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306th Echoes



369th Squadron
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Arr 10 Oct 43 - Dpt May 45
Harry Tzipowitz, CC

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

Crew Chief Finds Brit Is His Son

When Larry Emeigh, onetime 367th crew chief, opened the letter from England he saw a picture of himself and the beautiful English girl he had loved—and lost—during WW II.

"Are you this man?" asked the English letter writer, Tony Kettle.

Kettle, 49, said he had just learned that the man in the picture was his "natural" father. He wanted to know his father, "but not if it would cause any problems for you or your wife and family."

That announcement in October 1993 came as a complete surprise to Emeigh, but he immediately sent a letter of response:

"I want the world to know that I have another son."

And so, Larry Emeigh at the age of 77, saw his first-born son for the first time on May 13, 1995

By sheer coincidence, Kettle's 10-day visit to America came in the midst of celebrations marking the 50th anniversary of VE day.

"I came here to learn about my roots and I could not be in better soil."

Tony met his father's wife, Bea, and their three children: Bill, Phoenix, AZ, Donna McAbee, Bethel Park, PA, and Todd of Delaware.

Kettle filled his American family in on the details of his own family: Christle, his wife, son Jason and daughter, Hayley. Kettle is a service engineer in Yorkshire.

Emeigh also 'Larry Ames'

He also learned that his father is a retired carpenter who still regularly performs as a pianist under his stage name, "Larry Ames", with his group, The Esquires. (Larry has been a frequent keyboard contributor at 306th reunions.)

Joe Kettle "married my mother in June 1944. She was pregnant and Joe Kettle knew he was not my father, but he raised me as a son and I have two half-brothers in England."

Joe Kettle was killed in a traffic accident when Tony Kettle was 13. Tony's mother Renée, died last year. But not before she finally told him about the man who fathered him.

"This all seems to start about three years ago," Kettle relates. "My wife, Christle, was looking at old family photo albums and said, 'You know, you look nothing like your father.'"

"And I said, 'Don't be silly. Who else could I be?'"

Then in April 1993 came the telephone call that "turned my world upside down", now says Tony.

"My uncle had died, and I got a phone call from my aunt. She said she promised my uncle to tell me something that was a secret. She said my father was not my father and I was to contact my mother and check it out." Instead, he called a cousin, Elaine.

(Turn to page 2)



Thurleigh children had an abundance of equipment and educational materials to work with, their visitors found.



Pet Puente talks with students in front of a "Wild" teddy bear display at the Thurleigh Lower School.

Thurleigh School Given Chairs

As one of the activities in which the May tour group to England and Ireland participated was a morning visit to the Thurleigh Lower School, located in the village. As a result of the 1992 reunion in England, the Group began last year presenting an annual contribution of \$500 for the school to use as it saw fit for needs that fell outside the available budgeted funds.

Once the '95 group left the school and had an opportunity to discuss the visit there quickly emerged the desire to do something special then. Through Ralph Franklin the school was contacted, and it was indicated that new chairs for the library area were an urgent need. Costs were determined, the group decided to take up a collection, and enough was received to provide eleven new chairs for the library.

A total of £255 was sent to the school, and the following letter was received:

Thurleigh Lower School
High Street, Thurleigh, Bedfordshire
15 June 1995

Dear 306th Friends:

We received your gift this morning and are now in the process of choosing the colours for the upholstery.

Your gift of chairs will make such a difference to the children's library area, making them much more attractive. The chairs now in use are extremely old and worn, and are becoming increasingly shabby as little fingers love pinching out pieces of foam through the holes!

Meeting everyone during the visit to the school was such a pleasure. It was unfortunate that the visit was so short. I know the children and staff would have liked to chat for a lot longer. However, now the children, staff and I have more memories when we talk of our American friends.

I hope that each and every one of the Group will feel welcome to visit our school whenever they come to this country.

Thank you once again.

Yours sincerely,
Elizabeth Newton, Headteacher



NOW, THAT'S A FORLORN PIECE OF AIRPLANE! -This 367th "hangar queen" was probably 41-24494, which attained this special status on 11 Dec 42, according to records. It has lost its wings, wheels, tail surfaces, back door, and probably a host of other parts so that its "sky mates" could continue to fly. When new, this plane was first assigned to the crew of Earl Tunnell. Available mission reports do not indicate that it was a frequent flyer, and may last have been in the air 21 Nov 42. Anyone have any more information on 494?

200 and Up Prepare For Knoxville

For a dozen years now veterans of the 306th Bombardment Group have been coming together annually, and this year that event, which is actually the 20th reunion, will take place at the Hyatt Regency Hotel, Knoxville, TN, beginning 14 Sep and continuing through the 16th.

Thus far there are more than half a dozen who will be newcomers to the event, and it is anticipated as the number swells from a press time 221 that there will be more joining in for whom it will be a first time experience.

Many of the Bomb Groups talk about having all officers, or all enlisted men, attending, or all fliers or all ground personnel. The 306th throughout its reunion experience has had a happy blending of all these classifications. The factor for all is that they had an experience at Thurleigh, Bedfordshire, which ranged from a day or a week for some, but went into three years for others.

Ground personnel were the longer serving group, and the longest serving flying officer was Maurice Salada, who brought his flying skills to the Group at Wendover in Apr 42 and who didn't leave until 27 Nov 44!

Thus, there will be another chance for all of us attending to blend with old regulars and new attendees in a program that is guaranteed to give everyone a good time.

There are always groups, from early morning to late evening, gathered around tables to talk, to reminisce, to look at scrap books, to trade stories, to stretch the facts here and there, and to try once again to be a part of that experience we went through 50 or more years ago.

