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306th Echoes



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Mc Alester, OK 74501-6746

Tours, a Cruise and Music Featured In '95 Reunion Schedule at Knoxville

Plans are far enough along for the 1995 reunion of the 306th Bomb Group Association to provide a Reunion Reservation form on page 8 of this issue of Echoes.

Bedford Trip Set for May

January and February is the time for you to make plans for one last visit to Bedford, Thurleigh, Madingley cemetery, England and Ireland with friends from the 306th.

Because of the significant growth in our mailing list since the 1992 reunion as just one reason, this trip is designed to return us to some of those places that have meant so much to us in the 50 or more intervening years.

While the programming won't be as in-depth as it was in 1992, the emotions will run as high once again as our minds' eyes take us back to visions of the B-17s circling the field preparatory to takeoff on another trip across the Channel and into Nazi-controlled Europe, or that tension-fraught hour or two waiting, waiting for and counting in the returning planes. Remember the pointed fingers at a feathered engine here or there, of the pattern being cleared for a wounded plane with injured personnel aboard, and the mad dash across the field of ambulances and other emergency vehicles?

Just one more time those emotions may rise in our throats and it may be hard to express how deeply feelings still run within us.

WWII combat is still very close to those who flew and those who made it all possible from their ground-bound tasks that served men and aircraft without letup from 9 October 1942 through 19 April 1945.

This was our part of the greatest military operation in history, and it continues to be a central focus in most of our minds even today.

Departure 15 May

Wherever you live in the United States, departure day will be 15 May, with arrival in London and Bedford on Tuesday the 16th. Buses will pick us up at Gatwick and Heathrow airports near London and take us to the Swan Hotel, beside The Great River Ouse, where we will be housed for two nights.

Particularly during the day intervening, we will go back those few miles to Thurleigh to once again travel through the old base. It is different now than it

Activities get underway late Thursday afternoon, 14 Sep, in the Hyatt Regency Hotel at Knoxville. The hotel is situated high above the downtown area, with an excellent view of that part of the city. It is very contemporary design, with a lobby that occupies most of the main floor of the structure. Rooms running around this open area look down into the lobby from most of the 12 floors provided.

Excellent elevator service provides easy access to the main activity level from all floors. The Country Garden restaurant is also a prominent feature on the lobby level.

At 4 p.m. Thursday buses will leave for the Museum of Appalachia tour, which will include a dinner and entertainment. This is located about 20 miles north of Knoxville and is an interesting tribute to the Appalachian Mountain people and their music.

That evening, at 6:15, buses will leave for a Riverboat Dinner Cruise on the nearby Tennessee River, and this will also include music. The single prices for both evening events include bus transportation, admission, meal charges and entertainment.

Friday buses will leave at 9 a.m., with one tour going to the Dollywood Theme Park and the other going to Gatlinburg to tour the Swiss-style mountain area. They are scheduled to return at 3 p.m. Admission, rides and shows will be included in the Dollywood price, but the noon meal will be on your own. At Gatlinburg, the cost is for transportation and a guided scenic mountain tour, with lunch on your own.

Back at the Hyatt, A1 Curtis' Orchestra will be ready to play Glenn Miller music from 6 to 9 in the Lobby. You can get a dinner at the Country Garden Restaurant, and reservations are suggested.

Saturday's schedule includes a continental breakfast and fashion show for the ladies from 9:30 to 11:30 in the hotel.

The annual business meeting of the Association will be presided over by President C. Dale Briscoe at 10 a.m.

For those who want to smell jet fuel and look around a KC-135E refueling plane, there will be a tour Saturday from 1 to 4:30 at the McGhee Tyson Air Base on the edge of Knoxville.

The annual reunion banquet is planned for 7 p.m., with the cash bar opening at 6 p.m.

Wallace Boring is the chairman for the event, ably assisted by Jim Talley.



Col. George L. Robinson as he appeared in 1943 as the new C.O. of the 306th. A later picture of him, in July 44, appeared on the front cover of the October 1994 issue of Echoes.

George L. Robinson, Longest Serving 306th CO, Dies

Col. George L. Robinson, fourth and longest serving commanding officer of the 306th Bombardment Group during WWII, died 18 Nov 94 at his home in Jacksonville, FL, after suffering for a number of years with emphysema.

His wife, Mim, well known to many during her days in charge of the American Red Cross at Thurleigh, died 19 Sep 91.

Burial services, with full military honors, were held for Col. Robinson 23 Nov at March AFB, CA, where he had begun his career as a pilot in 1937, and where he had expressed a wish to be buried. Mrs. Robinson's ashes were also taken to California for burial.

A memorial service was held 29 Nov in the Swaim Memorial United Methodist Church in Jacksonville.

Col. Robinson began his military career 28 Apr 31 when he enlisted as a private in the Air Corps. He became an aviation cadet 25 Jun 36, and was com-

missioned as a second lieutenant with pilot's wings 30 Jun 37 at Kelly Field, TX.

From that point there was a steady progression through the officer ranks: first lieutenant 9 Oct 40, captain 1 Feb 42, major 1 Mar 42, lieutenant colonel 16 Nov 42 and colonel 16 Aug 43. He also wore Command Pilot wings.

He went to combat with the 303rd Bomb Group, serving as its group operations officer. At the time he was assigned to the 306th as commanding officer, 19 Jun 43, he was the 303rd's deputy commander.

Col. Robinson felt most at home in the cockpit of a B-17, and flew his share of combat missions, totaling 26 by the time he was transferred back to the U. S., leaving the 306th 24 Sep 44. In his missions he always flew in the left seat, as he much preferred to be at the controls of his own plane while leading increasingly larger formations.

(Turn to page 2)

(Turn to page 2)



Col. George L. Robinson in 1981 at the opening of the 306th Bomb Group Restaurant on the airport at Sarasota, FL.

Robinson (from page 1)

He flew his first mission for the 306th 25 Jun 43 to Northwest Germany, with Capt. Richard K. O'Hara, 367th, in the right seat. His final mission was flown 5 Sep 44 to Ludwigshafen, with Capt. Earl R. Saunders, 369th.

"The greatest honor ever accorded me," Col. Robinson wrote the editor in 1975, "was my authorization as 'Air Commander', which made me eligible to lead the entire Eighth Air Force in combat."

Upon returning to the U. S., and following his marriage to Mim Smith, Col. Robinson was assigned as director, aircraft division, Air Force Board, Washington, D.C. After a year there he became a student at the Army Command and Staff School, Ft. Leavenworth, KS, for a year.

Col. Robinson's next assignment was with the Strategic Air Command, in command at various bases, of groups, and a B-47 Wing. He left SAC in 1958 and was deputy commander, Air Technical Training Center, until retirement in 1961.

Moving to Florida, Col. Robinson became director, Florida State Civil Defense, where he continued until his second retirement, in 1973.

