

5323 Cheval Place
Charlotte, NC 28205
Forward & Address Correction

April 1995
Vo. 20, No. 2

Non-Profit
Organization
U.S. Postage
PAID
Permit No. 34
Charlotte, NC

306th Echoes

368th Squadron
Arr 12 Mar 44
MIA 24 May 44

Dr Thurman Shuller
1312 E Miami
Mc Alester, OK 74501-6746

Where Are You? See page 3



306th Group Headquarters



Knoxville Wants You This Fall

Where I-75 and I-40 cross is only a couple of miles from the Knoxville Hyatt Regency hotel where veterans and friends of the 306th Bombardment Group will convene 14-16 September.

Registration materials will be found on page 8 of this issue of Echoes, and the committee hopes you will help swell the crowd for what promises to be an interesting three days, or perhaps more, looking out over the city of Knoxville.

The hotel is a visual treat, in a contemporary style, with a fine array of guest rooms and plenty of elevator service to get you down to the main lobby level where the food and friends will be found. Registration will be here, as well as many other activities.

It is only a few short steps from the lobby to where the buses will pick us up to participate in a Museum of Appalachia tour, a Riverboat Dinner cruise on the Tennessee River, a visit to Dollywood theme park, a Gatlinburg tour or a Saturday afternoon tour of the nearby McGhee Tyson Air Base.

The Museum of Appalachia tour is an unusual opportunity to revisit the Tennessee hills of another era, eat a good dinner, and hear authentic country music indigenous to that area. That evening there will also be the River cruise, which will feature dinner and music as well.

Friday will be a busy day, with the mid-morning to mid-afternoon tours of the Dollywood Theme Park, where you may be able to take in a great show, and also the chance to

Funds Short On Directory

In preparing the year-end financial report for the Association, Treasurer Robert N. Houser noted that requested contributions for the production of the 1994 Directory, had been less than was experienced in the last several directories.

The request was made that each recipient make a contribution of \$5, and we urged you to consider sending such a check to the treasurer during the next three months.

If you make the check also a part of your annual contribution to the Association, just make the amount a bit larger and you can "kill two birds with one stone".

Remember, we have NO dues, but are dependent for operating funds on the gifts made to the 306th during the course of each year.

go a slightly different direction for Gatlinburg, whose scenic vistas are frequently compared to Switzerland. There is also a great opportunity here to visit mountain craft shops.

The Annual Meeting

Saturday morning is always a busy time, as the ladies will be a continental breakfast and fashion show in the hotel at 9:30. The annual business meeting of the 306th will be called to order at 10 a.m. by C. Dale Briscoe, president of the Association.

The afternoon event is a tour of the McGhee Tyson Air Base, which features KC-135E refueling aircraft. Shopping in downtown Knoxville is only a short distance from the hotel. Wrapping up the day and the reunion

(Turn to page 2)

LAST CALL! for England/Ireland

When you read this there may still be time for you, your spouse or friend, or family members or friends to join the LAST 306th foray to England. Visit Thurleigh for one last time, see London, spend a week in Ireland. The company will be con-

genial, the hotels will be fine, and if experience is any measure, the food will be very good. We leave 15 May and return 31 May. It will be a flowerful Spring in England and Ireland. Don't miss it! Call Tripmasters, Inc., 1/800/ 878-7800 now.

March 22, 1944

A Long, Slow, Low Return from Berlin

By William D. Reeder

There are "good days and bad days" in flying. Some days you don't miss a trick, other days you "can't hit the ground with your hat." March 22, 1944 started out to be a good day. Later on we began to wonder.

Although the target was Berlin, weather in the "form up area" over England was decent. We were to go into Germany over the North Sea making landfall somewhere east of Bremen through a gap in the flak defenses. From there on into Berlin there was to be a zero zero ground fog that would prevent the Luftwaffe from flying in defense. We were to bomb the railroad marshalling yards in the center of Berlin on PFF. A well-defined river marked the target area.

I was leading second element, lead squadron, lead group of the lead wing of the First Division. We would be first over the target before the Jerries got our range. So we thought...

All went beautifully from the takeoff of the first plane. In a cloudless sky we approached Berlin and drove in on our bomb run. A low laying fog bank blanketed the city. Then it began! The first four bursts of flak to be seen were very accurate tracking fire. Burst one to the right of the lead plane's wing. Burst two just under his plane and ahead of my nose and a stream of blue smoke emitted from one of his engines. Burst three just ahead of my right wing and my number four engine quit while the number three shuddered and "roughed up" with gauges going wild. Number four burst to my left front and oil pressure on number two engine dropped to zero.



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. Cavaness, 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).

"Feather two before we lose oil!" Ease out to the left before we lose airspeed and disrupt the whole formation behind us, I thought. And so, suddenly we were alone at 25,000 feet over Berlin in the middle of the main flak patch wondering, "Where do we go from here?"

First we size up the situation. Number four, oil pressure OK, no power; "That's funny . . . Number three shaking out of its mounts. Set it at its highest attainable power with minimum shaking and lock the throttles." Number two feathered. Number one, "Run it at the highest power and watch the cylinder head temp. Don't let the temp get in the red." What do we get? 105 MPH indicated and a S-L-O-W descent of 100-150 feet per minute.

Crew Reports In O.K.