The 50th anniversary of our entrance into combat came in 1942, and now the 50th anniversary of VE-day is a memory as well.

Wallace Boring, Maryville, TN, and his committee have been working for a year to put together this year's program, and have selected a fine hostelry on the edge

(Turn to page 2)

Miles Add Up

So, you spent a day on an Interstate highway driving to Knoxville!

When Paul and Aileen Reixoux got back to Maui after the Des Moines reunion they had traveled 101,550 miles attending the last 16 reunion of the 306th.

Thus at Knoxville they will have added several thousand miles to that total, and will again double the figure by the time they are home again.

Several of their children have also attended our reunions, finding it an opportunity to spend a few days with Mom and Dad on the mainland.

Emeigh (cont. from page 1)

"Elaine said that was true, and that everyone on the maternal side of my family knew. My father was someone in the American Air Force.

"I called my mum, and there were a few tears. The cat was out of the bag. I said, 'Come clean. Tell me what's what.'

"I have always thought of myself as a true Englishman and a Yorkshireman. Then I find that I'm half Yank.

"My mother said she met Larry Emeigh during the war. They fell in love. In May 1944 they were to marry. Larry got a special dispensation from his captain. Two weeks before the wedding she called it off.

"In June 1944 she married Joe Kettle. She never told Larry that she was pregnant because she knew he would have never left.

"In November 1944 I was born. I was 7 pounds, 12 ounces. She told people I was premature."

In June 1993, Tony Kettle started the search for his father.

"All I knew was his name, that he had been a master sergeant in the Air Force, he was a musician, and he was from Pittsburgh. For all I knew, he could be dead."

Kettle contacted the American Embassy in London. At their suggestion, he took out a personal ad in an Air Force publication.

"English family wishes to know the whereabouts of WWII friend, Master Sgt. Larry Emeigh."

Tony Kettle's name and address in the South Yorkshire area of English accompanied the ad.

Now Emeigh's version of the story:

In the fall of 1942 Emeigh had a two-day pass away from duties with the Flying Fortress Group.

"I'd been to London on leaves. But I'd often heard how nice the people were in Yorkshire. So he went there.

"The first time I saw Renée my eyes popped out of my head."

She Told Larry 'Yes'

He introduced himself. After dating for a few months, he asked her to marry him, and she said yes. Emeigh's parents sent "a lovely engagement ring."



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.

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



MORTSEL DUD LOCATED - This spring Belgian authorities unearthed one of the 91 500-pound bombs our planes dropped 5 Apr 43. Intended for Antwerp the bombs actually fell on the tiny town of Mortsel, resulting in high civilian casualties. Achille Rely, a Mortsel WWII aviation historian, forwarded this print which shows two Belgian soldiers with the relic of another day.

"I was the crew chief on a 17. That was my day job. At night I played piano with a band. Some called us "The Little Glenn Miller" band. I tried to see Renée every chance I could, but my time was very limited."

At Easter time, Renée told him she needed more of his time than he could give. She broke off the engagement and said she would go back to dating an Englishman she knew before they met.

That, as far as Larry Emeigh knew, was the end of the story.

The ad that Kettle had placed in June 1993 brought no response at first. Emeigh didn't see it. But in October, when he and his group were playing a dance, a friend showed him the ad, saying "Is this you?"

Emeigh sent a reply to Tony's address in England: "I am the man you are seeking. How may I serve you?"

Then came an exchange of letters, pictures and phone calls. The Brit and the Yank were getting acquainted and planning their first meeting. "We've tried to cram 50 years into a week" Kettle told a Pittsburgh reporter.

The Emeigh family planned a full round of sightseeing, parties and receptions in May for Tony's all too brief stay in the Bethel Heights suburb of Pittsburgh where the Emeighs live.

Bea Emeigh thinks it has all been "very special and really wonderful. I didn't even know Larry back then...but we've always wanted grandchildren and we had to wait until we were over 70. Now we suddenly have two more grandchildren."

Tony spoke his piece in a toast he offered at a Pittsburgh party honoring him..."to the people of Pittsburgh for the unbounded hospitality they have shown me. I would also like to thank the Americans who fought and died to protect England."

Now that Tony has made his trip to Pittsburgh and met the Emeighs, Larry and Bea are planning a return trip to Yorkshire in the spring of 1996, when they will meet those two new grandchildren and get to know Tony and Christle better.

This story has been adapted from a feature appearing in the Pittsburgh Post-Gazette.

Reunion Schedule

(cont. from page 1)

of Knoxville for the event. The Hyatt Regency is a contemporary design, with 387 newly-renovated rooms gathered around an eight-story atrium lobby. Included are a restaurant, a lounge and a dance club.

Exercise, Too

For those who don't want to slacken their pace at home, there is a fitness center, an outdoor pool and a sand volleyball court. Perched on a hillside overlooking Knoxville, there is plenty of space for walking and steep areas that will challenge the fittest.

The hotel has a free trolley to take you to downtown shopping, entertainment and to the campus of the University of Tennessee.

The Hyatt Regency is 20 minutes from the airport, 30 minutes from Pigeon Forge's outlet stores and Dollywood, and 45 minutes from Gatlinburg and the entrance to the Great Smoky Mountain National Park.

Thursday afternoon and evening there will be a visit to the Museum of Appalachia, an interesting country music environment. Dinner and entertainment will be there. There will also be an evening dinner cruise on a Tennessee River boat. Both groups will leave by coach for these centers, and the price includes transportation.

