper Doll" from the 423rd Squadron.

When the original airfield had been renovated by the RAE in the early 1950's, two single-story buildings and one larger two-story block had been erected across the taxiways leading into the small group of pans opposite the double-diamond hardstanding and one of these pans had been slightly enlarged to form a car park for this little complex. The two small buildings formed a training school of which I was the Senior Instructor whilst in the other were offices, laboratories and a crew-room for the RAF aircrew who flew the small detachment of aircraft used by this section.

Although my training section officially started work at 0755 I always liked to be in my office by 0730 to get sorted out and relax with a cup of coffee before starting my day's lectures, so I was normally the first vehicle into the car park each morning.

Imagine my surprise when one dark and misty morning round about February 1985 I swung into my parking space, switched off my lights and opened the door of the car to be greeted by a strong smell of cooking ham and eggs! They smelt absolutely delicious and my first thought was that if I could locate the cooks then I might manage to scrounge a plateful for myself.

To be honest, I thought that the night shift electricians had been over here on some job or other and were having an illicit brew-up before returning to their base workshop some four miles away, but on looking around I realized there were no other vehicles in the park and that there were no lights showing in any of the buildings.

Puzzled, I checked the doors and found everywhere securely locked, a fact I fully expected because I had personally signed out the bunch of keys for my buildings as usual from the police gate some ten minutes earlier and I knew perfectly well that no-one would be in the third building until life

started there some three quarters of an hour later.

That evening when I booked the keys for the north site back in at the main gate I glanced over the register to make sure that no one had taken them out during the dark hours. Needless to say, they had remained in the office all night and I drove home feeling rather mystified to say the least.

A couple of weeks later it happened again. Once more I swung into the car park by the dim light of a misty dawn and once again the enticing aroma of frying ham and eggs greeted me as I opened the door of my car.

Determined that as the phenomena had repeated itself I would investigate it as fully as possible I first looked around at the buildings to check they were all in darkness. Yes, they were, and furthermore I knew that the only other car in the park belonged to one of my apprentices and had been there all night as he couldn't get it to start the previous evening.

An Aroma Boundary

Walking slowly away from my car I noticed that the aroma seemed to have a sharp boundary, smelling strongly in one place yet just one pace further on it had gone completely. I'm glad no one turned into the car park whilst I was wandering about, stepping backwards and forwards, nose in the air sniffing like a gun-dog on a scent. But I did manage to map out that the smell extended over an area of about fifteen by ten paces along the edge of the hardstanding towards the airfield, to the right of where the taxiway into the pan would have been, and it was sheer luck that I had found it at all as my car was parked on its extreme eastern edge. Had I got out of the left side of my car I would have missed it completely!

Over the next twelve months or so I experienced this phenomena two or three more times but then it either disappeared or else I had somehow taken to parking my car slightly further to the east for I was no longer occasionally greeted on a cold grey dawn by that tantalizing perfume of ham and eggs!

So had I stumbled across some kink in time?

Was it some kind of place memory that I had somehow triggered and if I had had eyes to see, would I have discovered a ground crew frying up a panful of ham and eggs after getting their ship away on another mission?

All I know is that the experience was very real and not in the least frightening, but in some odd way it seemed to bring me even closer to all my friends in the 306th Bombardment Group.

England in '95, With Week in Ireland, Set

In an attempt to serve those who missed the '92 trip to England, and also for that considerable number who have been added to our mailing list in more than two years, an England and Ireland trip is planned for May 15-31, 1995.

Participants will fly 15 May from assorted U.S. cities, arriving in Gatwick Airport south of London on the morning of the 16th. Buses will take them to Bedford, arriving around midday. There will be a free afternoon after checking into the Swan Hotel where a welcoming dinner will be held that evening.

On the 17th motorcoach visits will be made to our old base near Thurleigh, with a service at our memorial, then on to Madingley cemetery at Cambridge. During the afternoon the buses will take us back to those small towns around the base that were also very much in the 306th orbit, Thurleigh, Keysoe, and Milton Ernest.

The following day travelers will head for Coventry and Chester, then on to Carnarvon on the Welsh coast. From there, by boat to Ireland and several days seeing many of the sights. We will have two nights in Dublin and two nights in Killarney, and also will overnight in Galway and Wexford.

Trinity College and St. Patrick's Cathedral will be on the Dublin itinerary, and there will be time for shopping in Dublin's fascinating downtown area. The Cliffs of Moher, Tarbert and Tralee will lead us to Killarney, and a full day will be spent driving through the Ring of Kerry via Killarney, Dingle Bay, Castlecove and Kenmare to Bourn Vincent Memorial Park. We will also go to the Muckcross Estate.

En route to Wexford, we will go through Cork, visit Blarney Castle and the nearby woolen mill, and see the crystal that made Waterford famous around the world.

On May 25 we will ferry across the Irish Sea from Rosslare to Fishguard, and then on to Cardiff for the night.

The next day we will move on to Bath, the city of ancient Roman baths. Bath itself has a considerable charm that visitors revel in. From there we go visit Stonehenge and stop in Salisbury, a fascinating British town, and motor in to London where we will spend four nights.

As in '92, it is probable that a large number of our group will attend the morning worship service at St. Paul's Cathedral, while Roman Catholics may want to go to Westminster Cathedral. Windsor Castle will be the target for an afternoon visit.

Monday will find us at Westminster Abbey and seeing the late morning Changing of the Guard at Buckingham Palace. The afternoon and the following day will be yours to go shopping, or sightseeing, or to join an available tour to other ancient sights. Two places that always attract Americans of our vintage are the Cabinet War Rooms where Winston Churchill and his top government officials met, and to the RAF Museum at Hendon, which is within the Greater London area.