Decorations

During his combat experience, Col. Robinson received the Silver Star medal for his leadership of the mission of 18 Mar 43 for the 303rd Group, and also received the Distinguished Flying Cross with two oak leaf clusters and the Air Medal with six oak leaf clusters.

Col. Robinson attended a couple of our reunions, lastly in 1987 at Las Vegas where he moved about the hotel in a wheel chair. He was also present for the opening of the 306th Bomb Group Restaurant in Sarasota, FL, in 1981.

He leaves his daughter, Nance Robinson Greene, now living with her Naval officer husband and family in Japan, and four grandchildren.



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).

When Col. Robinson Led the 306th in Combat

25 Jun 43 NW Germany, w/Capt. Richard K. O'Hara
16 Aug 43 LeBourget, France, w/Maj. John M. Regan
6 Sep 43 Stuttgart, Germany, w/Capt. Louis G. Cook
9 Sep 43 Lille, France, w/Capt. Dinwiddie Fuhrmeister
2 Oct 43 Emden, Germany, w/Capt. Frank Kackstetter
11 Dec 43 Emden, Germany, w/Maj. Robert P. Riordan
24 Dec 43 NE France, w/Maj. George R. Buckey
11 Jan 44 Halberstadt, Germany, w/1Lt. Russell S. Lund
22 Apr 44 Hamm, Germany, w/Capt. Loy A. Peterson
31 May 44 Liege, Belgium, w/Capt. Russell S. Lund
5 Sep 44 Ludwigshafen, Germany, w/Capt. Earl R. Saunders



5 October 1994 — Children, Teachers and some Parents

Children Watch Over Our Memorial

Children from the nearby Thurleigh school, teachers and parents gather at our 306th Memorial twelve years to the day after the dedication of the stone by more than 130 306ers and guests, 5 October 1982. On several occasions each year children come to the memorial, and the two shown at the right typify what we hope will be the pattern for many years to come.



5 October 1994 — The first of the children carefully place their flowers.

One Last Time (from page 1)

was then, and our Memorial, which stands between the old 40th Combat Wing area and the 367th Squadron area, will be a central feature of our visit here.

From the old base we will travel further east to Madingley Cemetery just outside Cambridge, where we remember those who gave their lives in the war, but also feel satisfaction that the American government has prepared and continues to maintain a beautiful resting place. The walk to the Chapel along the reflecting pools and the slow walk along the Wall of the Missing will also bring our minds back 50 years.

Then, we may travel on to Duxford, south of Cambridge, which is today a museum of WWII, and as a onetime American fighter base is maintained to this day in that same configuration. Two B-17s are housed there, as well.

We will also glory in the travel through the flowered British countryside, always a springtime feast for one's eyes. There will be a dinner that evening with some of our British friends

On Thursday we will head west across England to stop at Coventry where we will see the ruins of the cathedral destroyed by German bombs and alongside it the contemporary Coventry Cathedral, which is a marvel of stone and stained glass. A few hundred feet away stands a monument to Lady Godiva, and if one is patient and the hour is right, you may see Peeping Tom pop out of a window to view the unclad Godiva as she "rides" across the front of a building nearby.

After some shopping time and a night at Chester, once a walled Roman City, we head across Northern Wales to Caernarvon, the castle where Princes of

Wales have been invested and then on to Holyhead to take the boat to Dublin.

Our five-day, six-night stay in Ireland, will take us to Galway, the Cliffs of Moher, Tarbert, Trelee, Killarney, the Ring of Kerry, Cork, Waterford, Wexford and Rosslare.

On Thursday, the 25th, we will be back in Wales headed for an overnight in Cardiff. On Saturday we will leave Gloucester to stop in Bath, Stonehenge, Salisbury, and end up that night at our London hotel.

Once in London, there will be three full day's, with some touring, but also considerable free time for you to shop up and down busy Oxford Street, to once again stroll through Piccadilly Circus, to visit Harrods' magnificent department store, and also to visit and photograph those wonders of England: Windsor Castle, the River Thames, Kensington Gardens and the Albert Memorial, to Grosvenor Place, Big Ben, Westminster Abbey, St. Paul's Cathedral, Trafalgar Square, Buckingham Palace, the British Museum, the Royal Botanical Gardens, and perhaps even Madame Tussaud's wax museum, if you missed it during the war.

Costs vary slightly, depending on where you will be flying from in the U.S. The one fee covers most of your travel and housing expenses. Included are all breakfasts and 13 dinners.

The quickest way to get all of the specific information you will need to complete your planning is to call Tripmasters, Inc., 800/ 878-7800. They will mail you plenty of material, and will answer any questions you may have. These are the same travel people who so successfully handled our 1992 trip to England.

8th Slighted In USAF War Chronology

The Eighth Air Force, the largest unit of this type in the USAAF during WWII, and one of the largest operational air forces in the world, certainly did not influence those persons responsible for the preparation of the **Combat Chronology, 1941-45**, issued by the USAF in 1973.

Prepared under the joint auspices of the Office of Air Force History and the Simpson Historical Research Center of the Air University, the Eighth operations gets short shrift as compared to the 12th AF, 14th AF, FEAF, 10th AF and 7th AF.

It is supposedly a "chronology concerned primarily with operations of the USAAF and its combat units."

One can only assume that either by direction or personal preference on the part of the compilers, emphasis was heavily placed on Pacific operations, which were usually minuscule in comparison with what the Eighth, Ninth and Fifteenth were undertaking in Europe.

On 14 Oct 44 the Eighth had 1100 planes out, plus 15 fighter groups, and received fewer lines than the 12th AF which was cancelled by bad weather!

Below is an example from 18 Oct 44 Eighth AF: Over 450 HBs hit aircraft plants at Kassel, motor plant and M/Y at Cologne, and chemical works at Leverkusen, along with nearby T/Os. 12 ft gps provide escort and 2 gps later strafe rail traffic between Cologne and Kassel.

Tenth AF: 13 P-47's attack Mingaladon A/F, 21 spt ground forces in Mohnyin area, 8 knock out 2 bridges at Wanting, and 6 hit troops near Hwemun. 6 B-25's damage approaches to 2 road bridges at Wuntho. 6 other B-25's damage approaches to 2 bridges at Namhkai and Meza. Transports again fly nearly 300 sorties to several locations in CBI.

Fortunately, for the Eighth a Britisher, Roger Freeman took care of the matter in his classic source book, Mighty Eighth War Diary, a companion volume to The Mighty Eighth.

Boyne Responds To Our Echoes'

To the Editor:

Thanks so much for sending me the copy of 306th Echoes, with its very nice review of my book. It is always a pleasure when the real professionals express approval. I suspect you might have written the review, and I really think you did a good job on all four books.

The 306th Echoes is very well done, a nice combination of really hardedged historical materials like the crew photos and the 'Another Day in the Control Tower' column, leavened with lots of human interest material on the model-airshow, the party, etc.