Friday's tours will include Dollywood, a theme park which Dolly Parton promotes on TV, and a visit to Gatlinburg, which is often likened to Switzerland, for its scenery. Again, buses will leave from the hotel, leaving at 9 a.m. and returning mid-afternoon.

There will be a tea dance on the spacious lobby level of the hotel to the music of Al Davis' orchestra. Dinner is available at the hotel, or wherever you may choose in the general area. Guidance will be provided with registration.

Saturday's events will open with a brunch for ladies, featuring a show by Nancy Lynn Fashions of Knoxville. Members of the 306th ladies group will model the clothing, and Betty Boring says there will also be door prizes.

The annual business meeting of the Association will be held from 10 to 11:30 in the hotel, with President C. Dale Briscoe presiding.

During Saturday afternoon there will be a tour of the McGhee Tyson Air Base near Knoxville, and that will include a walk through of a KC-135 refueling plane.

Our annual banquet will be held in the hotel Saturday evening, the cash bar opening at 6, and dinner beginning at 7. Brig. Gen. Walter J. Bacon, USAF Ret, will be the speaker on this occasion. He flew F84Gs in Korea and F-100s out of Lakenheath, England.

Sunday for most will be a day of travel homeward.

Registrants

Albertson, Walter & Peg 369
 Allenan, Harry G. & Mildred 423
 Amundsen, Clements & Virginia 367
 Barber, Rex C. & Delsa 369
 Barberis, Daniel J. & Grace 423
 Bordner, Ralph & Nell 368
 Boring, Wallace & Betty 368
 Bowen, Vincent & Alice 367
 Briscoe, Dale & Beti 369
 Busch, Cyril & Carol 369
 Carnicom, William & Ruth 423
 Cheney, Gen James S & Yvonne 423
 Christianson, Chris & Em 368
 Clark, Charles R. & Loretta 369
 Clark, Joseph & Wynon 423
 Connolly, Loras J & Mary 368
 Corderman, Delmar & Annie 368
 Courtright, Elvin & Jane 423
 Courtright, E Grant & Donna 423B
 Cumberledge, Theodore 368
 Daniel, Robert W. & Pat 423
 Drennan, Bill F 368
 Economos, George & Kassie 369
 Edwards, William R. & Joan 367
 Feeney, Eugene & MaryAnn 368
 Feeser, William & Pauline 367
 Ferrari, John & Jane 423
 Fox, Kenneth & Minnie 369
 Franklin, Ralph & Daphne Brit
 Fredrick, Vincent & Jane 369
 Frost, Jack & Wilma 369
 Furay, James 369
 Goldman, Lowell 368
 Gomez, Sidney & Hazel 368
 Griffith, William B. 368
 Hamilton, Virgil & Evelyn 367
 Hamilton, Jack 369
 Hansen, Leif H. & Anne 369
 Harkin, Terry & Marnie 369
 Hathaway, Joseph & Pat 423
 Hickey, John & Betty 369
 Holland, Richard R. & Sybil 367
 Hoolko, Nicholas & Gypsy 367
 Houghton, Russell G. 368
 Houlihan, William F & Ruth 367
 Houser, Robert & Doris 368
 Huistra, John & Phyllis 423
 Jang, Harry & Ruth 361
 Jenks, Lee & Doris 423
 Jennings, Graford & Margaret 368
 Johnson, William F 369
 Jones, W. D. & Gene 368
 Justice, James & Ruby 369
 Kester, Alton & Louise 369
 Kolger, Bill & Helen 369
 Kuykendall, Reed & Ann 367
 Landrum, William 367
 Langley, Cap & Shirley 364
 Larson, Vernon & Marion 423
 Lavery, Robert & Kitty 367
 Long, Robert & Louise Brule 368
 McCaleb, E Kenneth & Margaret 367
 McGuire, Arthur & Dorothy 423
 McKay, Hack 423
 McKillop, Bill & Marge 369
 McMahan, Albert 369
 Meaux, Allan & Genevieve 369
 Mundell, Philip & Theresa 369
 Norton, Irving & Virginia 368
 O'Hara, Richard & T 367
 Oliver, Ralph & Dorothy 369
 Outcalt, Norman & Elizabeth 423
 Peckham, W. T. & Georgia 369
 Persac, Leon & Bernardine 423
 Peters, Lucien & Marie 369
 Peterson, Edward & Mary 369
 Phelan, Hugh & Evelyn 367
 Poray, Maynard & Onny GP
 Putt, Carroll & Relen 367
 Reens, Robert & Vivian 369
 Reiox, Paul & Aileen 423
 Riva, Hugo & Lucille 367
 Rodriguez, J. Louis & Rita 368
 Roeder, Gilbert & Pat Salona 368
 Ronczy, Ed & Jo 367
 Ross, Shirley & Betty 367
 Roth, Howard G. & Esther 423
 Schieb, Ray K. & Ruth 369
 Schneider, Richard G. & Jean 367
 Scott, Millard C. 423
 Sheorn, Colvin & Betty 423
 Smith, Bartlett 367
 Smith, Lyle & Sarah 369
 Smoot, James & Rosemary 423
 Snook, Donald & Katherine 369
 Sobie, Edward & Helen 361
 Sorden, Myron & Kay 367
 Starks, Cecil & Esther 367
 Starzynski, Robert & Louise 367
 Stephens, George A. & Elizabeth 369
 Stewart, Forrest J. & Ann 423
 Strong, Russell A. & June 367
 Swanson, Everett & Mori CJ
 Talley, James & Jean 423
 Tinklenberg, John & Alice 423
 Tzipowitz, Harry & Jean 369
 Vandiver, Bud & Lou 369
 Vickers, Robert & Helen 367
 Wacjs, Fred 367
 Waldrop, Robert & Helen 367
 Williams, Willie & Hazel 369
 Wilson, Clay & Rachel Butner 423
 Wilson, Wymond & Arleda 369
 Wood, Robert H & Carol 369
 Yerak, Ray & Reggie 369
 Young, John & Kay 367
 Zahniser, Paul & Patricia 423

Last Visit to Thurleigh For Group

All but five of the 306th travelers to England and Ireland came together 15 May in Boston's Logan Airport before a mid-evening takeoff for London's Gatwick Airport. The remainder were to join us in England.