On Wednesday, 31 May, we will head early to the airport to take our midday flights homeward.

Our travel will be managed by the same organizations which handled our 1992 venture so successfully. Opportunities to participate on a "land only" basis are possible for those who will

(Turn to page 4)

The Story of Rose of York, 367th Leader

The Rose of York has been christened twice, and that's twice more than nearly all of the thousands of B-17s that came to England during WWII.

This plane also had three names, which may or may not be something of a record. Plane names seem to have changed within squadrons and groups, and also as they were traded between Groups, or arrived at a new home after an extended stay in that "Aircraft Hospital" where the badly damaged went for refitting.

First, **Princess**, then **Princess Elizabeth**, and finally **Rose of York**. When M/ Sgt. Ed Gregory came up with his idea for having the Princess Elizabeth come up from Buckingham Palace to christen her "own" plane, it was suggested that the loss of a plane so named would be a bad omen, and if the Group would only change the name to the "Rose of York" the Royal Family would come. It was changed, perhaps even overnight.

A/C 42-102547 arrived at Thurleigh 5 May 1944 and was assigned to the 367th under Gregory's care. A G model, she quickly became the lead plane of the Clay Pigeons and was proudly flown at the head of numerous formations. Present records available don't tell us just how many missions she flew, but it was in the neighborhood of 50, give or take two.

Her first eight missions were flown with Perry Raster at the controls, and then it became Talmadge McDonough's plane for three missions. Joe Couris had it for four, and then others began to fly it.

By sometime in August the aircraft lost its lead status, probably to a new and shinier plane, and Emmett Sutherland became its longest serving first pilot, flying it 10 times.

Others on the roster were Roland Lissner 5, John K. McAllister 2, Ward Fowler 2, and Vernor Daley 2. Those who had the controls for a single mission include William Raper, Harold Prescott, William J. Davis, Shelby Hodges, Richard Townsend, Burns Roper, Jesse Patten and Brad Butterfield.

As time passed, the plane fluttered back in the formation, ending up as another wingman, until that final mission 2 February 1945 when Vernor Daley and his crew disappeared while crossing the North Sea en route home from Berlin. Perhaps it was fitting that it went out on a trip to one of the big targets rather than going down over a French Noball emplacement.

Thus, by the fortuitous change in names, when the Rose of York passed to a watery grave in the North Sea no ill omen descended upon the real Princess Elizabeth for christening "our" plane on 6 July 1944.

And, once again it came to prominence on 16 September 94, a little more than fifty years later when this fiberglass and styrofoam model was rechristened at Des Moines, IA.



BOOKS, MORE BOOKS

The Broad War Scene; 22 Apr '44; Flying Forts; Libs Reviewed

Summer seemed to bring them out of the woodwork, new books on WWII, that is. The four mentioned here are all worthy of your attention.

Walter J. Boyne, a bomber pilot of a later vintage and an established writer as well, has authored **Clash of Wings**, a broad overview of WWII in the air. He has put together a well-balanced and interesting history of the air war from those early days of the Pacific campaigns through to the dropping of the atomic bomb.

In the late fall campaign of 1944 waged by the 8th, 15th and RAF Bomber Command against petroleum production in Germany, Boyne points out "In the process, an argument that had now become academic was settled: precision bombing using the Norden bombsight could do more damage with 250 tons of bombs than could an attack using radar with 1,000 tons."

When German production in 1944 had been reduced to 5 per cent of the 1943 petroleum output it resulted "in bizarre anomalies like the latest thing in aviation, jet fighters, being towed to their takeoff positions by teams of horses to save on the fuel required for taxiing."

Night of the Intruders by the Britisher, Ian McLachlan, recounts the experiences of the 8th on its 22 April 44 mission to Hamm, Germany, is of particular note because it was a late in the day raid that brought home with it enough German fighters to cause havoc to the landing aircraft, principally B-24s.

Chapter five, "Flak for the First" opens with the recollections of Capt. Loy Peterson, 369th pilot who was flying as co-pilot in the lead ship for Col. George L. Robinson. Fifteen of our 18 planes up that day were damaged by the intense flak barrage over the target.

Included with the narrative are two pictures of "Satan's Lady," which was our lead aircraft, a shot of Col. Robinson, and also the officers on the crew of "She Hasta," which was shot out of formation and came home alone with two engines out. The officers included John W. Curtis P, William G. Mitchell CP, William L. Cullen N and Paul R. Carsten B.

Most of the B-17 crews from the 1st and 3rd Bomb Divisions got through the mission and home in good fashion, but the B-24s trailed the other two divisions into the target, and some of these aircraft were not into their landing patterns until almost 10 p.m.

It would appear that the Luftwaffe had contingency plans for just such an event, and while the 3rd lost 5 a/c and the 1st 3 a/c, the 2nd Division B-24s lost 16 a/c with four from the 448th Group alone. The Eighth also lost 15 fighters, including Col. Roy W. Osborn who bailed out of his stricken P-38 over England on the return and survived.

For those B-17 aficionados, Bill Hess, long a friend of the 306th, has published his **B-17 Flying Fortress**, one in Motorbooks' Warbird History series.

There is a considerable mention of the 306th throughout the narrative of the Eighth Air Force action, and more pictures of 306th personnel and aircraft are included than of any other WWII organization, five in full color from that role of 35mm film shot in May 1945 by Ben Marcolonis, and 13 black and white.

Early chapters deal with the development of the B-17, RAF Fortresses, the Pacific theatre, and after the bulk of the

(turn to Page 5)

England in '95 (from Page 3)

provide their own Transatlantic travel.