This is the same sort of balance I sought when I was director of the National Air and Space Museum (that was back in the days when it was a patriotic organization). The average young male, 25 to 35, loves the airplanes, but to engage children, and the women in the family, we used similar techniques to broaden our appeal. I hope we can do the same sort of thing at the Mighty Eighth Air Force

Heritage Center.
Walter J. Boyne Ashburn, VA

Foreign Affairs

Looking at Bipartisanship

ANDREW NESS was a 369th engineer late in the war who served from 1952 to 1981 as a Foreign Service Officer in a variety of capacities. His overseas assignments included Karachi, Pakistan; Bangkok, Thailand, Baghdad, Iraq and Nairobi, Kenya. His final assignment before retirement in 1981 was as an advisor for political and security affairs, U. S. Mission to the United Nations, and delegate to the U.N. Since 1980 he has served as president of the Dialectical Studies Institute. He will endeavor in a series of editorial pieces to help us in understanding how the foreign affairs of the U.S. are handled.

In a government often riven by tension and conflict between the two principal parties over domestic policies, one might think agreement on foreign policy would be easy. It isn't! Bipartisanship is missing.

This wasn't always the case. Shortly before World War II, throughout that war, and up into Vietnam era of President John F. Kennedy's administration in the early 1960's, the President set the country's general foreign policy line. While there was often public debate, once the policy was agreed upon, both parties accepted and supported it. It was this bipartisanship that imparted influence and muscle to our relations with other countries and earned us respect around the world. Political differences over whether or not to pursue the war in Vietnam shattered bipartisanship and continues to divide us even today.

While our various presidents since then have tried to set and implement foreign policy, de facto leadership has come to reside in our congress, in particular in the Senate and its Foreign Relations Committee, and, within that committee, with the various staff members who prepare the studies and guidance for their senator's presentation.

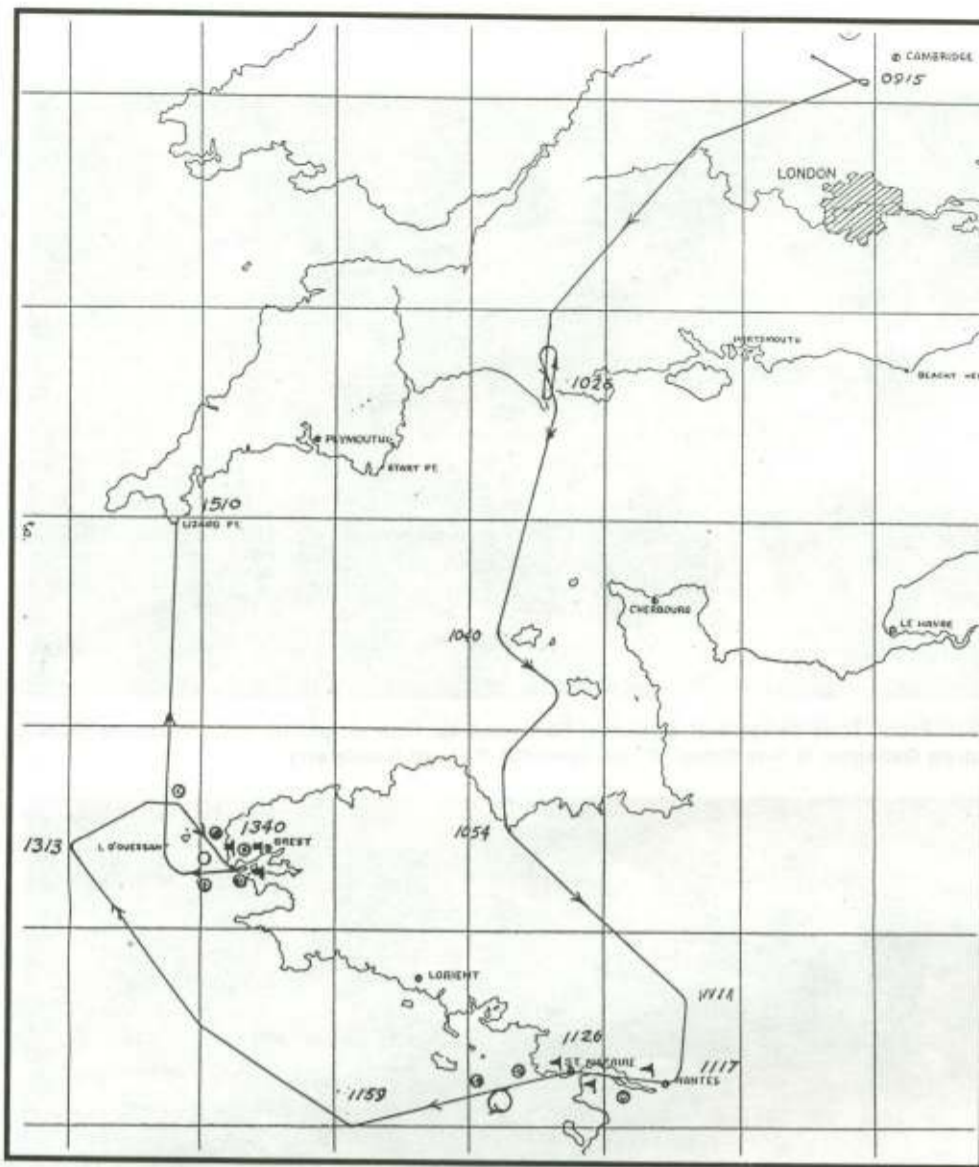
Many think policy guidance emanating from senate staffers through the senators for whom they work, instead of from the President through the Department of State, is badly misplaced—and so it is; but that is also the way it is.

To make matters worse, our foreign policy is further influenced and conditioned by a plethora of studies and opinions from various think tanks, scholars

in academia, and media foreign policy "experts." It is no wonder that our nation no longer has a central policy focus, and it is easy to understand why other nations are often bothered, amused, sometimes apprehensive and even frightened, by the manner in which the United States handles these affairs. Foreign leaders see policies enunciated on one day changed in some significant way a few days later. With so many experts it means there really is no one expert and no one voice, not even the President's. As a consequence, American foreign policy has little credibility abroad.

Without taking sides, and only to illustrate the problem, we can sympathize with President Clinton and his vacillation over what to do in Haiti and Bosnia—send troops, don't send troops, send troops. It is clear in these times that our presidents can no longer act decisively in handling international affairs. There are simply too many voices to be heard, and some of the loudest do not necessarily have the best interests of the nation at heart.

Thus, given our current foreign policy concerns—near chaos in Russia, the North Korean nuclear threat, Iran, Iraq, economic interests abroad, and excessive foreign demands on our limited resources by the United Nations for help and assistance, it is unlikely that the present or any future administration will be able to handle our international relations efficiently. Only when we again restore the bipartisan voice to foreign affairs will we be able to again act as one nation internationally.



This track chart, from the mission of 1 May 43, was only recently located at National Archives, and is interesting as it shows where the great blunder occurred that took our planes into Brest harbor.