Crew check on intercom found a quiet reply from each station, "OK, OK, OK" and so on. All was well. Now what? "Stay in sight of the bomber stream and slide back under them for protection as long as we can keep up." There was the whole bomber stream of some seven or eight hundred bombers, according to the battle plan.

Well, that gambit didn't last long. We couldn't maintain flying speed AND altitude given the performance of the remaining engine power. So we slid back under the stream gradually slipping lower and lower. Then we began to see the weather front ahead of us with towering clouds and occasional views of the ground.

As we went lower the airspeed picked up a bit. Slowly we found we were able to stay above stall speed while maintaining our altitude. Maybe we can get this bird back to England . . .

Hidden At 9,000 Feet

Figuring that the Luftwaffe would be getting up and we being fresh bait, we went down to about nine thousand feet to hide in the cloud banks as we gingerly made our way toward home base. Somehow we "stooged" across Hanover with hundreds of flak guns. Even the light 40mm flak began to wink like sparklers around us, interspersed with the threatening black bursts of 88mm and 155mm. Noting that the larger bursts seemed to be coming four, indicating tracking fire, we turned this way and that each time going into the decaying blasts. We reasoned that if they were tracking they wouldn't shoot in the same place twice. It worked? At least they didn't hit us.

Finally we came through the weather front west of Hanover and it was decision time again. I said, "Fellows, I'm going down as low as I dare to get under the radar and perhaps

Crew of 42-37836-P

1st Lt William D. Reeder, pilot
1st Lt. Alden D. Maynes, copilot
F/O Marciel W. Brage, navigator
1st Lt. Charles Fontane, bombardier
T/Sgt. Robert M. Cole, radio
S/Sgt. Michael J. Harbud, engineer
S/Sgt. David Burger, ball turret
S/Sgt. Thomas A. Donlon, waist
S/Sgt. Charles O. Wilson, waist
S/Sgt. William S. Bastain, tail

escape the fighters. Slim, (Brage, navigator) lay us a course over the Zuider Zee and in across the Hook of Holland so that we pass the fewest flak sites and we'll see where we go. If any of you would rather take

your chances walking out or going to PW camp maybe you better jump now for we'll be too low when I hit the deck. Best I can offer is a cold swim in the channel or with luck hit the ground in England. From now on we won't be able to parachute."

"Sheep" Bastain in the tail said, "If it's good enough for you, it's good enough for me. I'm in." And so it went around the crew, "We're together, for better or worse."

Down we went, as low as we dared. We began to see little Dutch villages. Villagers could be seen waving to us as we passed. How low did we go? I was too busy keeping "Lady Winifred" under control to really pay attention. As long as we were above the next obstruction ahead it was good enough for me.

Along the way in Holland we encountered a flak tower and noted crew running up the stairs toward the guns. Sgt. Harbud laid down a hail of fire on the tower with the top turret. Since every fifth bullet was a red tracer, the message was received on the ground. Soon the gun crew in the tower was seen to be retreating to lower levels.

Passing Ijmuiden, 88's were "laid down" for horizontal fire over the water. A few bursts scattered here and there but there was not enough time for them to get our range and we went safely out to sea.

We gained a little altitude over the water as we limped along at about 105 indicated, maintained contact with air sea rescue and prayed for land to appear. We headed for Southwold then redirected to a P1 field at Leiston. There we went straight in firing red flares.

We didn't realize until we tried to use the brakes after touchdown that we had neither main nor emergency air brakes. Reasoning that the grass beside the runway would be muddy and would stop us, I kicked hard right rudder before losing rudder control and angled off the runway across the grass. Mud flew everywhere, the nose tipped down a bit, the tail settled back to the ground. We all got out, kissed the ground and fervently murmured, "Thank you, Lord." Then we waited for someone to come pick us up.

Charlie Fontaine, ever the clown, said, "What a way to go! All that way from Berlin only to be impaled on an outhouse!" One of the ubiquitous outhouses on English airfields sat just beside our plane. Charlie had perused it with fear from his vantage point in the big Plexiglas nose as we made our way across the grass, uncontrolled, slipping and sliding through the mud as we completed our landing roll.

Later we counted up the battle damage to our trusty B-17 with call sign "Springbok Peter" or as we had named her, "Lady Winifred." Number four engine cables were badly mangled along the front of the wing strut between numbers three and four engines. Carburetor control had been put in "Idle Cutoff, shutting off fuel flow to the engine. Number three engine intake manifold was peppered with flak holes and one cylinder head was ruptured with flak damage disabling one of the nine cylinders. Number two engine oil tank was punctured thus accounting for the loss of oil and oil pressure on that engine. Lucky we had the emergency oil reserve sufficient to feather that engine. Number one had lost its compression below acceptable limits such that it had to be changed.

Continued—Another story of a tough trip home from Germany will appear in the July issue, authored by Kenneth Yass and members of his crew that day.

Knoxville (from page 1)



BG Walter J. Bacon

will be the Reunion Banquet, at 7, preceded by a cocktail hour. B/Gen Walter J. Bacon, who is a 1980 USAF retiree as deputy commander of the Caribbean Contingency Joint Task Force and now a Knoxville resident, will be the speaker. A West Pointer, he flew F-84Gs in Korea and F-100s in 1965 out of Lakenheath, England. He spent a year in Vietnam, ending as chief of the special actions branch, operations division, Seventh Air Force.