It will also be possible to arrange for an earlier arrival in or a later departure from England, for those who want to extend their travel.

Costs, depending upon where one flies from the U.S., vary from \$2,829 to \$2,999 per person. This is close to what

people paid in '92 who did the main trip and either of the one-week extensions to Scotland or France.

More detailed information about the '95 travel can be obtained by mailing the coupon at the end of this article to Tripmasters, Inc. Or, you can use their toll free number.

BROCHURE REQUEST - "The 306th Goes to England and Ireland in '95"

Please send me the detailed brochure with the complete itinerary and tour inclusions for the 306th trip to England and Ireland in '95. You may also include names and addresses of others interested in this trip.

Name _____ Phone (____) _____

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City, State, Zip _____

Mail to Tripmasters, Inc., 4920 Plainfield Ave NE, Grand Rapids, MI 49505 or call Tripmasters, Inc., toll free (800)878-7800

A Record to Shoot At

Those attending the Des Moines reunion found in their packets a new biographical sheet for the 306th files.

Notable among the additions to the form was the addition of three lines: c ggc ggc. Translated that is children, grandchildren, great-grandchildren.

The hands down winner of those received back thus far is that from Clifford L. Steiger, 423rd pilot now living in Apple Valley, CA.

Cliff shows 2c, 11gc, 17 ggc, and 1 GREAT-GREATGRANDCHILD.

You are all invited to send along that tidbit of information for your files, and a copy of the revised form is to be found on page 12. If you have not filled out such a form for the Secretary's file before, please do so now.

Your GIFTS are Important!

Did you find the envelope?

Yes, that small white one bound into the 1994 Directory.

If you haven't done so now, its time to put your \$5+ check into it to help pay for the 1994 version.

There is another envelope in this issue of **Echoes**, our semiannual reminder that the organization needs volunteer gifts from you to keep its head above water.

Your gifts in the next month or two should bring our cash flow back into balance and put a smile back on the treasurer's face.

Museum Promises to Change Enola Gay Exhibit at Smithsonian

WASHINGTON, D. C., September 6—Hammered by public opinion, Congress, and the news media, the National Air and Space Museum has promised major revisions to its plan for exhibiting the Enola Gay, the B-29 that dropped the first atomic bomb.

That was a major reversal of the position the museum had taken at mid-summer, when the curators declared the script for the exhibition final except for "minor wording changes." In late June, however, **Air Force Magazine** circulated a detailed analysis of the "final" script, finding it to be biased and emotionally charged, using the Enola Gay as a prop in a political program about the atomic bomb.

In early August, dozens of congressmen called on the museum to change its course. Rep. Peter Blute (R-Mass.), speaking for a bipartisan group of 24 congressmen, condemned the proposed exhibit as "anti-American" and "biased." Separately, Rep. Tom Lewis (R-Fla.) said on behalf of himself and five other congressmen that the museum's "job is to tell history, not rewrite it." Most of the congressional criticism and much of the coverage by the national news media that followed was based on AIR FORCE Magazine reports.

At a meeting with service historians and others on August 16, Dr. Martin Harwit, the museum's director, overruled his curators' call that the plan was final and promised that major revisions would be made. The new script, he said, would affirm emphatically that the United States employed the atomic bomb in 1945 to shorten the war and save lives. (This point had been disputed previously by Dr. Harwit's curators.) On August 29, the museum published a press release announcing the addition of a 4,000-square-foot section called "The War in the Pacific: An American Perspective" to the exhibition.

The revised exhibit, supposedly, will incorporate changes that Dr. Harwit directed months ago but which were largely ignored by his curators. Over a weekend last April, Dr. Harwit rechecked the museum's plan and concluded that "we do have a lack of balance" and that "much of the criticism that has been levied against us is understandable." In his public statements over the next several months, Dr. Harwit defended the exhibit as balanced and assailed the critics—especially **Air Force Magazine**—who said otherwise. In late August, Dr. Harwit experienced another weekend discovery when he examined the latest plan in detail. He said he was "taken aback at how little had been done to correct the imbalances." He noted "some word changes here and there" but concluded that most of the alleged revisions "had fallen through the cracks."

Finally, on September 1, museum officials began circulating review copies of a revised exhibit script.

Authored by John T. Correll, editor in chief, this appeared in the October 1994 issue of **Air Force Magazine**, and is used by permission.