Recently Found Map Shows 306th Trip To St. Nazaire and Tragedy in the Brest Harbor

To: Commanding General, First Bomb Wing

1st May, 1943

1. 18 Aircraft of the 306th Bomb Group took off at 8:45 for St. Nazaire. Three returned early. Fifteen were over the target, but only twelve dropped bombs. Two jettisoned and one brought bombs back. Eleven ships landed at Predonnock at 1530 hours, eight later proceeding to Portreath where another had previously landed.

The mission was uneventful until target was reached, when some slight enemy opposition was encountered. Flak at target was ineffective and behind formation.

2. Bombing was bad due to heavy overcast, making exact target pinpointing difficult on bomb run. Target visible only when directly overhead when such hits as could be seen were mainly in water or on point of land short and to the right of aiming point.

On return trip, while at 800 feet, formation flew over Brest in error and was engaged by light and heavy flak, as well as by 15 to 20 E/A, three of our planes being lost.

3. Three A/C turned back at English coast near Portland at 1030, one with number three engine out (Capt. Robert W. Smith 423rd), one with heavily vibrating engine, Capt. Pervis E. Youree 423rd) and one with number one engine out (Lt. Richard K. O'Hara 367th).

4. E/A opposition at target was slight, no claims reported for any encounter over target. Less than ten planes sighted. At Brest, heavy attacks by from 15 to 20 E/A, which came up to engage as formation appeared. A new attack reported was from rear from water level up against the bottom of our A/C flying at from 800 to 1500 feet. We claim eight destroyed.

(Credited were: Peter J. Nolasco 369th, two; Mike J. Komo 369th, FW 190; Smoot 423rd, FW 190; Milton B. Edwards 423rd, FW 190; John R. Roller 369th, FW 190; Lamont J. Durfee 367th, ME 109, and William W. Fahrenheit 423rd, FW 190.)

5. Flak at St. Nazaire generally ineffective and behind. At Brest, very accurate, intense light and heavy flak. Flak boats, coastal batteries, machine guns, in addition to regular flak positions reported firing.

6. Three A/C lost, two down in Brest harbor (Edwin G. Pipp 423rd and Bart Wigginton 423rd), probably no survivors (four in Pipp plane) one ditching in the Channel (Owen Luby 367th) too near French Coast for Air Sea Rescue to be effective. Men seen launching raft. Positions reported by our A/C to tower on arrival at Predonnock. Report received at Portreath at 2040 from Air Sea Rescoe stated entire Spitfire wing escorted rescue boats out in wide sweep but found nothing. Three men (Henry Bean, Joseph Zukacek and Robert Folliard 423rd) baled at approximate mid-Channel (exact position impossible to secure) from our burning A/C 649 (L. P. Johnson, pilot 423rd), which later successfully landed at Predonnock with balance of crew.

7. Eleven A/C landed at Predonnock, of which three are seriously damaged. One landed at Portreath seriously damaged.

8. Three ME 110s flew level with formation, then climbed through overcast and dropped bombs on our A/C from 15,000 feet near Belle Isle. Four sticks of five bombs each reported dropped in train, bombs exploding on contact with water. One flak boat raked by fire from our A/C at Brest. One flak battery shot up by another A/C at Brest. One long, slim ship, possibly sub, reported hit by bomb at St. Nazaire. One crew reports numerous evidences of fresh building activity en route in, noting especially huge construction in several areas. Several instances reported of extreme heroism and great devotion to duty.

Widow Visits Andorra Haven

Lucille Winter, widow of August Winter, 369th bombardier and evadee, made a visit last February to Andorra, the tiny country high in the Pyrenees. It had been a little more than 50 years since her husband had walked through Andorra on his way to Spain and Gibraltar. Winter was MIA 5 Sep 43 on

a mission to Kiel, and became evadee #179. Once back in England he met his brother, LeRoy, who had escaped from a prison camp in Italy, and neither had known until that point that the other was missing in action. Winter returned to the U. S. 28 Nov 43, and died 20 Mar 78 in Vallejo, CA.

1ST. BOMBARDMENT DIVISION
CHAMPIONSHIP
BASKETBALL
WON BY AAF STATION 111
1944

Capt. I.R. Elliott	Sgt. S.M. Feely	Cpl. F.C. Riggle
Lt. W.N. Brunn	Sgt. G.A. Romer	Cpl. W.E. Sellen
Lt. W.D. Daniels	Sgt. A. Savedge	Cpl. E.B. Thompson
Lt. D.F. Mattoon	Sgt. C.E. Siler	Cpl. C.O. Weisgerber
M/Sgt. N.W. Sanford	Sgt. J.F. Baumgardner	Cpl. P.A. Wagner
S/Sgt. R.J. Might	Cpl. J.C. Gorman	Cpl. C.A. Zinder
S/Sgt. J.J. Rose	Cpl. R.R. Mount	Pfc. C.E. Tressler

'Rose of York' Almost - -

3 Feb 45 was the fatal day for the "Rose of York", but she almost didn't go to the party. Assigned to fly as a spare for the 367th, with Lt. William W. Winslow and his crew flying it. Lt. Vernor Daley's assigned plane wouldn't start, and the

crew was hurriedly transferred to Winslow's plane. Thus, the "Rose" made one last trip and disappeared into the North Sea on return. Thanks, Shirley Ross for this bit of history. Ross was the copilot for Winslow's crew.



367th: Front: Frank Macomber P, Charles Wickham CP, Robert Wigton N, Lawrence MacNeil B. Back: Charles Graham eng, Gunnard Johnson wg, Leopoldo Tortora ro, Bruce Cox tg, Donald W. Shinnors wg and Emil Bohaty bt.



369th: Front: Tony Birkemeier B, Colvin Sammons tg, Paul Wright bt, John Thach ro. Back: Andrew Gallagher N, Ray Schieb P, Joe Lyles CP, Richard Trostle eng.



367th: Front: Henry Nunnery wg, Frank Whitney ro, Robert Snow bt, John Hall tg, George Bachmann wg. Back: Andrew Stefano B, Paul Martin P, Fred Haney eng, Burns Roper CP and Arthur Trimble N.



369th: Front: Alvin Schuering P, Barney Price CP, Jack Hamilton N, Robert Flood B. Back: Henry Ashley bt, Max Bergen tg, Frederick Hawthorne eng, Leon Currie wg, Benjamin Ambler wg and Michael Comarnisky ro.



368th: Front: Edward Huelat CP, Ira Holden N, William Ruffin P, Wayne Laubert bt, John Norris B. Back: Frank Killinger tg, John Duda wg, Lawrence Edlund ro, Denis McCarthy eng, and Jesse Bennett wg.



369th: Front: Brooks Cook wg, John McCabe wg, John Hodge bt, Harold Rogers tg. Back: James Kimble eng, L. B. Jones B, Fred Sherman P, Robert Porter CP and Harold Krueger ro.