Knoxville Reunion Committee - Left to right: Robert White, Roy Holbert, George Dykeman, Wallace Boring, Lyle Smith, Joseph Mynatt and Kenneth Sutton.

Where Did You Work?

Help needed to Complete Maps of Our Thurleigh Base



In trying to get a new map of the airfield at Thurleigh on paper, we have been stumped because we can find no guide to what buildings were used for while Americans occupied the place. Any designations existing show at RAF uses, and their nomenclature certainly does not match ours.

We need everyone's help! Where did you work? What was the building called?

Where was the Prop Shop, the Parachute Rigging building, the various squadron operations, Public Information, Briefing Room, etc, etc, etc.

Now, if you went there every day for an extended period of time, you may have some idea as to locating it on accompanying map. The large map includes the four hangars, Group headquarters, the Hospital, etc. This area is designated as the "Technical Site" on the small map, which shows where the various housing sites were.

We haven't yet gotten any agreement on where the four combat squadrons were housed, to say nothing of other places.

This is a situation in which we need everyone's help. If you can correctly identify the location of one place, please let us know. That will put us ahead of where we are now.

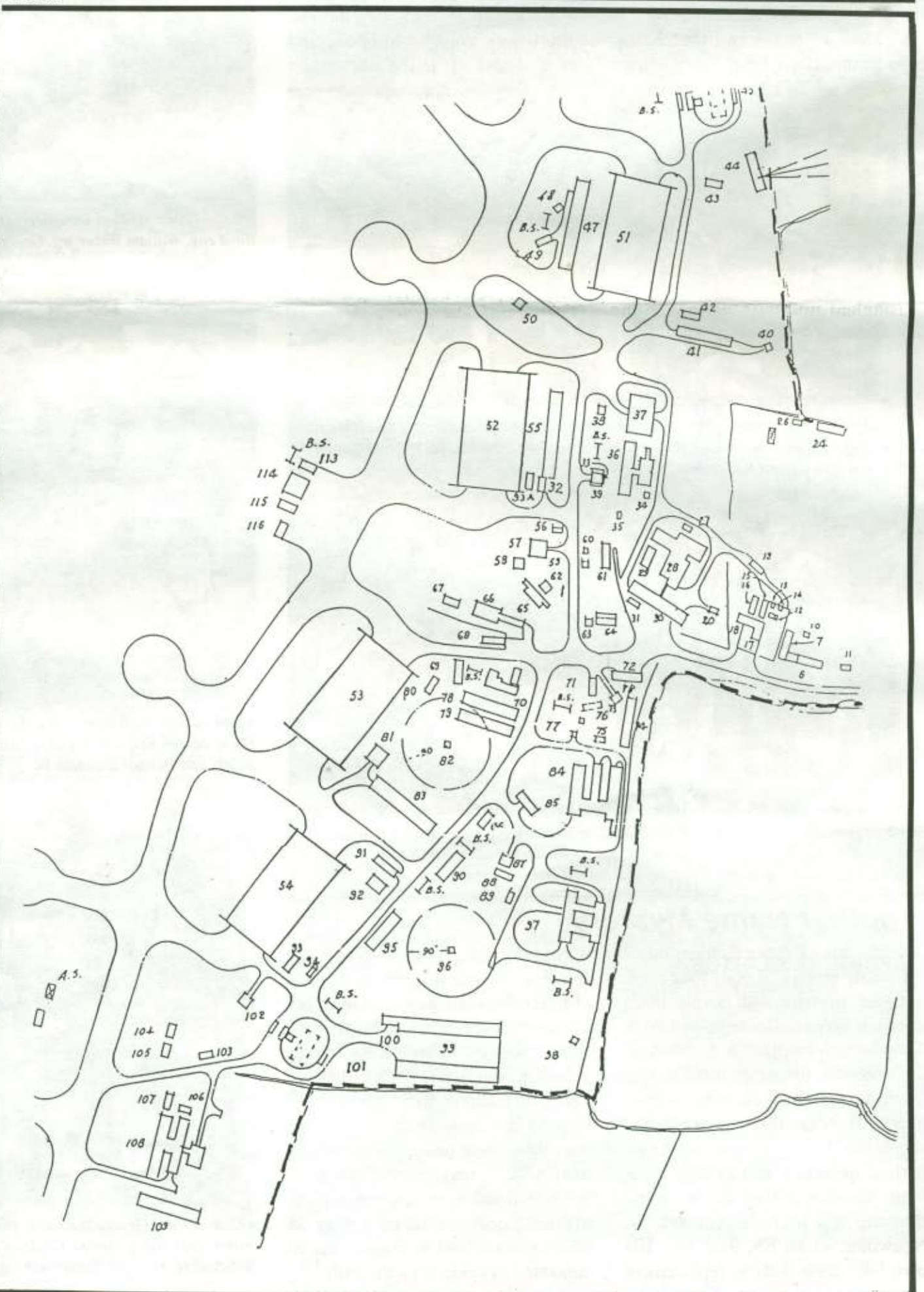
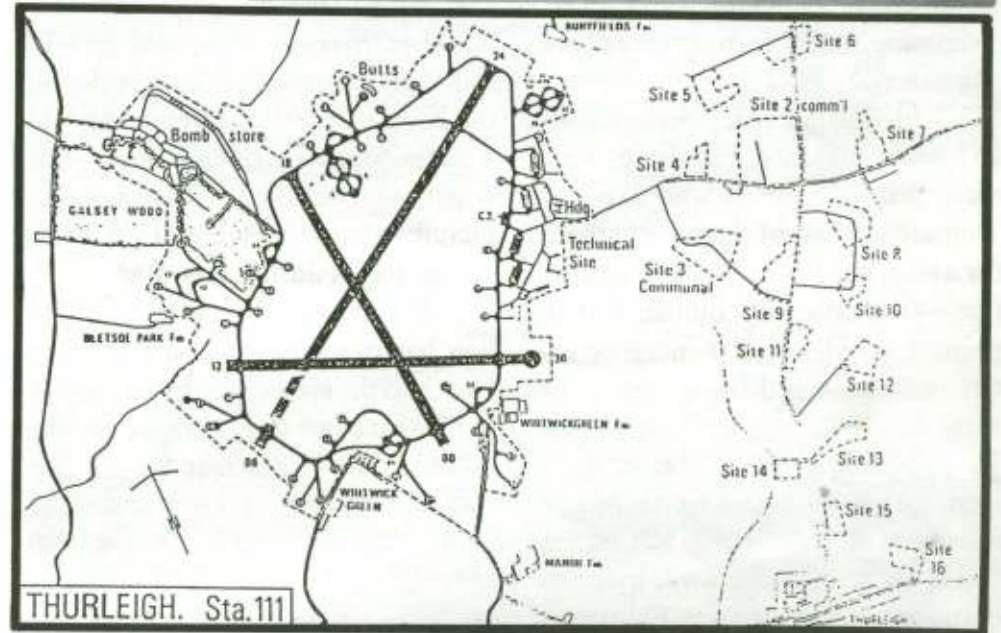
We can also use help on identifying the accompanying pictures, as well.