New Names on Our Roster

Allison, Kenneth W, 3240 6th Ave N, Long Lake, MN 55356 Phyllis CJ Blakemore, Glen A, 8339 E Gilbert, Wichita, KS 67207 367
Butcher, Merle F, 9 Stratton Rd, Hudson, MA 01749 Florence 423
Carpenter, Joe M, 9536 Southmoor Dr, Baton Rouge, LA 70816 Betty 449
Carruthers, William K, 24941 Danafr, Dana Point, CA 92629 Nadine 423
Crossland, B F, Rt 1, Box 557, Amarillo, TX 79106 Eleanor 368
Durham, Raymond W, 6917 Palmetto St, Cincinnati, OH 45227 Mable 367
Eairleywine, Charles C, 343 W 14th St, Fremont, NE 68025 Joyce 368
Freeborn, William A, 2321 13th Ave, Menominee, MI 49858 Frances 423
Furrer, John H, 7326 St Rt 19 #11705, Mt Gilead, OH 43338 Betty 423
Giroux, Raymond P, 1838 Hollywood, Dearborn, MI 48124 Leona 449
Gomez, Sidney J, 17168 Hwy 44, Prairieville, LA 70769 Hazel 368
Hoberman, Morris, #C 96 Suffolk C Century Vlg, Boca Raton, FL 33434 423
Hoffacker, Burnell C, 12 Lee St, Hanover, PA 17331 Pauline 369
Hopkins, Ben R, Rt 1, Box 13D, Richland Springs, TX 76871 LaVerta 368
Hughes, Owen W, 320 E Miller St, Newark, NY 14513 Virginia
Killinger, Frank H, 2295 NE John Carlson Rd, Bremerton, WA 98311 Julanne 368
Lewis, George L, 3756 Princeton Way, Medford, OR 97504 367
Melton, Jack L, 2114 Pagewood Ave, Odessa, TX 79761 Sue 423
Michaletz, Vernon V, 12074 St Hwy 261, Glencoe, MN 55336 Laura 369
Moss, William T, 1706 N Tennessee Blvd #41, Murfreesboro, TN 37130 div 368
Mundell, Philip, 245 Old Country Rd, West Palm Beach, FL 33414 Theresa 369
Paine, SMSgt Charles E, 25269 Maywood St, Woodhaven, MI 48183 Lois 367
Payne, Fred H, 825 E Stanford St, Springfield, MO 65807 Widower 4th
Rollo, William, PO Box 176, Cuba, NY 14727 Mary 369
Scott, MSgt Ira W, 15028 Pilgrim Ct, Utica, MI 48315 Elizabeth 367
Siedenburg, David R, 4433 Cosmos Hill Rd, Cortland, NY 13045 Joan 367
Thousand, Keith C, 69 W Brickley Ave, Hazel Park, MI 48030 widower 367

306th Family

Corlee, Christopher D, 3416 Justice Ct, Norman, OK 73072 Kathy 423S
Corlee, Michael C, 1700 Forum Blvd #2805, Columbia, MO 65203 Lisa 423S
Hardin, Mrs Louis D, 1626-B Whispering Creek Dr, Ballwin, MO 63021 Essie 369W
Kingsley, Mrs Donald G, 774 Southgate St, Holland, MI 49423 Vivian 367W
Kingsley, Robert G, 823 Little Shiloh Rd, West Chester, PA 14382 367S (Donald)
Perez, Grace E. Walker, 2400 Crystal Cove Ln B306, Destin, FL 32541 Guillermo 368W
Rathbun, Joseph, 15094 Alexandria St, San Leandro, CA 94579 367S (Willard)
Russell, Mrs Newell F, 125 E Alachua Ln, Cocoa Beach, FL 32931 Phyllis 367W
Starnes, Mrs Oscar, 1991 Shady Lane Dr, Jackson, MS 39204 Helen 367W
Threlkeld, Bobbie Jean, PO Box 62, Manila, AR 72442 369S
Threlkeld, Joseph R, 1009 Towery St, Malden, MO 63823 423N
Tordoff, Dirk, Box 60605, Fairbanks, AK 99706 369S
Winship, William M Jr, 820 N Harrison St, Rushville, IN 46173 368S

Lost

Those listed below have been recently lost from our mailing list. We have checked by telephone and other means, but have not been able to locate new addresses. If you can assist, contact the Secretary.

Oakland V Bittkofer 368 133 Shady Lane Cir Warren, OH 44483	Warren J Sellen 423 314 Lyndhurst St Lyndhurst, NJ 07071
Clyde S Dunn 423 Rt 2, Box 418 Granville, NY 12832	Frank M Sovis 369 5317 W 60th St Edina, MN 55436
Francis A Sackowitz 423 16 Lake Ave Tuckahoe, NY 10707	Mrs Donald J Casey 423W 5113 N Corrine Dr Glendale, AZ 85304

Deletions

Frank E Zika 368, 6120 Grand Division Ave, Cleveland, OH 44125

Only \$32,500 for your B-17

B-17s were being sold by the government for \$32,500 each in 1946, says a story in the newsmagazine of the 55th Fighter Group Assoc.

Ah, to have stockpiled a few of them! They bring a million or more each now, depending on condition. And the most valued part today of any such warbird is its engines. There are none in warehouses waiting for a call.

As we might have guessed, the B-24s sold for

\$3,750 each; B-25s, \$13,750 and B-26s, \$8,250.

The A-20 cost \$1,850 and the A-26, \$3,000.

In the fighter category: P-36, \$6,000; P-38, \$1,000; P-39, \$650; P-40, \$1,000; P-47, \$1,250 and P-51, \$3,500.

While you are thinking about the prices above, recall what you paid for gasoline in 1946—if you'd been able to buy a serviceable model at that time.

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 _____

Books from page 4

book is devoted to the 8th, it winds up with chapters on the Mediterranean and North Africa, the 15th AF, and Hess' own swan song as a combat gunner when he was shot down 13 Sep 44 on a 97th BG mission to Blechammer, Austria.

The last and largest book in this collection is **Liberator, America's Global Bomber** by Alwyn T. Lloyd, a longtime Boeing employee who has been on the 306th Echoes mailing list for many years.

Lavishly illustrated, this is the ultimate B-24 book. It lists every B-24 built (19,257 in all), catalogs every organization of any kind that flew Liberators, and includes Privateers, Liberator Liners, and the military versions such as the LB-30, B-24, C-87, C-109, F-7, AT-22 and PB4Y-1/-2. There was also a derivative labeled the XB-41.

There is extensive material on the basic aircraft and its equipment, there are hundreds of nose-art pictures, there is a brief history of each air force (US and foreign) that used these planes, of each combat squadron, and of each airline that flew them.