369th: Front: Lowell Mikles CP, Oliver Minihane N, Harvey Ryder P. Back: Ray Iafate tg, Jack Stright wg, Joe Wurttenberger ro, Andrew Ness eng and Mel Loes tg.



369th: Front: Floyd Evans B, David Wheeler P, Morris Reed CP, John Mazanek N. Back: Elmer Mills bt, Mervin Narum ro, Raymond Norris tg, James Montana wg, Clifford McGrane wg and Harvey Noyes eng.



369th: Front: George Farkas eng, Dominic Giosso B, unknown, Searl Overturf wg. Back; Robert Fife CP, Jack Cunningham ro, Burnell Hoffacker wg, Carl Singer N, Robert Seaman tg and William Tarr P.



423rd: Front: Jerry Scannell wg, William Murray B, H. William Trease P, Jack Snobble CP. Back: Irwin Frank tg, Ben Scribner bt, Withrow Lewis eng and Herbert Bellett ro.



369th: Front: James Vickroy togg, Lloyd White eng, David Guttenberg ro, Frank Motise bt, Richard Hesser wg, Marvin Gilmore tg. Back: Clifford Tinkham P, Benjamin Grumbles CP and Ben Burwick N.



368th: Front: Ray Tripp P, Ray McDaniel CP, James Laughlin B and Edwin Tingler N. Back: Eli Golbarst (Lee Eli Barr) bt, Phil Lee wg, Eugene Nolan wg, Raymond Manski ro, Charles Hum tg and Stanley Lesnieski eng.



423rd: Front: Paul Gaire ro, Calvin Brend bt, William Harris wg, John Foley wg, Virgil Chappie tg, cc. Back: L Albert Pulver N, Howard Taunton CP, Buford Branom B and J. P. Toombs P.



367th: Lloyd Everson bt, Marshall Childers wg, Philip Arnot CP, Hubert Verdick P, Melvin Mook eng and Carl Larsen ro.



369th: Front: cc. Middle: Emil Wilke wg, Charles Krone bt, Carl Nuessen eng, Joseph Belker ro and Elmer Wilke tg. Back: Roy Trask P, George Kerr B, John Morere CP and Guy Lateano N.



369th: Front: George Walter P, Robert H. Wood CP, James Fitzsimmons N, Walter Lanus B. Louis Harden eng, Back: /James Thwaite ro, Steven Stojkov tg, Melvin Rhodes wg, Barney Parker wg, and Edward Richards bt.

D-Day Story Told A Bit Better In Ambrose Book

D-DAY June 6, 1944: The Climatic Battle of World War II, by Stephen E. Ambrose. NY, Simon & Schuster, 1994. 583pp + Endnotes, Bibliography, Appendix & Index.

Even if you read *The Longest Day*, Cornelius Ryan's classic study of D-Day and from which the movie was made, you should get this much later study by Dr. Stephen E. Ambrose, professor of history at the University of New Orleans, director of the Eisenhower Center and president of the National D-Day Museum in New Orleans.

Ambrose is also the author of six books on Gen. Dwight D. Eisenhower, and most recently *Band of Brothers*, a story of a Company from the 101st Airborne Division.

Repeatedly, this book makes the point that it was leadership of all ranks in the American, Canadian and British armies which forged the ultimate victory, and it began on the beaches of Normandy.

Perhaps much of what went on that particular day was summarized in an oral history tape by Pvt. Carl Weast of the Rangers who "concluded that the Allied high command had been right to insist that 'there be practically no experienced troops in the initial waves that hit that beach, because an experienced infantryman is a terrified infantryman, and they wanted guys like me who were more amazed than they were frozen with fear, because the longer you fight a war the more you figure your number's coming up tomorrow, and it really gets to be God-awful.'

"Weast made a final point: 'In war, the best rank is either private or colonel or better, but those ranks in between, hey, those people have got to be leaders.'

"At Omaha Beach, they were."
Ambrose is a firm believer in oral history, that put the war on tape under the careful questioning of an experienced historian. That is the major source for materials in this book.

It is alive and convincing in its portrayal of what went into the final signal by Gen. Eisenhower to go for the French coast—and then on to victory.

It is told through the eyes and minds of all ranks who participated in D-Day. It

gives a vivid impression of what a great many differently trained individuals did during the hours of daylight on 6 June 1944. Many specialists suddenly found themselves picking up a rifle and a helmet and becoming infantry for at least the next day.

Mention of the Eighth Air Force and its first mission over the beachhead is mercifully brief, for the ground troops found little evidence on Day One that either the bombers or the Naval bombardment had helped their position at all.

But, it was a combined operation in the finest sense, and while this is much the story of ground troops, it couldn't have happened without the aerial preparation that had gone on for months before, and the naval presence that got the troops across the Channel and onto the beaches where the real fight began.

Tell a grandson that this is your choice for a birthday or Christmas gift, and both of you will find considerable enjoyment in reading it, and then discussing it later in great detail.

Additions to the Roster

Philip H. Arnot, PO Box 181, LaGunitas, CA 94938 367

A. Paul Barnett, 4729 Sequoia Rd, Memphis, TN 38117 40CW

Clifford A. Diffendaffer, 228 Buckskin Dr, Nampa, ID 83687 423

Paul J. Gambiana, 1223 11th St, Hawarden, IA 51023 367

Maj. Sam J. Hatton, 8871 Sorrento Dr, Riverside, CA 92503 (Ida) 368

Owen W. Hughes, 320 E. Miller St, Newark, NY 14513 (Virginia) 449

James B. Morrow, 2815 Old Fort Rd, Apt 322, Missoula, MT 59801 368

Dr. James R. Seaman, 1903 Lakeshire Dr, Walnut Creek, CA 94595 (Frances) 4th

James F. Standlee, Rt 1, Box 1447, Galdon, MO 65658 369

Edward F. Swiderski, 809 W. Ashton Ave, Lima, OH 45801 (Florence) CJ

306th Family

Sallie Adams (Richard), 4333 S. Syracuse St. #811, Denver, CO 80237 369W

Martha Casey (Donald), 10632 E1 Capitan Cir, Sun City, AZ 85351 423W

Cmdr and Mrs. Thomas W. Greene, Jr. PFC 473, Box 12 FPO At, 96349 (Nance) GP-D

Mrs. Greene is the daughter of Col. George L. Robinson (The name and address is needed as printed above for letters to reach her in Japan).

Lucile Streun (Kenneth), 4613 Lunow Dr, Oklahoma City, OK 73135 369W



Warren Tryloff, left, flew his first combat mission, 12 Sept 44, right into prison camp, and that happened when Ralph Bordner opted not to fly that day. Both were bombardiers for the 368th, and enjoyed some interesting conversations at the Des Moines reunion.

How Many Have Stars Or Wreaths on Wings?

George Robinson's demise brings to mind the subject of senior and command pilots, indications of which appeared on their wings. Remember?

A star atop pilot wings indicated a senior pilot (seven years' service and 2000 flying hours), and a star in a wreath denoted the command pilot (15 years' service and 3000 hours).