Send any information you have to Russ Strong, Secretary, 5323 Cheval Place, Charlotte, NC 28205.

Now for a clue. On the small print, Site 3/Communal, was the location of the Enlisted Men's Mess. Site 2 Communal was the Officers' B Mess.

And, Building 30 on the larger map was Group Headquarters.

Now, get yourself oriented and come up with some good information. If we get any number of good listings, we'll run what we have in the July issue of Echoes.



COMBAT CREW PHOTOS NEAR END OF LONG RUN

The popular Combat Crew photo series, now into its third year as an almost regular feature of Echoes, is coming to a close sometime during 1995.

This is not a capricious decision of the editor, nor have we run through all the crews, but it is a direct result of coming to the end of our supply of pictures.

Through this issue we have used 152 crew pictures, but there were more than 430 crews who came to Thurleigh. Most of them were there for a tour, but 175 crews met another fate—shot down in combat, lost in training accidents, disbanded or totally dismembered for a variety of reasons.

Some first pilots who brought their crews to combat never flew a mission with them, being lost on the first or second mission while trying to get a taste of handling a B-17 in combat as a copilot with another crew.

Most of the crews that have been pictured have been with the first

pilot they went to combat with, but 12 of the crews were headed by a copilot who had secured his first pilot certification, or a first pilot who came without a crew, or a pilot who's greater duties were as a staff officer and who flew occasionally.

We still have a few pictures that have not been identified, and we will try to get those all out on display in the July issue. We may have mislaid a picture or two that has come in. For whatever reason, we will seek out all pictures that we have and get them on our pages during this year.

If you have a crew picture that you haven't sent in, dust it off and loan it to the editor. Try to identify it, but if you can't send it along and we will try to find some help for you. We can usually supply crew members names, but we don't know one from another left to right.

The series has been popular, and we will continue it as long as possible. Check your scrap book, find that semi-lost box in the attic.



367th—Front: Eldon Burrell P, G. Barney Rawlings CP, Daniel Holland N and Hyman Bloom B. Back: Leslie Smith eng, Roger L. Fistos ro, Tunis Dykstra bt, William Gardiner wg, Vernon Ray wg and Robert Boylson tg.



369th—Front: Herbert Reichle eng, Jack McClanahan wg, Richard Buttorff P, Warren Middleton N, and Gail Mason bt. Back: Earl Schwab mechanic, Arnold Smith tg, Paul Clay ro, Lyle Smith wg, Robert Spry wg and Everett Daniel, crew chief.

Another Name Mystery

In one of those strange, unaccountable events of war, four crew members from the 94th Bomb Group were borrowed the morning of 1 May 43 to fly with the 306th to St. Nazaire. This was the ill-starred mission that saw a number of our planes at low level over the harbor of Brest, France, on the way home. Three planes went into the harbor, including that of Edwin G. Pipp. There were four survivors, but that did not include Norman W. Neuwiller, 410th BS, 94th BG. His own 94th crew and his replacement

were lost on the mission of 17 May 43. Joseph C. Melaun who flew in the nose of L. P. Johnson's plane survived, but was also on the 94th's ill-fated plane 17 May 43 and lost his life. Richard L. Schuttler, who flew with Dale Briscoe, and Raul Galindo, radio operator for Eugene G. Hanes, both survived the war, but are now deceased. This information was found recently in a foray at the National Archives in which the Mission Loading Lists for 1 May 43 were recovered and these men were all annotated as being from the 94th.