This is a mind boggling collection of data and far surpasses in scope the previous best, *Log of the Liberator* by Steve Birdsall, published in 1973. However, Birdsall's book is better on the straight narrative of the combat life of the B24.

Tracking the Books

Clash of Wings, Air Power in World War II by Walter J. Boyne. New York, Simon & Schuster, 1994. 415pp. \$25.

Night of the Intruders by Ian McLachlan. England, Patrick Stephens Ltd. 1994. 231pp. E 17.99.

B-17 Flying Fortress by William N. Hess. Osceola, WI, Motorbooks International, 1994. 144pp. \$24.95.

Liberator, America's Global Bomber by Alwyn T. Lloyd. Missoula, MT, Pictorial Histories Pub. Co., 1994. 548pp. \$39.95.

Another Day at the Control Tower

August 8, 1944
Night duty FCO Lt. William Carlile
0600 Ops breakfast
0700 Attended briefing

Start engines 0949 hours
Taxi 1004 hours
Takeoff 1014 hours
Last time TO 1120 hours YY flares Spare A/C
48 aircraft RY flares 367 - 042
R/W 18 for T.O. GG flares 369 - 143

0700 Yellow to Division

0730 Made necessary calls for operational T.O.- all to be present by 0945.

0915 Cleared Cycle Relay through Division - To 1100 hrs - Base - Reading - Selsey Bill - Cross coast out Selsey Bill at 1145 hrs, 10,000 ft going to 5020N-0130W at 20,000 ft. by 1204 hrs. W/T call sign WARL, R/T call sign Eating L

1039 Last ops A/C airborne

1230 On duty, Lt. Henry Sibley

1606 Last ops A/C landed. A/C 611 landed at Tangmere with gas leak. A/C 669 Lt. Kata, MIA. R/W 30 was used for landing but was changed to 36 when A/C 301 had a flat tire, blocking R/W. At 1437 hrs A/C 969 groundlooped to right about 400 yds from end of R/W, knocking over two tents but injuring no one. At 1513 hrs 017 collided with 619, which was stuck at end of R/W 36. Previous to this R/W was changed to 18. 017 had hydraulic failure. Pilot was told to land short. Informed of the instructions and when he did not land short, was told to go around, but he did not. When the A/C hit the R/W his brakes failed he groundlooped the A/C to the right into 619. Noone was injured. Remaining A/C were landed on R/W 24. Division notified of above.

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



Although the bombers couldn't fly, this was what happens on the typical bomb run of 1/5 Air Force planes. Lots of noise and heat was produced.



The rudder painting was typical of a 367th craft after September 1944. Yellow designates the 40th CBW, Triangle H the 306th, and red top 367th squadron.



The B-29, with a 30-foot wingspan, sits in its "hangar," held down from flying by high winds. Once these A/C are flying and away from ground references they look very much like the real thing.



Bill Landrum was the ball turret gunner on the "Rose" at the time of the original christening, and was the only air or ground crew member able to attend the reunion.



Some other aircraft in the 1/5 inventory are, left to right: Japanese Zero, P-51 Mustang, B-25 Mitchell, and P-38 Lightning. All are flyable.



Two views of the crowd watching the flight demonstrations. The "mountain" is Mt. Suribachi on Iwo Jima, and there are aircraft carriers for use in Pacific combat depictions.



Buses were busy Thursday and Friday taking us to Pella, Amana Colonies, the Bridges of Madison County and throughout Des Moines.



One of the bridges that will appear prominently in the upcoming movie, "The Bridges of Madison County," was being "aged" in preparation for the cameras.



Three pictures taken in Winterset, Iowa, show the house in which actor John Wayne was born; the city park picnic shelter where a box lunch was provided for the 306th "tourists", and returning to the bus for the trip back to Des Moines.



Ralph Bordner, first president of the Association, tried to bring his "horse" to the reunion, but couldn't fit it into his car.



Four from the John Coyne crew: Carl Brizzi, Warren Tryloff, Arnold Trobaugh and Hardie Gardner.



Betty Hickey and Vice Rose get in some conversation with Fred Sherman while waiting for another trip to leave the hotel.



The Hat Lady entertained the ladies Saturday afternoon during the Association business meeting with her hats and stories.



Gerald Kruse, a longtime absentee from reunions, enjoys his champagne at the christening of the Rose of York.



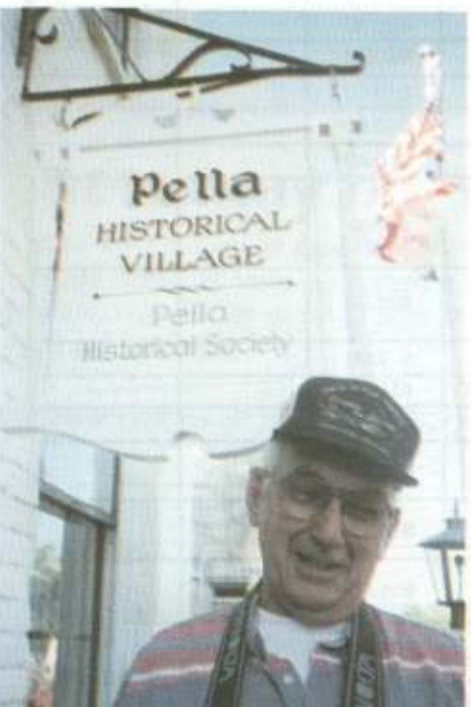
Polly Feeser and Jo Ronczy enjoy the outing at the 1/5 Air Force.



Former President Donald R. Ross and Incoming President Dale Briscoe receive bound volumes of the four Squadron Diaries from Secretary Russell Strong in appreciation for their efforts in the Diary and Mission Report projects.