After a late dinner aboard, everyone quieted down and slept as best they could in anticipation of an early morning arrival. Once at Gatwick, we gathered up luggage and shortly met our driver, Peter Swan, and his coach to begin 15 days of intensive travel. Swan had been one of the eight drivers serving the 1992 reunion.

At Gatwick, Bill and Dorothy Breslin caught up with us, and at Bedford we found that Carl and Madalyn Brizzi had reached the hotel from Heathrow Airport before we did after we missed connecting with them there. Our coach made a planned stop at Woburn Abbey to view the longtime home of the Duke of Bedford and also to see the great wild animal park that has been there for more than a century. Albert McMahan also met us in Bedford and stayed with us through a busy Wednesday, after which he left for Germany for a couple of weeks of travel.

Evening and inner at the Swan Hotel on the bank of The Great River Ouse afforded an opportunity for five British couples to accept our invitation for dinner and a pleasant evening. Included were Ralph and Daphne Franklin, Keith and June Paull, Cyril and Mary Norman, John and Diane Mills, and Joe and Peg Albertson. Joe was a 369th mechanic who has lived in England for some years.

Peg Albertson acquainted us with the project to make knealers for the Thurleigh church that will have a 306th connection. Much more will be said about this in the next issue of Echoes.

A day was spent touring the old base at Thurleigh, starting with a brief memorial service at the 306th monument there (it rained again), and then on to the base. There is no RAF activity there at all and the base has been stripped of much equipment. We visited the control tower, climbing to the third level so that we could get a better view of the airfield through the rain. The interior of the structure has had all of the equipment removed and is almost in a shambles.

There is still no decision as to what will be done with this vast area of land, but it seems unlikely that it will once again be extensively farmed.

We lunched at the Keysoe Pub, and then went off through St. Noets and to Madingley cemetery, just northwest of Cambridge. Again the rain impeded our visitation, although most of the people went to the chapel and walked along the Wall of the Missing. After a drive through Cambridge itself we returned to the hotel for the evening.

On the 18th we headed west to Coventry, and as we began to make our way towards Wales, we got off our planned track and drove through Stratford-upon-Avon, where many of the tourists had never been before. After an overnight in Wales, we drove through the Snowden Mountains and on to Caernarvon Castle, where we wandered through the narrow and low passageways. Our boat trip across the Irish Sea was uneventful, and we were in Dublin in good season.

From Dublin, our coach took us to Galway and overnight there, and then we turned southward to see the Cliffs of Moher, then driving through Tralee to Killarney where we stopped for two nights. The day in between was devoted to the Ring of Kerry, but the beautiful views were hidden by mists. By the time we reached Muckross



The steps of the hotel in Killarney, Ireland, seemed a fitting place to take a picture of the England/Ireland travelers of last May. Front row: Ruth Carnicom, Mikey Endres, Dorothy Breslin, June Strong, Pet Puente, Peggy Gates, Olive Beal, Madalyn Brizzi and Kay Kisamore Manning. Middle row: Bill Carnicom, Bill Breslin, Zan Beal, Francisco Puente, Richard Holland, Carl Brizzi and Sybil Holland. Back row: Everett Brooks, Daniel (Bud) Gates, Russell Strong, Oren Walley, Phyllis Kontich and Miles Kontich. Seated in front is Peter Swan, our driver/guide.

House, however, it had cleared and we found a tour of the place interesting.

After learning some of the tricks of the glass blower's trade at the Waterford factory, we continued back to the Irish coast and another boat trip, this time eastward to Wales. Cardiff was our next stop, where we enjoyed a late afternoon walk through the castle, which was just across the street from our hotel. We got away from Cardiff in good season so that a tour of the Cotswold area in England could be added to our busy schedule, going through Little Slaughter to lunch at Stow on the Wold. We were overnight at Gloucester, which lies in the area where some of the British Royals and their friends live.

Working our way back to London, we rubbed elbows in Bath with hordes of tourists, stopped next in Stonehenge (tourist accommodations have been improved, but the rocks remain the same!) and then to Salisbury for lunch and a walk to the Cathedral. That night we were introduced to our London hotel, six blocks from Oxford Circus.

Sunday morning everyone attended a service at St. Paul's Cathedral, as had about 200 during the 1992 reunion. After that it was off to Windsor, where we lunched in the town and then toured Windsor Castle, with even a glimpse or two of the restoration in progress since the great fire.

A half day tour of London took place Monday morning, with a bank holiday reducing traffic considerably. And on Tuesday we all went our separate ways, seeing all that we could, whether it was the Cabinet War Rooms, Harrods, Oxford Street shops or the Hendon Museum. Early Wednesday, 31 May, our bus arrived and took us to Gatwick for our departure homeward.