369th—Front: Donald Currier B, John Bryan N, Robert F. Crowley CP and Billy W. Casseday P. Back: Walter Olmsted tg, Joseph Ostrowski wg, Grover Barnett bt, Charles Moxley ro, Alfred Fedorka wg and Albert Marenholz eng.



367th—Front: William Dougherty N, John Acker CP and Clyde Cospers P. Back: Thomas Boyd eng, William Weber wg, George Roberts ro, Cecil Poff tg, John Hill bt and John Kelly wg.



423rd—Front: Neil Wenger wg, James Bennett wg, Al Smart eng and Merlin Fisher tg. Back: Joseph Reich N, Wardlow Skinner ro, Fred Engstrom P, Robert Moore CP, not 306th, and Delmar Sherman bt.



423rd—Front: George Boncic B, Philip Lanyon N, J P Shutz CP and Elmer Heap P. Back: Warren Sellen eng, Arthur Erickson ro, Harry McIntyre wg, Kenneth Norris bt, Donald Suhaysik tg and Saul Kupferman wg.



423rd—Front: Harold M. Owen wg, Robert L. Taylor wg, Carl Shelley bt, Virgil Jeffries P. Back: Richard Mowrer ro, Thomas R. McGalliard CP, John Moon N, Jasper Stutts eng and Willard Clarida N.



367th—Front: Unknown, Elmer J. Weber crew chief; Lester L. Harper mechanic, George J. Mapes P, Marian C. Plumb CP and Harry Jang N. Back: Walter R. Justice ro, William F. Canedy eng, Thomas J. Costlow wg, Louis DiGiulio bt and Virgil A. Hamilton tg.



369th—Front: Horace Kepler wg, Clifford Latta bt, and Joseph Brown eng. Back: Andrew Kata P, Raymond Bloker N, Phillip Mundell tg, Young Newsom CP, Basil Lowry tg.



368th—Front: Earl Hasting CP, Howard Anderson ro, Hoyle Flood tg. Back: Arthur B. Hammond N, Ivan W. Oberhelman P, William Ellery eng, Stephen Femino wg, Joseph Beirne wg, and Douglas MacMillan B.



423rd—Front: Harold J. Thomas ro, Shelby Goodwin eng, Lloyd Foster bt, William C. Clark wg and Eugene Merrill tg. Back: Frank Fiora B, Warren Fischer CP, Robert Kimball P, and Joseph Neighmond N.



368th—Front: Lyle Dorman B, Paul Greer CP, Ben Olsen P and Joe Jaeger N. Back: Lee Foster eng, Frank Lehnert wg, Henry Reppy wg, Frank Ramsey ro and James Gerlach bt.



367th—Front: Frank McCullagh CP, Arthur Mack P, Glenn Feltz N and Porfirio Marquez ro. Back: Durward Needham eng, Orville Graham wg, Lemuel Glasscock bt, Charles Walters wg, Charles Dapra tg and Charles N. Wood g.



368th—Front: William Katz P, Walter D. Peterson CP, Maynard D. Dix B and Leon Feldman N. Back: Mark Arrieta tg, Charles Nichols ro, Clyde Christian eng, John Brinkman wg, George Monser wg and William Utley bt.

A Look at Pilots, Copilots, Etc.

This started as an article about copilots, but after checking into their records, it seems we ought to cover the whole field.

The number now totalled on the roster of 306th pilots is 1,068, from March 42 to 20 April 45.

As we noted, they came in all sizes, shapes, etc. All but 17 had been through cadet programs, from 27-C (Charles B. Overacker) to 44-I (William Keiser, James Lett and John Dickens). Fifteen of this group earned their wings with the RCAF or RAF, later transferring to the USAAF, and two were Service pilots, "qualified to fly only aircraft other than those used in combat" (Stephen Albee and Beekman Pool).

Pilots and Crews

There were 578 pilots in this group rated as first pilots, of whom 430 brought combat crews to the 306th. This Group included many of the various commanders, and also a number of men who were assigned to the 306th as pilots, but without crews. Most of them functioned as combat pilots.

Two other exceptions to the rule have been found in Ray Artusy (42-E) who became an Intelligence officer because of persistent air sickness, and Robert B. Klein (42-I) who came as a flying control officer after having flown combat with the 92BG, and being assigned to the 11CCRC and 379BG.

The Co-pilot Record

And, now back to the copilots: 488 copilots came to the 306th, most of them with combat crews, 209 were checked out as first pilots before completing their combat tours. Many were lost in combat before having a chance to take this step forward.

How did they become copilots? Much of this seemed to be a matter of luck, with some classes largely becoming copilots while other classes became all first pilots. Many copilots used all their powers

of persuasion in trying to move from the right seat to the left. On several occasions pilots were lost on their first mission, with another crew. But the copilot did not "get" the crew immediately if at all. There was always a group of former copilots who had already checked out as first pilots and were waiting for just such a chance to become the leader of a crew.

Obviously, there were those who preferred the anonymity of the right seat as compared to the responsibilities and pressures of the left. Some never made the move because of perceived deficiencies in flying skills.