Waiting to be served at the Iowa Farm Dinner, but you can be sure that the demeanor of this group changed when the two-inch thick pork chops were served: Betty Damaso, Ann Tanno, Lou Damaso, Mary and Larry Connolly.



Paul Steele was among those enjoying the visit to Pella community, a 19th century Dutch settlement.



You can be sure that Guy Lateano's agenda everyday includes golf, and it was no different in Des Moines.



Lunching together were Nelson Ake, Bill Feeser and Paul Steele.

Updates for Your 306th Directory

Included are address corrections, as well as corrections to other information.

Charles A Adeimy 367
119 Virginia Ave

Woodrow C Gurr 368
780 W 250 N
Vernal, UT 84078

Lester Terry 367
104 W Pulteney St, #4E

Jack L Anderson 423
2665 W Lambert Ln
85741

Eric C. Heitman 423
5786 Alden Hwy
Bellaire, MI 49615

Eugene B Thompson 369
11050 Bryant, #29I

William F Artmann GP
1010 E Bobier Dr, #98
Vista, CA 92084

Robert T. Hill 369
349 Bollinger Rd
Bellville, OH 44813

Anthony J Thro 367
814 S 6th St
Saint Charles, MO 66301

Leslie Berry 368
249 Jasper St, #65
Largo, FL 34640

Lawrence J. Huschle 423
16964 Hwy 22
Richmond, MN 56368

Gerald A Weber 369
1317 N V St, Trlr 24
Lompoc, CA 93436

Capt Berryman H Brown 367
3565 E Thimble Peak P1
85718

Don H Lawley 4th
Rt 1, Box 17
Randolph, AL 36792

Orville W Werts 369
262 S Morgan St

Alton B Blair 367
137 Pond Creek Rd
Banner Elk, NC 28604

Stanley M Mathes
2600 Stearns Way, #3B

J R Winborn 368
2311 W 16th, #66
Spokane, WA 99204

John L Brien 369
115 Edwards St

Herbert S Moreland 423
35 Pineridge Ct

306th Family

Dr Kathryn Clarenbach GP-W
454 Sidney St
Madison, WI 53703

Walter H Butschek 423
10701 Corporate Dr, Ste 100
Stafford, TX 77477

William H Morris 369
1177 Carroll Ave
Lawrenceburg, IN 47025

Mrs Sam Disko (Olga) 368W
6171 N Sheridan Rd, #2001
Chicago, IL 60660

William C Cairns GP
1111 102nd Ave NE, #313

Ralph Moulis
7730 E Broadway Blvd, #1402
Tucson, AZ 85710

Mrs James C Edwards
(Virginia) 367W
15251 Seneca Rd, #77
Victorville, CA 92392

Warren G Caldwell 423
8433 SW 10th Ave
Portland, OR 97219

Kenneth L Myers 369
PO Box 9
Beaumont, CA 92223

Mrs Donald R Huddle 368W
348 Sierra Vista Ave
Fillmore, CA 93015

Ralph A Castro 367
11071 W Gulf Hills Dr
Sun City, AZ 85351

William F Neary 423
507 Ocean Spray Dr
Swansboro, NC 28584

Mrs Michael J Lawrence 1628W
10532 Lynn Dr
Orland Park, IL 60462

Ralph F Clark 423
1784 Parrott Dr
San Mateo, CA 94402

Lynn W Northcott 368
120 Walnut Ct, #C

Mrs Bert Perlmutter 369 W
11541 NW 24th St
Plantation Acres, FL 33323

MSgt Richard A Craig 423
VA Hospital, Rm 138, 2-H
50 Irving St NW
Washington, DC 20422

James Revis 367
923 Fairwinds Ct, #A
Lebanon, OH 45036

Mrs Loy F Peterson 369W
2620 N 68th St, #236
Scottsdale, AZ 85257

George C Dickerson 367
11118 Dale Rd
Whaleyville, MD 21872

Vernon R Schimmel 423
22 W 040 Foster Ave

Edward H. Duran 367
15742 Fairmount Ave
Goodyear, AZ 85338

LTC Marshall Shelton 369
295 W 8th St
Battle Ground, WA 98604

Fowler, Robert A 208
405 E Waterman St

Paul E Steele
9260 E Wenlock Dr

Manuel Garza 449
4026 Hwy 287

Photographers

Photographers for this issue of Echoes in its Reunion coverage are: Ralph Bordner, Bill Carlile, Bill Houlihan, Ed Ronczy, Don Snook, Paul Steele, Norm Tanno and Reg Thayer. We thank them all for their great help.

Thomas C Girardot 368
490 N Fox Hills Dr, #5
Bloomfield Hills, MI 48304

Paul W Green 423
700 W Pope Rd, #J-77
Saint Augustine, FL 32084

PERSONNEL RECORD UPDATE

306th BOMB GROUP ASSOCIATION

Date:

Complete this form and return to Russell A. Strong, Secretary, 306th BG Assoc., 5323 Cheval Place, Charlotte, NC 28205, to be filed with 306th records.

LAST NAME: FIRST NAME: MI: TITLE:

Street Address: Telephone: ()

City, State Zip + 4: - - - - -

Winter Address: Telephone: ()

City, State Zip + 4: - - - - -

Date of birth: Wife's name: #c #gc #ggc

College(s) attended: Degree(s), & when:

Last employment & job title & retirement date:

Serial #(s): Squadron: Specialty:

Date joined 306th: If combat, what crew?