In the postwar USAF there were also senior and command navigators, as well as electronic counter measures officers with the same opportunities.

Now, many of the 306th men who continued on until retirement received these wings. Who were you? Write the secretary.

ALL AIR FORCE NAVIGATORS -

DID YOU EVER WONDER WHAT HAPPENED TO ANY OF YOUR NAVIGATION SCHOOL CLASSMATES AND/OR THEIR WHEREABOUTS? IF SO YOU MAY BE ABLE TO HELP US HELP YOU BY GOING THROUGH YOUR 201 FILES AND SENDING US A COPY OF YOUR GRADUATION ORDERS (preferably the one with everyone's Home of Record) . TO ED CHAN, 1065 N. 5th ST., NEW HYDE PARK, NY 11040. PLEASE INCLUDE YOUR PHONE AS I MAY HAVE A COUPLE OF QUICK QUESTIONS. WE, THE AIR FORCE NAVIGATOR OBSERVER ASSOCIATION (TAFNOA) HAVE HAD MUCH SUCCESS IN LOCATING MEN FROM ORDERS OF THE WWII ERA. OH YES, BE SURE TO INCLUDE YOUR SCHOOL AND APPROXIMATE GRAD DATE IF YOU'RE NOT INCLUDING ORDERS.

8 Officers, 3 EM On 24 Dec 44 Crew

When Capt. Billy W. Casseday completed his combat tour, he went out in style, as seven officers and three enlisted men accompanied him on the trip to Nidda, Germany.

Capt. William J. Haase was the co-pilot that day, with 1st Lts. James W. Bark will and Alton A. Kester as the navigators; 1st Lt. Fordie K. Lucas, PFF navigator, and Capt. Donald E. Currier bombardier.

In the aft part of the plane, 1st Lt. Joe Bowles, a veteran of 25 missions in the ball turret before turning gunnery officer, was along as an "Observer", and 2nd Lt. Lloyd L. Strode was the tail observer..

Keeping this crew straight were T/Sgt. Walter Miller in the top turret, T/Sgt Leonard Gibson as radio operator, and S/Sgt. Norman S. Sulser as a waist gunner.

Reunion? GREAT STUFF! Says Ness

"We really enjoyed ourselves in Des Moines. The whole affair was well done, and well worth the effort. My first reaction about seeing the crew was one of trepidation, and I thought after 50 years we'd have nothing to talk about, there would be awkward silences, and I'd come home wishing I'd not attended. Of course, just the opposite happened, and it was an absolute Joy to see them again. Unbelievable! Great stuff! "

Brendza Leads Way To Medals

Bill Brendza is a paraplegic living in Wheatridge, CO, who has devoted considerable effort to securing recognition for his late uncle, William J. Eschenbach, 423rd tail gunner for Wayne Stetler's crew.

Eschenbach was KIA 5 Dec 44 on a raid to Berlin.

Brendza has wound his way through the red tape and has received the Air Medal and Purple Heart medal for his late uncle, the awards being based on a 1946 memorandum directing the awards of these medals to "those Army Air Force personnel who had been killed, shot down in action or taken prisoner before receiving an overseas decoration in recognition of acts performed in Aerial flight."

The award of the Air Medal was made through the Recognition Programs Branch, Recognition & Special Programs Division, USAF military Personnel Center, Randolph Air Force Base, TX 78150.

The Purple Heart Review Board may be reached at HQ AFMPC/ DPMASA, 550 C St West, Ste 12, Randolph AFB, TX 78150-4714.

You must provide the documentation, but you may be able to secure assistance through National Personnel Records Center, St. Louis, MO.

DISTRIBUTION OF ALL COMBAT CREW PERSONNEL BY DUTY AND BY NUMBER OF MISSIONS -8 October 1943

#	P	C	N	B	R	E	B	T	W	
0	0	4	0	1	0	4	0	6	16	
1	0	4	4	1	1	6	4	3	9	
2	1	5	2	2	2	1	1	1	4	
3	0	0	1	1	2	1	2	2	6	
4	2	3	2	3	3	2	3	2	7	
5	0	2	1	0	1	0	1	0	4	
6	1	3	2	1	0	2	0	2	7	
7	4	2	2	2	3	1	4	3	6	
8	1	3	0	0	3	1	1	1	1	
9	0	0	0	1	3	3	0	1	8	
10	0	0	2	4	1	2	1	1	3	
11	1	1	1	1	2	1	0	2	2	
12	0	2	2	1	2	1	2	3	2	
13	0	2	2	4	1	3	1	0	4	
14	0	1	1	0	0	0	1	2	5	
15	2	1	0	1	2	1	2	1	2	
16	4	1	2	0	1	2	2	1	2	
17	4	0	2	2	0	0	1	3	1	
18	2	0	1	3	2	1	0	2	3	
19	3	1	1	1	0	1	2	1	3	
20	1	0	1	0	3	1	3	0	2	
21	8	0	1	0	2	3	4	2	1	
22	2	1	0	4	2	5	2	1	2	
23	1	0	1	3	1	3	2	1	2	
24	3	0	0	0	2	0	0	1	0	
Total	40	36	31	36	39	45	40	42	102	411

There may be no dues, BUT

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

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

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TELEPHONE NO. _____ 306th Unit

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

DATE _____

BATTLE OF THE BULGE Bad Days Afoot and in the Air

By William R. Carlile (FCO retired)

Fifty years ago the Battle of the Bulge occurred—a very emotional period for our aircrew personnel. As I recall, the officers in the Junior Officers' Mess, and I am sure as well in the GI and Senior Officers' Messes, were all wondering when we would get off to help the people on the ground. As you know, the German advance through the Ardennes opened on Christmas Eve, 1944.

Here's what the Control Tower recorded for the immediate period:

Sunday, December 24, 1944 (Lt. William B. Haworth on duty)
0630 Hrs - Briefing - 51 a/c (four squadrons and three spares). Takeoff times: 0946, 0956, 1002, 1008 - call signs Foxhole Baker (12 a/c) and Foxhole Dog (36 a/c).
0800 Hrs - Lt. William R. Carlile on duty.
1118 Hrs - Last Ops a/c off, 423rd B and M failed to takeoff (Lts Howard Roth and Paul Reiox).
1525 Hrs - Diversion airfield is Framlingham. Our weather will decide if diversion field to be used, per 1BD. (Several fighter a/c landed at this time due to bad weather). IBD Notified.
1640 Hrs - Airfield weather Red. IBD and Gp Ops informed.
1705 Hrs - Foxhole Baker a/c to Framlingham for diversion. Foxhole Dog a/c diverted to Great Ashfield.
1740 Hrs - 367th a/c 407-P (pilot Burns Roper) and 367th 604-A (pilot Ward Fowler) landed at Cranfield. Primary bombed with bombs right on target. Intelligence, 1BD and Gp Ops informed.
1800 Hrs - Lt Robert Klein now duty FCO.
1805 Hrs - 1BD informs 368th a/c 250-N (Pilot Robert Chrisjohn) landed Wattisham with slight flak damage. All concerned informed.
1900 Hrs - 367th 683-Q (pilot Paul Martin) landed at Wing; a/c shot up, crew o.k. 368th a/c 323-M (pilot Edwin Woellner) Landed at Ridgewell, a/c o.k.
2300 All a/c accounted for, as follows - per Lt. Carlile:

Bury St. Edmunds 11
Debach 18
Framlingham 11
Cranfield 2
Wattisham 1
Wing 1
Ridgewell 1
Horham 2
Great Ashfield 2
Total 49

December 25, 1944 (Christmas Day)

0915 - Group Operations requests we call all stations where our a/c are, with exception of Cranfield, Wing and Debach, and tell crews to remain where they are. Requested 1BD to make these calls for us they will.