Several stand out from their beginning with the 306th as copilots: Charles E. Flannagan, who came with the original Group as a 369th copilot, and after a long stint as squadron operations officer served as CO of the 369th and then later as CO of the 367th.

Immanuel Klette was originally a copilot, then became the first 306th man to fly more than 25 missions. After a near fatal crash on his 28th, he landed in the 91st group as CO of its 324th squadron.

John L. Murphy was the second co-pilot, after Flannagan, to serve as operations officer for a squadron, the 423rd.

Georgians Elect 306th Men

Saul M. Kupferman, a 423rd gunner, has been elected president of the Georgia Chapter, 8th AF Historical Society, to serve during 1995.

And, serving as vice president this year is Clayton E. Ridge, another 423rd gunner.

Saul has been editor of the Chapter's newsletter since its beginning, and gives the unit a lot of his own enthusiasm.



More than half of the men stationed at Thurlleigh at any time were not a part of the combat crews. They were the men who maintained everything, supplied everything, fixed everything, and applied special talents to peculiar problems. We hope in the future to run pictures of these men, as we can find pictures, and to hopefully have many of them identified as well. The group above, 369th Communications, posed for this shot probably sometime in 1943. Front row, left to right: Walter Dryja, Jesse Ralph, Jimmy Ferguson and Hassel Richardson. The back row included Lloyd Officer, John Culbreth, Ed Traynor, CWO Joseph Prager, Roy Tilly, Milbert Selk and William F. Johnson.

Status of Our Publications

All publications are still in stock and available from the Secretary. Note the order form elsewhere in this issue of *Echoes*.

We continue to print small quantities of the several Squadron diaries, so they should not go out of print at all. Again, we remind you that the only basic editing done on the originals was the inclusion of first names. If your name did not appear where you think it should have, it was because it did not appear in the original. There has been no conspiracy afoot to exclude anyone.

First Over Germany is still available, but the supply now is well below the 200 mark. It will not be reprinted, after having gone through a second printing. If you were planning copies for your children, grandchildren or your local library, think of doing it soon before they are all gone.

Mission Reports continue to be available. It is hoped that during the summer we can put together some basic data on the several missions for which we have not been able to find

any information at National Archives. This will come from a variety of sources, and should be helpful in establishing for you what went on a certain date. It is just that specific 306th data will be in short supply. The cost to you remains at three missions for \$5. Write the Secretary.

New microfiche, covering the last three years of *Echoes*, will be available shortly, as soon as some Index updating is completed.

A new copy of the microfilm of our complete list of 306th names will be available by early summer, as there is still some work to be done to assure that cards have not been inadvertently lost from the file. These cards are updated almost daily as new information is found.

What comes next? Our collection of odd pictures of combat crewmen and another collection of ground personnel. Identifications are hard to come by in both of these groups, but we hope to get some of them upon publication, and fill in names at a later date in *Echoes*.

Let the editor hear from you soon.



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

Order Form

FIRST OVER GERMANY, by Russell A. Strong

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

Date _____

Name _____

Street Address: _____

City, State, Zip _____

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

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 _____

Obituaries

Dr. Raymond L. Artusy, 368th intelligence officer, died 26 Jul 82 in California, after suffering several heart attacks. A geologist by profession, he had been a college professor and was a consulting geologist at the time of death. Artusy graduated in 42-G pilot training at Stockton, CA, but had to give up flying because of persistent air sickness. He spent a year with the 306th, transferring to the 92BG 19 Jun 43. Later he served on the Continent and in North Africa before returning to the U. S. He leaves his wife, June.

LTC Clifford F. Baxter, 369th pilot and flight commander, died 15 Nov 94 in Dallas, TX. He retired from USAFR.

Charles E. Dapra, 367th tail gunner (Arthur Mack crew), died in 1994 in San Jose, CA. He downed a German fighter on the Halberstadt raid, 11 Jan 44, and was also wounded in action. He came to the 306th 19 Nov 43 and departed 25 Sep 44.

Maj. Frank I. Endres, 368th pilot (Gilbert Roeder crew), died 27 Jul 65 at Otis AFB, MA, following surgery. He left his wife, Mildred, and four children.

Clay Ganes, 367th crew chief and line chief, died in Jul 94 in Woodward, OK, where he had been a realtor. He came to Thurleigh with the large influx of mechanics 3 Apr 42 and left 16 Sep 45. He leaves his wife, Thelma.

Robert Guthrie, 368th engineer and POW, died 9 May 93 in Cocoa Beach, FL. He was a member of Otto Buddenbaum's original crew and became a POW 8 Mar 43 on a mission to Rennes, France. Guthrie lost the sight of one eye on that mission, as well. On 19 Dec 42 Guthrie was credited with downing an FW 190.

Eugene C. LaVier, 423rd squadron commander late in the war, died 25 Nov 94 in Florida. He flew a combat tour with the 306th, finishing in Mar 45, and was a USAF retiree in Feb 61.

Norton S. McAlester, 369th waist gunner (Sidney Wolfe crew) and POW 29 Mar 44 (w. Alvin Schuering), died 3 Aug 93 in Natick, MA.

Sam S. McNeely, 368th intelligence officer, died 23 Feb 95 in Charlotte, NC, where he had been in real estate and insurance. After retirement he devoted considerable effort to playing tournament tennis on the national senior circuit. His wife had died 20 years earlier, and there were no children.