Special duties or assignments w/306th:

No of missions flown: Date of last mission:

Date leaving 306th: Highest rank/grade w/306th:

Other 8AF units served with, and when:

Top service assignment after 306th:

USAF retirement date: Rank/grade:

Copies of old 306th orders, either from the Group or Station 111, or any of the Squadrons or other units serving with the 306th, are sought by the secretary, as many of these do not appear in any collections of materials in National Archives or the Air University.

If you know of others who served with the 306th and who do not appear in the current 306th Directory, please add their names and current/WWII hometowns or other addresses to the back of this sheet so that searches may be implemented to add them to our present 306th roster.

How Do I Get My Medals?

If you need medals earned but never received, try to get a Standard Form 180, Request Pertaining to Military Records, from a VA office or a local veterans' organization.

National Personnel Records Center, Or, write USAAF Medals Request, 9700 Page Blvd, St. Louis, MI 63132-5100.

If you can't get a Form 180, send to above address: your full name, branch of service, service #, dates of service, and a copy of your discharge. Sign the request, and be sure to include your current address.



Back in 1942 Bill Seelos, 368th pilot and POW, became acquainted with Thurman Shuller, Group surgeon. They have remained friends for years and count reunions as a real opportunity to look backward and forward.



John Boyle and Bill Futchik



John Gaydosh, Cyril Busch and Ed Ronczy didn't cross paths at Thurligh, but have come to know each other through reunions.

306th MAIL ORDER MEMORABILIA

Send this form and check to 306th Bomb Group Association to: Jack Frost, PO 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	\$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, Thurligh, England, 1942-45 in Gold	\$10.00		
306th Logo Quartz Man's Wristwatch with Goldplated Case with Time Marks and Black Leather Strap	SOLD OUT \$25.00		
306th "Black Thursday" Photo in Full Color	\$ 2.00		
306th Golf Caps, White, with 306th Logo in Full Color	SOLD OUT \$10.00		
306th "50th Anniversary" Poster	\$ 3.00		
306th Sport Shirts (M), with 306th First Over Germany Logo and in Full Color	SOLD OUT \$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	SOLD OUT \$15.00		
306th License Plate Frames, with First Over Germany	SOLD OUT \$10.00		
306th Reunion Wine Glasses, \$5.00 each	\$ 5.00		
306th Reunion Coffee Mugs, with 306th Logo	\$ 5.00		

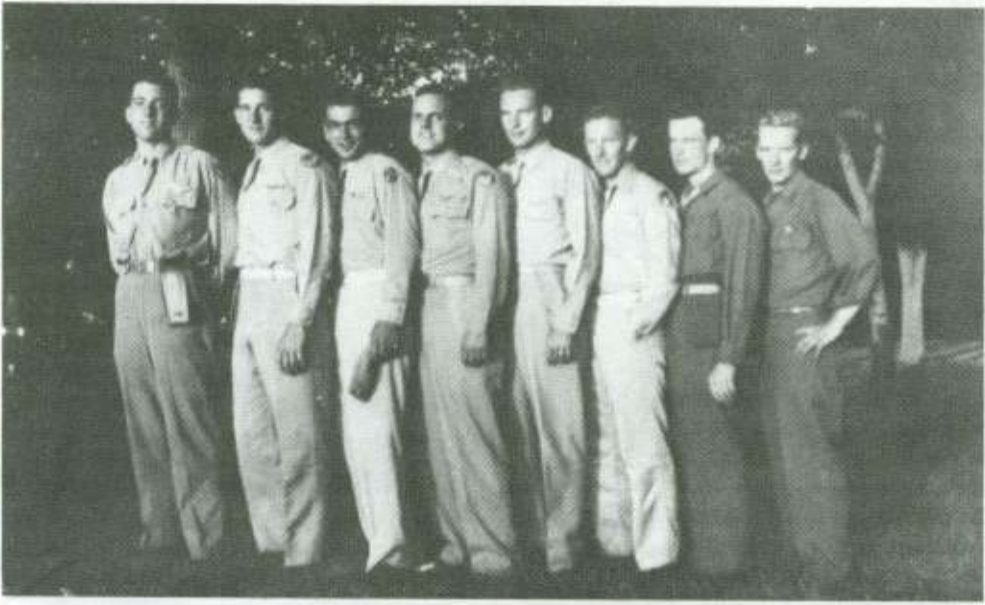
Name
Street Address
City, State, Zip



368th: Top: James C Bigham P, Robert Gustafson bt, Donald Kuesel N, Floyd Turner wg, George Watkins CP. Front: Harry Wilmore tg, Dale Smith eng, Lawrence Thompson bt and Oliver Konarski ro.



369th: Front: Orville Stocker N, Robert Krohn B, Lowell Burgess P, Charles Banas CP. Back: Grover Lowe bt, LaRange Davis ro, George Stahl wg, Clarence Smith wg, Jerry Myers e, William Morris wg.



367th: Kenneth Rowley CP, Richard Malay N, Cleo Ammar bt, George Bower B, John Conlin P, Edward Collins e, George Joslin wg and Everett Hulme tg.



369th: Front: Bernard Hagen crew chief, Frank Bisignano tg, Charles Nagel e, Robert Fowler wg, Horace Hoskins bt, and Earl McKenna, mechanic. Back: Nathan Gordon B, John MacPherson N, James D Corcoran P, Barney Stevens CP.



423rd: Front: Arthur Cappellett wg, Jacob Leroy tg, William Penphrase N, Robert Mickleski e. Back: Del Reed bt, Claude Walsh CP, Robert Davenport P, Kenneth Kinzel wg.