December 26, 1944

0800 - Airfield ice covered
1000 - Col. Anthony Q. Mustoe (40CBW CO) advises return of ops a/c - 1BD informed. Called Bury St. Edmunds and Framlingham.
1400 - 14 a/c have landed
1625 - Airfield closed due to weather - called Gp Ops and 1BD.

December 27, 1944

0730 - Airfield ice covered - visibility about 1300 yards
0805 - Called 1BD (per request of Capt. Richard Nickelhoff) to alert crews at Framlingham, Debach and Bury St. Edmunds to T/O at our call.
0900 - Capt Thomas F. Witt says to return all a/c to station - 1BD informed.
1655 - All 306th a/c have landed that are returning.

Ed. Note: The log further records that not all a/c returned at this time due to weather at diversion stations, battle damage, etc. Those that could apparently returned later. All a/c must have returned, because a mission went off December 28, 1944, at 0937 hrs. "It was a most interesting time at Thurleigh, with the British weather at its worst and our people, both air and ground, at their best."



Does your local library have a 306th history in its Collection? Make sure they do - - -

Order Form

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Please send me _____ copy(ies) at \$35 per copy plus \$3.00 for postage and handling. My check is for \$ _____. Make checks payable to Russell A. Strong.

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Send to Russell A. Strong, 5323 Cheval Place, Charlotte, NC 28204

Updates for Your 306th Directory

Raymond E. Bloker 369
420 Foxhaven, #3310
Naples, FL 33942

Paul C. Coad 423
19042 Hamden Ln
Huntington Beach, CA 92646

Clyde G. Collier 369
PO Box 347
Pikeville, TN 37367

Donald L. Cook 369
8265 East Southern
Mesa, AZ 85208

Louis J. Enloe 367
900 Gulf Ave
Rolla, MO 65401

Michael N. Farkash 423
12076 Elm Way
Thornton, CO 80241

Lowell N. Goldman 368
PO Box 2428
Vancouver, WA 98668

John E. Gooch 367
4851 Woodmont Dr
Jackson, MS 39206

H. Fay Jenack 369
8424 N. 37th Ave
Phoenix, AZ 85051

Glenn A. Korf 368
4135 Kings Hwy, Lot 59
Port Charlotte, FL 33980

Albert C. LaBella 423
9 Bellingham Ave
Everett, MA 02149

Robert K. Lavery 367
1989 Kim Dr
Akron, OH 44312

Paul E. Morgan 369
10020 Kelly John Ln
Newalla, OK 75857

Ralph E. Moulis 423
37376 US Hwy 19, N Lot 101
Palm Harbor, FL 34684

Willis S. Nelson 367
PO Box 8201
Pahrump, NV 89041

John P. Rosso CJ
3412 Waverly Dr
Los Angeles, CA 90027

John A. Staniorski 423
200 Flintlock Rd
Drexel Hill, PA 19026

Barney Stevens 369
5370 Toscana Way, #H212
San Diego, CA 92122

Gerald Stroud 368
167 Jackson Ave
Mayflower, AR 72106

Edward H. Tutun 423
544 Pinellas Bayway
Tierra Verde, FL 33715

306th Family
Mrs Phillip K. Johnson 369W
130 E. Badger Rd
Madison, WI 53713

Howard White 423S
24 Elmtree Est
Frankfort, NY 13340

Missing

We have lost this missing person. If you have better information for the Secretary, please send it to him.

Raymond W. Foss 449
424 W. Chinook St
Livingston, MT 59047

Picture Sought

The historian is looking for an aerial photo of the base that might have been made during the postcombat period of the Casey Jones Project.

Is there any possibility that some crew, perhaps while practicing its new aerial photography routines might have snapped such a picture or series of pic-

tures, and that someone obtained and saved such a photo?

While it might be from high altitude, the chances are that it would have been very clear and might be better than any of the existing aerial photos of Thurleigh.

If you have, or have knowledge of such photo, please contact Russ Strong.

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 _____
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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

Obituaries

Kermit W. Alexander, 368th communications, died 20 Sep 94 in Milford, MI. He and his wife, Lucy, were frequent reunion participants.

Robert L. Appell, 423rd tail gunner and POW (Marvin Freeman crew), died 12 Aug 94 in Longview, TX, during a reunion of the three surviving crew members of their bailout 12 Sep 44 near Ruhland, Germany. He had joined the Group 8 Aug 44.

George R. Broz, 423rd pilot, died 15 Nov 94 in Stanwood, WA, where he had been in ill health for several years. He arrived with the Group 7 Jun 44 and completed his combat tour in August. He leaves his wife, Helga, and children.

William H. Buffington, 1628th Ordnance Co., died 22 Oct 94 in Harrisburg, PA. One of the functions he performed at Thurleigh was bicycle repair, and if you remember how many bikes were in evidence, that was quite a job.

Charles S. DePue, 369th assistant crew chief, died 10 94 in Texarkana, TX. — At one point he also serviced oxygen equipment and systems. He arrived with the Group in Jun 42 and left in Sep 44.

James L. Dunn, 367th gunner (William Allen crew), died 15 Dec 94 in Shamrock, OK. He flew his combat over a year's period, leaving the Group 19 May 45.

Jerold J. Fann, 369th engineer and POW, died in Feb 94 in Oklahoma City, OK. He arrived with the Robert Brown crew and was with them when shot down 9 Dec 44.

Joe P. Gabrish, 368th crew chief, died 27 Nov 94 in Castle Rock, CO. A master electrician in civilian life, he was an avid participant in 306th reunions. An early arrival at Wendover, UT, he came in charge of a shipment of 15 mechanics from Sheppard Field, TX. He lived much of his life in Manitou Springs, CO, and was memorialized in the local paper, the editor concluding with "damn, Joe was a good person". In mid-1944 Gabrish had been one of those persons selected to go to Russia and help set up bases there

for B-17 shuttle bombing missions across Germany.