Ben H. Peters, 367th pilot, died 10 Mar 95 in Mansfield, TX. He joined the Group 24 Jan 44 and completed his tour 7 Aug 44. He retired as an auto body specialist, and leaves his wife, Betty, two children and one grandson.

Fred A. Puckett, 368th pilot and POW, died 1 Jun 94 in Tyler, TX, of esophageal cancer. He arrived with the Group 18 Mar 44 and was MIA Apr 44 at Oberpfaffenhofen, Germany.

Milton Stathas, 4th Station Complement Squadron and 423rd medic, died 4 Mar 95 in Randolph, WI.

Max I. Williams, 369th pilot who arrived 21 Apr 44 with his crew, died 3 Jul 90 in Lakeland, FL, after an extended illness. He leaves his wife, and several children.

Donald L. Wilson, 367th bombardier, died 11 Mar 95 in Ormond Beach, FL, after battling cancer. He joined the Group 13 Feb 45 and flew more than a dozen missions before the war ended.

306th Family

Dr. Kathryn Clarenbach, widow of Henry G. Clarenbach, Group special service officer, died 4 Mar 94 in Madison, WI. She leaves a son, David.



This nattily clad combat crew recently appeared in Air Force Times weekly newspaper, highlighting information on the 306th reunion to be held in Knoxville in September. The editor is not quite sure whether this particular crew ever flew as a unit or not, but the picture was taken sometime in November 1942 and released by USAAF with a story about it downing four E/A on two different occasions early in the war. It also mentioned that one of 1st Lt. Robert P. Riordan's planes had been returned from a mission so badly shot up that King George VI, on viewing it 19 November, commented to Riordan, "I don't see how you did it." Those pictured include Edward Maliszewski, copilot kneeling in front, and the others, from the left: Riordan, Raleigh Holloway wg, George Spelman N, Charles David bt, Orville Schulz ro, John Owens tg, Thomas McMahon wg, Anthony Santoro eng and Gerald Rotter B.

New Additions to Our Roster

Anderson, Warren C., 4056 Kilmartin Dr., Tallahassee, FL 32308 CJ
 Baltascavage, Vincent J., USSH, Box 410, 370 N. Capitol NW, Washington, DC 20317 367
 Blaskoski, Eugene J., 4720 Otsego St, Duluth, MN 55804 369
 Clark, Joseph R., PO Box 2099, Granbury, TX 76048 423
 Dunn, Harold M., 26205 Silver Ln, Waynesville, MO 65583 Jean 367
 Ferguson, Duncan D., 2440 Wilshire St, Westland, MI 48185 CJ
 Frantz, Carl M., 2937 Wisconsin St NE, Albuquerque, NM 87110 369
 Grunski, Robert W., 305 Patricia Dr., Hewitt, TX 76643 367
 Martin, William E., 2580 Gary Dr., Fremont, MI 49412 423
 Mashburn, Mack, 261 Banks Rd., Fayetteville, GA 30214
 Morales, Carl H., 8362 Acorn Dr., Roseville, CA 95661
 Picarel, Albert C., 13531 McGibben Rd., Martville, NY 13111 Jacqueline 369A
 Pinela, Jose, 3447 Wilderness Tr., Kissimmee, FL 34746 Barbara 368
 Rawza, Joseph, 1463 Maryland, Grosse Pointe Park, MI 48230 423
 Spence, Daniel M., 317 Wade St, Fuquay Varina, NC 27526 Rachel GP
 Ziem, Arne G., 8308 Roxboro Dr., Port Richey, FL 34667 423

306th Family

Eben, Mrs. John B., 4837 86th St #12, Des Moines, IA 50322 Hazel 368W
 Endres, Mrs. Frank I., 3411 Co Rd 70, Palm Harbor, FL 34683 Mikey 368W
 Horst, Douglas F., 47040 W 7-Mile Rd., Northville, MI 48167 Lennis 369B

Updates for Addresses

Marvin C. Barker 423
 3369 N 250 W
 Ogden, UT 84414

Wayne E. Bartel 368
 433 Bernardo Ave
 Morro Bay, CA 93442

Bill Brown 369
 6333 Canoga Ave. Apt 123
 Woodland Hills, CA 91367

William R. Carrasco 368
 20756 Thompson Canyon Ave

Maj. Theodore C. Cumberledge 368
 196 Harkness Rd
 Amherst, MA 01002

William F. Evans 369
 11444 Zelzah Ave
 Granada Hills, CA 91344

Perry L. Frye 449
 61108 County Rd 17 Lot 225 A

Norwood L. Garrett 423
 602 W Main St

Eugene H. Merrill 423
 2828 Silverplume Dr. Apt P6
 Fort Collins, CO 80526

Grant L. Nelson 369
 PO Box 52
 Quartzsite, AZ 85346

William E. Nester 423
 2967 S. Atlantic Ave. Apt 501
 Daytona Beach, FL 32118

LTC Romulus R. Roberts 423
 PO Box 23922
 33307

Burns W. Roper 367
 70 Old Dam Rd
 Bourne, MA 02532

Willard G. Schmitt 367
 HC 76, Box 18
 Polk, MO 65727

New Life As Priest Pleases Kenneth Ross

It's a long way in time, and perhaps philosophically, from a German prisoner of war camp to seminary and ordination as a Roman Catholic Priest.