Those participating included:

Zane and Olive Beal, 369th, Wichita, KS
 Bill and Dorothy Breslin, 368th, Ormond Beach, FL
 Carl and Madalyn Brizzi, 423rd, San Jose, CA
 Everett Brooks, 423rd, Minneapolis, MN
 Bill and Ruth Carnicom, 423rd Houston, TX
 Mikey Endres, 368th widow, Palm Harbor, FL
 Dan (Bud) and Peg Gates, 423rd, Spokane, WA
 Richard and Sybil Holland, 367th, Tulsa, OK
 Miles and Phyllis Kontich, GP, Eugene, OR
 Kay Kisamore Manning, 367th widow, Charleston, WV
 Albert N. McMahan, 369th, Norcross, GA
 Francisco and Pet Puente, 449th, Laredo, TX
 Russ and June Strong, 367th, Charlotte, NC
 Oren Walley, 423rd, Richton, MS

You Come to Knoxville!!!

Put that reunion idea of yours on the front burner. Too many have waited too long to do something they have long talked about. YOUR presence will help in making the Knoxville reunion one of the best ever. All registration materials are on page 8.



Thurleigh school children were as curious about their American visitors, as the travelers were about the school.



A community of thatched roofed English homes attracted Bud Gates, Everett Brooks, and the Brizzis.



June Strong, Madalyn and Carl Brizzi leave the Cabinet War Rooms in London, with the Houses of Parliament in the background.

Control Tower At Museum Boasts 306th

One of the essential structures of a heavy bomber operation was the control tower, and on 22 April 95 a replica of a typical 8th AF tower was dedicated at the USAF Air Museum, Wright Patterson AFB, OH.

On a day that captured much of what Americans observed about England, William R. Carlile observed that there was "a little rain in the morning with a chilly wind and dampness the rest of the day."

Through the action of your officers and directors, a \$200 contribution towards the construction of this unit was made, and Carlile, one of our flying control officers and a former director of the Association, represented all of us at the dedication.

While the basic structure is now in place, Carlile says that the interior leaves much to be done. "Our tower was the large, kingsized, variety, and this was modeled after a smaller tower. We were very lucky to have such a large one."

Also attending the dedication was Robert Klein, Seattle, WA, who was one of the later flying control officers at Thurleigh, after a stint as a pilot for the 92BG.

Two Attacks Destroy French Rail Network

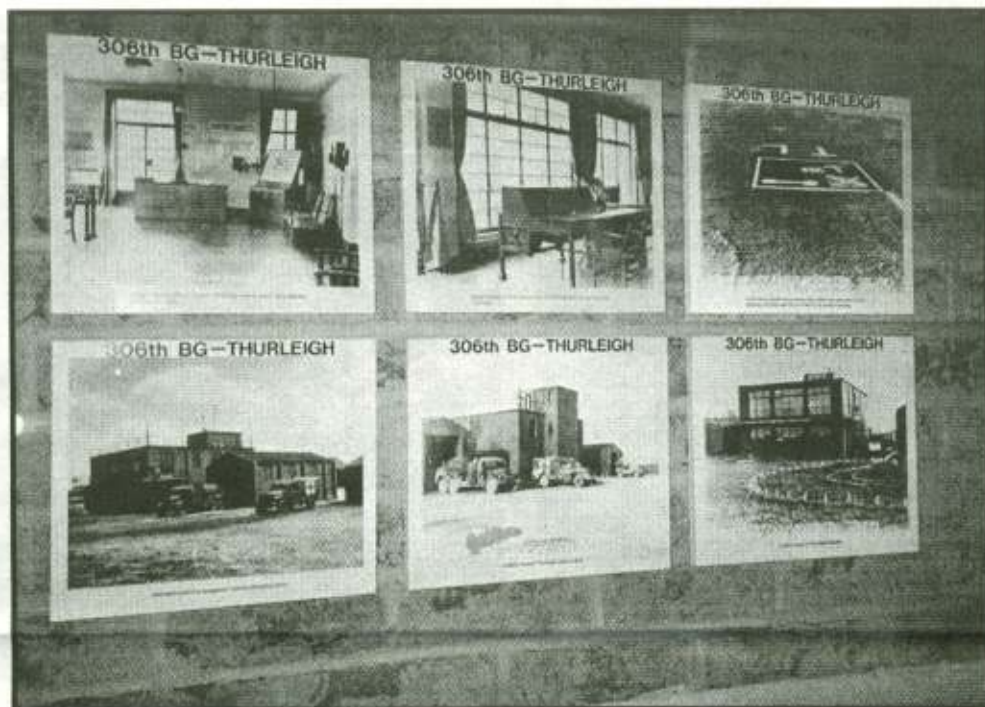
"The results at Rennes [8 Mar 43] provide the most successful picture yet received in this war of a [marshalling] yard neatly and completely put out of service. The effect of the Sotteville attack [12 Mar 43] is probably hardly less serious.

"In the view of this writer, who is familiar with railway working at all the yards mentioned in this memorandum (with the exception of Roseville), these attacks will force the German High Command to realize for the first time the full effect of the power of the Allied Air Forces to hamstring the railway network over a wide area. These two hours' work brought to a complete stop railway working on the main lines of Normandy and Brittany, which will take weeks, if not months, to repair fully. This factor is likely to alter the whole concept of the German ability to hold the Atlantic Coast against an Allied attack. Similarly, its success should be full understood by those responsible for Allied plans. The lesson to be learnt is that a skillful and heavy attack, if directed to the right points, can tie up a whole railway system for days and completely cut off an area.