Arnold G. Gunderson, 369th a/c inspector, line chief and engine change team member, died 13 Oct 94 in Seattle, WA. He was a victim of polio and spent 44 years in a wheelchair, retiring from Boeing Co. In 1993 he was a member of the Seattle reunion committee. He leaves his wife, Dorothy.

Roy E. Knudson, 368th gunner (John Regan crew), died in Nov 94 in Whitney, TX. He worked for many years for Monsanto Corp. He leaves his wife, four children, 11 gc and seven ggc

Gordon M. Maddock, 367th waist gunner (Emmette Sutherland crew), died 23 May 94 in Medford, OR. He flew his combat tour from 21 Aug 44 to Feb 45.

Carl O. Metz, 423rd waist gunner (Robert Welter crew), died 22 Nov 94 in Lake City, FL. He flew between Dec 43 and Jun 44.

James E. Milner, 368th radio operator (Oleron Linn crew), died in 1994 in Moline, IL. He was the 91st EM to complete a tour.

Rudolph B. Palomaki, 367th gunner (Williams McNeil crew), died 29 Oct 94 when a propane tank blew up at his remote deer hunting camp in Dickinson County, in Michigan's Upper Peninsula. A resident of Ishpeming, he had retired from Cleveland Cliffs Iron Mining Co., in 1974. He leaves his wife, Lucille, two sons and six gc.

Frank B. Potter, Jr., head of the oxygen shop at Thurleigh, died 25 Jul 94 in Houston, TX, after being ill for several years. He started out as a mechanic for the 369th Squadron. Frank leaves his wife, Terry.

Gilbert E. Walker, 368th crew chief, died in Sep 89 in Wethersfield, CT. His widow was a war bride.

Herbert D. Wooten, 367th waist gunner and interneer, died 13 Aug 94 in Coral, MO. He went to Switzerland with the John Stolz crew 24 Apr 44 on the mission to Oberpfaffenhofen, when the 306th lost 10 a/c. He leaves his wife, Esther.

306th Family

Yvonne Chrapaty, wife of Armand Chrapaty, who helped organize the first PX at Thurleigh, died 20 Jul 94 in Silver Spring, MD.

Faye Fisher, widow of Clarence E. (Bud) Fisher, 369th pilot, died 10 Jul 94 in Vinton, VA, of brain cancer.

Martha McBride, wife of Clifford W. McBride, 369th pilot, died in Sep 94 in Palm Harbor, FL.

Emma B. McDonnell, wife of LTC John F. McDonnell, 1628th Ordnance Co., died 25 Sep 94 at Walter Reed Medical Center, Washington, DC. She had retired as administrative assistant to the director of education at Mt. Vernon, VA. She and her husband lived in Alexandria, VA. She leaves five children and 11 gc.

Frances Cookson Seaman, wife of Dr. James R. Seaman, the last dental surgeon to join the 306th, died 12 Apr 81 in San Francisco, CA. They were married for 37 years, and she was a part of the American Red Cross contingent at Thurleigh.

S-4's Lament

(The reference is to engineering officers!)

Oh, Mother hang up your golden star!
Your son's gone up in a Fort
To view the flak in front and back
And cry for fighter support.

The poor old ship was sorta' weak
She'd been on many a raid.
Her tail was new, tho slightly askew,
Her time was up I'm afraid.

As she faltered off from East to West
Her fate was even then sealed.
Her engines strained, and finally gained
Two thousand feet o'er the field.

The pilot pushed everything he had and
She shuddered from end to end
The Group went by, but that speck in the sky
Fourteen miles back was our friend.

- Author unknown.

Ed's Note: Found in among
Col. George L. Robinson's
picture collection, probably from the 303rd BG.

KNOXVILLE REUNION RESERVATIONS SEPTEMBER 14 - 16, 1995

Complete this form, enclose with a check payable to 306th Bomb Group Reunion, and send to:
First Tennessee Bank, Post Office Box 280, Knoxville, TN 37995-1230, Attn: Jim Talley, Sr., V.P.

Reunion registration fee per person	_____ at \$25 =	\$ _____
Thursday, September 14		
Museum of Appalachia Tour; 4 p.m. - 8:30 p.m. includes transportation, dinner, entertainment, and admission (minimum 30 people)	_____ at \$40 =	\$ _____
Riverboat Dinner Cruise; 6:15 - 9:15 p.m. includes transportation, dinner, music, and admission (minimum 30 people)	_____ at \$42 =	\$ _____
Friday, September 15		
Dollywood Theme Park; 9 a.m. - 3 p.m. includes transportation, admission, rides, and great shows meals on your own; (minimum 30 people)	_____ at \$43 =	\$ _____
Gatlinburg Tour; 9 a.m. - 3 p.m. includes transportation and guided scenic mountain tour meals on your own; (minimum 30 people)	_____ at \$28 =	\$ _____
Tea Dance with the Al Curtis Orchestra featuring the "big band" sound of Glenn Miller 6 - 9 p.m.; NO CHARGE; Hyatt Regency Lobby Dinner available at the Hyatt's Country Garden Restaurant at an additional charge; reservations recommended		N/C
Saturday, September 16		
Spouse Program; 9:30 - 11:30 a.m. Continental Breakfast & Fashion Show	_____ at \$8 =	\$ _____
Business Meeting; 10 - 11:30 a.m.		N/C
Tour McGhee Tyson Air Base; 1 p.m. - 4:30 p.m. includes walk through of KC-135E Refueling Aircraft and transportation; (minimum 30 people)	_____ at \$14 =	\$ _____
Reunion Banquet; 7 p.m. cash bar to open at 6 p.m.	_____ at \$28 =	\$ _____
		Grand Total: \$ _____

Name _____ Spouse/Guest Name _____
Address _____
Telephone _____ 306th Squadron _____
Arrival Date/Time _____ By _____
Special Comments _____

** RV parking with hook-up available; advanced reservation needed; contact 615/544-5399.

306th MAIL ORDER MEMORABILIA

Send this form and check to 306th Bomb Group Association to:
Jack Frost, PO Box 13362, Des Moines, IA 50310

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423rd T-Shirt (M) with Logo in Full Color, w/FOG on Back M, L	\$10.00		
423rd T-Shirt (XL) with Logo in Full Color, M, L, XL	\$10.00		
306th Tie	\$10.00		
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306th Sport Shirts (L) w/ 306th First Over Germany Logo and in Full Color	\$15.00		
306th Sport Shirts (XL) w/306th First Over Germany Logo and in Full Color	\$15.00		
306th "Black Thursday" Photo in full color	\$2.00		
306th "50th Anniversary" Poster	\$3.00		
306th Reunion Wine Glasses, \$5.00 each	\$5.00		
306th Reunion Coffee Mugs, with 306th Logo	\$5.00		
	Shipping & Handling		\$2.00
	TOTAL		

Name _____
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Credit Card # _____ Exp. Date _____

Signature _____

I/WE ARE ATTENDING THE 306TH BOMB GROUP ASSOCIATION REUNION
SEPTEMBER 12 - 17, 1995

() 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.