368th: Front: Robert Church ro, Henry Benore wg, John Lighthouse wg, William Johnston bt. Back: George DeVack P, Harley Hutsell CP, Roy Buchanan B, Henry Arestio e, Walter Bailey tg. Crew chief (unk)



369th: Front: Herbert Greenberg P, Joseph Willoughby B, Frank Lyman CP and James McMahon N. Back: Paul Hortemiller e, George Schlageter tg, Stacy Griffith bt, Edward Riley wg, E A Manieri ro and Harold McNinch tg.



369th: Front: Raymond Decker ro, mechanic, crew chief, mechanic, Kenneth Simpson wg. Back: Stanley Kappan tg, William DeWolf CP, Carl Kalbach e, Donald White N, Leslie Johnson bt, William Hilton P, unknown, Carl Frantz B.



369th: Front: Gaillard Ketcham bt, Unk B, William Naasz tg, Jerome Christman wg. Back: Frederick Hocker N, Donovan Holve P, Ernest Mellin ro, Laurel Roth e, Howard Pahdopony CP and Harold Fleming wg.



368th: Front: William Skahan ro, Paul Mardis bt, Philip Mantor wg, Francis Kilbride e. Back: Don McCann tg, Andrew Bycott N, Eduardo Montoya B, Robert Shingler CP, Toy Husband P, and unk.



368th: Front: Lester Kearney P, Victor Moore CP, Alton Blair B and George Dickerson N. Back: Woodrow Pomykal e, Ernest Thixtun ro, Vincent Fredrick wg, Clarence Wiley tg and Charlie Odstrell bt.



368th: Front: Joseph Nieznanski N, Irving Norton B, Donald Murphy CP and Frank Krzyston P. Back: Andrew Roe bt, David Reese tg, James Johnson wg, unk, Stanley Hass ro and Orville Huddle e.



423rd: Front: James Bement tog, Aaron Swire bt, Don McNeal wg, Herbert Moreland tg and George Conetsky ro. Back: Don Burden e, Francis Leigh P, James Ribble CP and Eric Heltman N.



423rd: Front: Samuel Marshall B, Edward Carey N and Harold Miller P. Back: Paul Green wg, Dean Saul wg, Asher Brown ro, Robert Custer e, Dale Maughan tg, Robert Fomby CP and James Slye bt.



367th: Front: Richard Schneider e, Stanley Pierce bt, Henry Hall ro. Back: Stanley Burns CP, Frederick Mitchell P, Vincent Bowen B, and William Neilson N.



368th: Front: Robert Mox P, Warren Borges CP, Stanley Goncher N and Marcel McCartney B. Back: Edward Marquez e, Joseph Watson bt, Burwell Wilson ro, Everett Brooks wg, Daniel Sweeney bt and Louis Smith tg.



369th: Front: Ernest Lussier wg, Max Kimmel wg, Cecil Richardson bt, Richard Edwards tg. Back: Eugene Blaskoski e, Bernard Weinstein N, Clayton Nattler P, Gerald Johnson CP, William Gregory B and Edwin J. Block ro.



368th: Front: Donald Dougan crew chief, Melvin Brock e, Edward Lockard bt, Wilbur Bowers wg, Robert Estermyer wg, and unk mechanic. Back: unk, Charles Niblack P, Robert Lewandowski N, Robert Borgert B and Dellon Bumgardner CP.



368th: Front: Carmon Nickols P, Anthony Mura CP, Alban Varnado N and Leslie Campbell B. Back: Robert Circle e, Lowell Goldman ro, Homer Nyberg bt, Gately Rogers tg and Robert Gustafson wg.



423rd: Front: Marvin Brown tg, Donald Rembold bt, Robert Wade e, Rudolph Jirgal ro. Back: John Dickens CP, Curtis Oakes P, John Steinhaus N and William Beckham wg.



367th: Maynard Nelson wg, Charles Sheffield e, Otis Tillery N, Richard K. O'Hara P, Hugh Phelan B, William Mountain ro, Paul Fetkiw bt and Harold Strom tg.



369th: Front: Jasper Stutts e, Thomas Nagy wg, Paul Christensen ro, Harold Owen wg, Adolf Graubart bt and Kneeland Hudson tg. Back: James S. Opdyke P, Trygve Olsen CP, Myron Sorden N and Clarence Couch B.



369th: Front: Edward Hughel CP, Craig Powell P, Ralph Beach B and Dudley Fay N. Back: Orville Hill ro, James Copeman wg, Everett Minto wg, George Vogt e and Earl Wynn bt.



369th: Front: Albert Picarello e, Paul Christenson ro, Charles Foley tg and James Bentley wg. Back: George Richardson bt, Calven Conrey N, Loy Peterson P, Malcolm Phillips B and Charles Hayes tg.



Standing: Claiborne Wilson, Dr. Thurman Shuller, Rachel Butner, George and Pauline Bates, and Mack McKay. Seated, Harry and Mildred Alleman.



The Erions, Nola and Verne, were among more than 25 people who were attending their first 306th reunion.



Natalie Steele, John and Shirley Wright get acquainted before the banquet.



Enjoying the prelude to the banquet were Anne and Wayne Stellish, Bill Carlile and Chris and Em Christianson.



A longtime between meetings, 49 years, for Elwood Woodruff, Ed Sandini and Don Snook.



Old friends enjoy the reunion: John Hickey, Beti and Dale Briscoe.



Reunion time is conversation time for Charley Banas, Lowell Burgess and Ray Yerak.



Trapped in the Lobby were Bill Landrum, Russ Strong and Bill Houlihan.



Myron and Kay Sorden. He was treasurer for the event.



Brice Robison, enthusiastic, enjoyable, irrepresible.



Jack and Wilma Frost. He ran the PX, and is your source for memorabilia.