C.E. Sherrington, British Airpower Expert



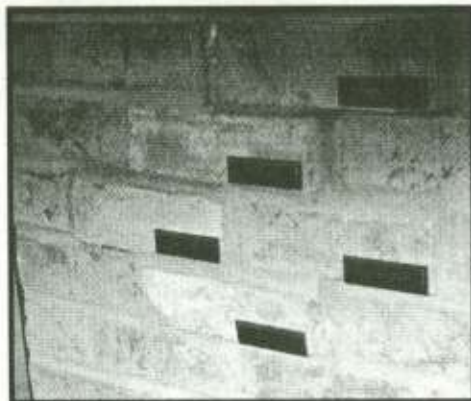
Bob Klein and Bill Carlile pose outside the new tower.



The only Group with an interior display of six photos was the 306th.



Dedicatory plaque for the Air Museum control tower.



Raised bricks bearing plaques designating the various airfields were included on a wall inside the tower. Thurleigh is the bottom of the five plaques, and proceeding clockwise, they are Podington, Chelveston, Kimbolton and Little Staughton

WWII Facts Told Again In AF Journal

The June issue of Air Force magazine has a seven-page statistical summary of the WWII air war that is well worth a bit of your time in reading. Taken from the 1945 publication, *Army Air Forces Statistical Digest, World War II*, it may give you a better grasp of just what it was we were involved with.

USAAF aircraft on hand peaked in July 44 at 79,908, of which 11,720 were heavy bombers. At that same time, USAAF personnel numbered 2,372,292, comprising 31 per cent of the U. S. Army.

A heavy bombardment group consisted of 72 a/c, 96 combat crews, 2,261 total personnel, 465 officers and 1,796 enlisted men. (Its a bit difficult to compare these figures with those of the 306th. Plane rosters seemed to run in this period at about 65 for our Group, and on 1 Jul 44 520 officers were assigned. The editor has never been able to find a complete enlisted roster for any period, other than that which embarked for England.)

A 1942 TO for UK bomb groups shows 429 officers, two warrant officers and 2311 EM, for a total of 2,742, which is more than the statistical summary shows.

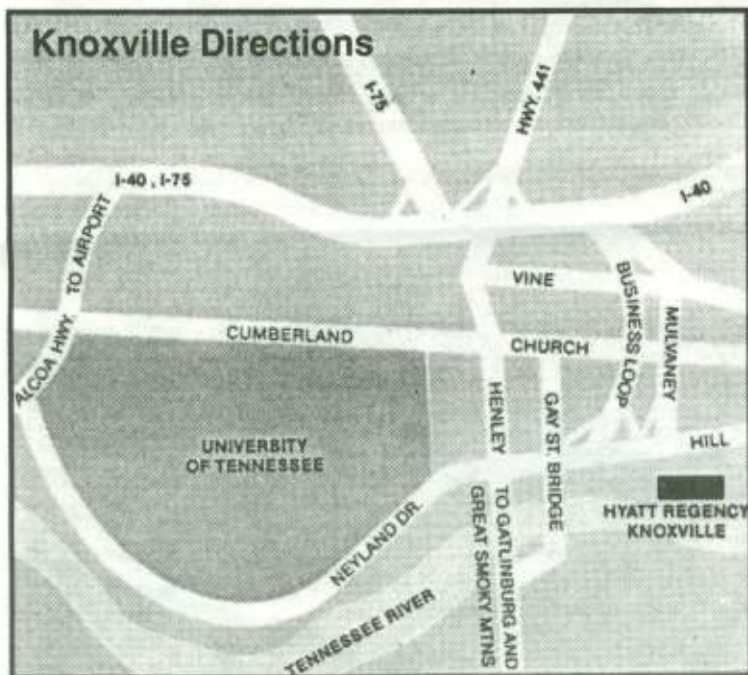
Some ETO totals for 1944 include: combat sorties 655,289, tons of bombs dropped 591,959, e/a destroyed 10,425, a/c lost on combat missions 7,749.

A final shot from the statistical guide, the average unit cost of B17s as of 1944 was \$204,370. Comparable figures for the B-24 and B-29 were \$215,516 and \$605,360, respectively. (Does the B-17 figure include the several B-40s which were built and brought to England, and despite their tremendous defensive armament became sitting ducks for the German fighters once bombs were dropped and the much lighter regular B-17s proceeded to fly away from their slower "helpers".)

There's much more to the summary than the brief mention here, so find a copy of *Air Force* that a friend will loan, or visit your public library.

Story Delayed to October

Another tale of the long trip home, after considerable battle damage, and told by members of Ken Yuss' 423rd crew, had been planned for this issue, but will appear in the October issue instead.



I-40 travelers: Exit at 388A (James White Parkway exit) and take the Summit Hill off ramp. Then left onto Summit Hill. Go to first light and turn right on Mulvaney, which will take you to the Hotel.

I-75 and I-275: Exit to I-40 east, following Asheville directional signs, after which you follow directions above for I-40 travelers.

From the airport: Alcoa Highway,

and take Neyland Drive exit to Hill Avenue Exit. Turn right onto Hill Avenue and hotel will be on your left.

US 441 South, take I-40 east exit and follow directions for I-40 travelers.

US 441 North. At Baptist Hospital turn right onto Blount Avenue. Then turn left onto the Gay Street Bridge. At end of bridge turn right on Hill Avenue and on to motel.