But, Kenneth D. Ross, a ball turret gunner for Robert Ritter's 369th crew, has made that journey. He spent his prisoner of war time from 15 Oct 44 on a mission to Cologne, Germany, in Stalag Lufts 4 and 1, until sometime in May 45, when a 369th plane descended near Barth, Germany, picked he and others up and flew them back to civilization.

Ross says that was a series of emotional moments when he recognized the approaching plane as from the 306th and the 369th! And getting aboard with a 369th crew was almost more than he could bear.

He soon returned to the States and engaged in the usual activities of young men back from war. He got a job, he found a young lady whom he wanted to marry and did, fathered three children, and was leading what now seems like an idyllic life when it all came apart with the death of his beloved Christine on Christmas eve of 1978.

He put in 30 years of work with the New York Port Authority, and now alone except for his children, he began to think of a new career with his church. "My children were of great support to me in my trying days of decision, and my youngest son who was then studying for the priesthood encouraged me greatly to follow the route into the Diaconate of the Roman Catholic Church in New York," he says.

After that he was called to the Diocese of Orlando, FL, and while there was encouraged to pursue his studies further towards the priesthood. At age 66, he was ordained a priest. He is now with the Archdiocese of New York, and spends much of his time in counseling roles, working with older people who get great comfort out of talking with a priest who has lived and worked in the world. His perspective on life more nearly approaches theirs.

Prison Camp Brutalizing

In musing back to his brief five weeks with the 306th, and then his longer prison camp experience, he says that life in Stalag Luft 4 was a brutalizing experience for many, because in an Enlisted camp there was a lack of leadership that could work with the German authorities. To defy the German leadership could mean death, or at best, severe hardship.

Transferred to Stalag Luft 1 at Barth late in the war, he found the camp highly organized under Col. Hubert Zemke, one of America's top fighter leaders. "It was much more peaceful there, and there was a measure of protection for the Americans that was not evident in Luft 4," he adds.

The whereabouts of Ross' pilot, Robert G. Ritter, are unknown, but he has been in contact with Frank Carle, his copilot.

So you want to Fly?

Notice: To all squadron Operations officers. No one goes on mission unless Group gives **written** permission.

From the Control Tower Ice and Fire Cause Problems

2 January 1945, FCO W R Carlile

- Weather - Heavy frost, glaze ice on all surfaces, R/Ws and A/C. Above passed to Group Ops about 2300 hrs 1/1/45.
- 0300 - Ops breakfast
- 0400 - Briefing-Lead and High squadrons to take off 0749 and 0754. Lead and Deputy to take off from Kimbolton, all the Low squadron are using Chelveston A/C with exception of our 446-A.
- 0750 - Second A/C taking off had trouble getting up and hit the SCS 51 beam, knocking off one piece. Communications called.
- 0756 - A/C 975F (369th) lost #3 engine on take off, swung off R/W and finally was airborne approximately by dispersals 36 and 37. A/C reports bombs jettisoned approximately 1 1/2 miles WSW off end of R/W at height of 200 feet. Division and Group Ordnance notified.
- 0844 - 975-F landed with engine on fire. Crash crew dispatched.
- 1430 - Ops aircraft down
- 1530 - 423rd A/C 012 landed with tail wheel retracted. Engineering to have A/C removed in 30 minutes.

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 DC-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

HYATT REGENCY KNOXVILLE

500 Hill Avenue, SE
Knoxville, TN 37915

615/637-1234 - Phone Reservations
800/233-1234 - Toll Free Worldwide

Please reserve Accommodations for _____ persons.

Arrival Date _____ at _____ a.m./p.m. Departure Date _____

PLEASE PRINT

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

Please reserve: _____ Single - 1 bed _____ Double - 2 beds

_____ Triple - 2 beds, 3 persons

_____ Quad - 2 beds, 4 persons

All rooms \$76 plus 13.25% tax

I would like to guarantee my room with my Visa _____ Mastercard _____ American Express _____

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.

Updating 306th Memorabilia

Since Jack Frost has undertaken the management of the 306th memorabilia collection, he has been trying to update his sources and to respond to the requests he receives for purchases.

He reports that the cups given to attendees at the '93 reunion and the '94

wine glasses are now in short supply, and will not be reordered.

By the time you receive this Frost will be stocking a new golf shirt and new T-shirts. Golf shirts will be in the squadron colors.

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			
367th T-Shirt (L) with Logo in Full Color, M, L, XL	\$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		
369th T-Shirt (XL) with Logo in Full Color, M, L, XL	\$10.00		
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		
<i>Navy with B-17 Logo and 306th Bomb Group, Thurlough, England, 1942-45 in Gold</i>			
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		
License Plate Frames	\$10.00		
B-17 Lapel/ or Hat Pin	\$5.00		
306th Watches, men's or women's	\$25.00		
306th Caps, grey with 306th BG, and B-17 on front	\$10.00		
Golf shirts in Squadron Colors, with embroidered insignia	\$20.00		
	Shipping & Handling		\$2.00
	TOTAL		

Name _____

Street Address _____

City, State, Zip _____

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 1976-1991, 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		
	367 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