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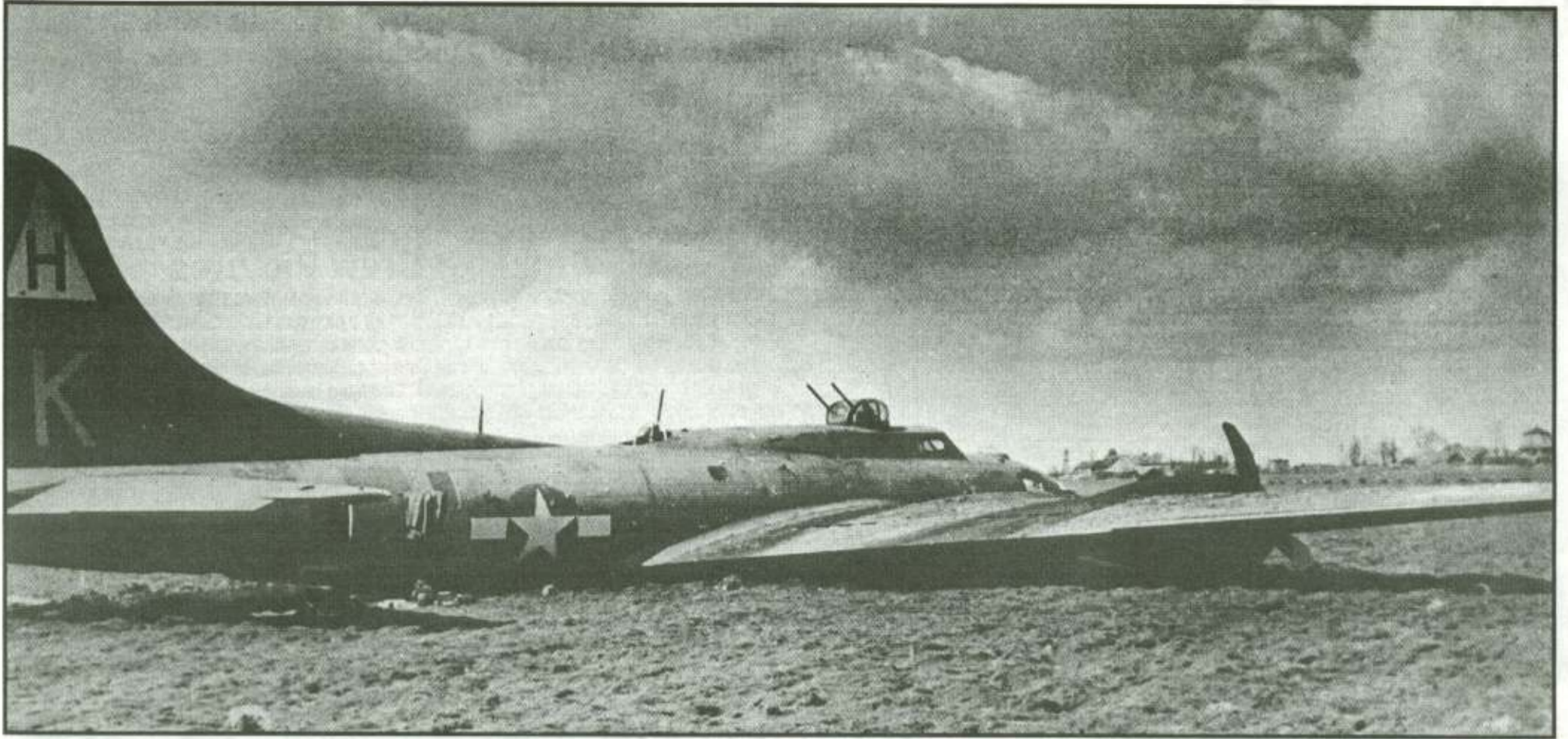
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DATE _____



This is "Wampus Cat", 42-39950, which didn't make it home from the raid on Brunswick 29 Mar 44, but it was the only one of the three lost that day that made a creditable landing. Nelson Hardin was the 368th pilot for this day and his co-pilot was Richard T. Knowles. After all the crew had cleared out of the plane, the pilots decided they were too low to jump, so they brought it down in a field 25 miles south of Amsterdam, Holland. These pictures were taken by

the "new" owners, the German Army. Other members of Hardin's crew this date were John F. Huistra, navigator; Lee F. Barrows, Jr., bombardier; Ernest B. Jackson, engineer; Wendell W. May, radio; Ralph E. Moulis, ball turret gunner; Lee T. Jenks and Joseph L. Dilley, waist gunners, and Robert M. Richardson, tail gunner. Jenks located nine negatives of the plane at National Archives and loaned them to Echoes.

Obituaries

Maj. Aldrich G. Eggleston, weather NCO for the 306th at Thurleigh from 29 Oct 42 to 16 Mar 43, died 10 May 95 in Monroe, LA. He later washed out of pilot training, but completed navigation and bombardier training. He served with the USAF in Korea and retired in Oct 59.

Ned A. Erne, 369th pilot, died 31 May 95 in Wellesley, MA. He arrived with the Group 25 Oct 44 and completed his 35-mission tour 7 Apr 45. Ned leaves his wife, Nancy.

Charles V. Hayen, 423rd tail gunner (Howard Hutchinson crew), died 6 May 95 in Mitchell, SD, where he had been a barber for 44 years. In 1994 Hayen was inducted into the South Dakota Aviation Hall of Fame. He leaves his wife, Olga, five children, 17 grandchildren and one great-grandchild.

LTC Robert C. Huf, 369th bombardier (Harvey Ryder crew), died 27 Oct 94 in Mt. Holly, NJ, and his wife, Rose Katherine, died 30 Apr 95. They leave five children,

10 grandchildren and one great-grandchild. Huf left service in 1946, but re-entered in 1950, then retiring in 1970. He flew more than 18 combat missions with the 306th.

Richard B. Hull, 367th gunner (Charles Wegener crew), died 21 Jun 94 of esophageal cancer. He was a widower and leaves a son, Carl D. Hull.

Werner H. Kennedy, 367th engineer (Donald Kingsley crew), died 13 Apr 95 in Mogadore, OH. He leaves his wife, Esther, two sons, two daughters and one grandson. Kennedy arrived with the Group 5 Feb 45 and flew 15 missions.

John C. Krische, 369th bomb loader, died this spring in Glendale, NY. More than a year ago he suffered a fall from which he never recovered. An inveterate reunion attendee, he was a widower.

Charles R. Kuehn, 423rd navigator and POW (Vernon Cole crew), died 27 Sep 94 in Raleigh, NC, of leukemia. He went down with his crew 14 Oct 43 at Schweinfurt on

his 14th mission. He was a senior systems analyst for RCA Glacom, retiring in 1984. He leaves his wife, Catherine.

Joseph W. Long, 368th and 423rd bombardier (Joe Marsh crew), died 28 Apr 95. He flew his combat tour between 22 Sep 44 and Apr 45.

Edward L. Maslanka, 368th copilot and evadee, died 22 Mar 95 in Westchester, IL. He went down with W. D. Peterson on the 6 Sep 43 raid to Stuttgart, when their a/c turned up short of fuel on the return. As evadee #222, Maslanka returned to the 306th 2 Dec 43 and was transferred to 8th AF 21 Dec 43 on his way back to the States. He leaves his wife, Loretta.

George E. Porr, 1628th Ordnance Co., died 9 Apr 95 in Doylestown, OH. He leaves his wife, Eleanor.

The Rev. **Venton H. Scott**, 423rd radio operator and POW (Martin Andrews crew), died 19 Dec 94 in Hartland, WI. He was a retired pastor of the Wisconsin Conference, United Methodist Church. He was a graduate of Case Western Reserve University and was a college professor for 23 years before he entered the active ministry, serving there 21 years. Scott was with Andrews when their plane went to Switzerland on the 6 Sep 43 raid to Stuttgart. He leaves four sons, a daughter and three grandchildren.

Prof. **Theodore M. Sperry**, a weather officer at Thurleigh in 1944, died 25 Apr 95 in Pittsburg, KS, where he had lived since retiring from the physics faculty at Pittsburg State College.

William A. Taylor, 423rd and skeet range chief, died 30 Apr 95 in Tecumseh, MI, leaving his wife, Audrey. During his later years he was blind.

John C. Thorn, 369th mechanic and Group engine change crewman, died 17 Jun 95 in Indianapolis, IN.

Lester G. Williams, CO of the 1628th Ordnance Co., died in Feb 84 in Idaho Falls, ID. He was an armament officer, and also held other duties at Thurleigh. He leaves his wife, Elsie.

Glen P. Woodard, Jr., 369th engineer (Nathaniel Bliss crew), died 25 Jan 95 in Jacksonville, FL. He joined the Group 3 Apr 44 and completed his tour in August.

306th Family

Lucille Dark, widow of Cleo H. Dark, 369th gunner and POW, died 12 Oct 94 in Rogers, AR. He had died 24 Oct 90.

Address Updates

Col. Stewart M. Bachtelle 367
6943 Perry Park Blvd
Larkspur, CO 80118-9708

Marvin C. Barker 423
3369 N 250 W
Ogden, UT 84414-1525

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

Leslie Berry 423
905 Portage Rd. #2083
Wooster, OH 44691-7415

Edgar L. Bratrud 367
Town & Country Est. #47
3306 S Pacific Hwy
Medford, OR 97501

Capt. Berryman H Brown 367
1160 N Amberbrooke Ave
Tucson, AZ 85745-3376

Bill Brown 369
6333 Canoga Ave. Apt 123
Woodland Hills, CA 91367-2503

William R. Carrasco 368
20756 Thompson Canyon Ave
Caliente, CA 93518-1833

Donald L. Cook 369
865 E. 5475 So
Ogden, UT 84405

Theodore C. Cumberledge 368
78 Pelham Hill Rd
Shutesbury, MA 01072-9702

William F. Evans
11444 Zeizah Ave
Granada Hills, CA 91344-3333

Perry L. Frye 449
61108 Co Rd 17, Lot 225
Goshen, IN 46526-8815

Norwood L. Garrett 423
602 W. Main St
Farmington, NM 87401-8429

Frederick Mannello 423
16175 Golf Club Rd. #107
Ft. Lauderdale, FL 33326

Eugene H. Merrill 423
2828 Silverplane Dr. Apt P6
Fort Collins, CO 80526-2449

(Turn to page 6)

Reunion Dates

1995 - Knoxville, TN. Hyatt Regency Hotel, Thursday, Sep 14-Sunday, 17 Sep. Wallace Boring, chairman.

1996 - Las Vegas, NV. Hacienda Hotel, Oct 7-10. Edward J. Hennessy, chairman.

1997 - Orlando, FL. Sheraton Plaza Hotel at the Florida Mall. Nov 6-9. D. Luke Jacobs and M/Gen. James S. Cheney, co-chairmen.



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IN MEMORY OF
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AND THE CREW OF
HARD TO GET



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---	--

CHARLES F. DONAHUE
THE PRICE OF LIBERTY ...

Charles U. Rapp, 368th co-pilot, who was KIA 26 Aug 44 on a mission to Gelsenkirchen, in the Ruhr Valley of Germany, will be honored by his two sons, Don of Lebanon, OH, and Ernest of Pittsburgh, PA, when they dedicate a plaque on 26 Aug of this year at the WrightPatterson AFB Memorial Garden. Both Rapp sons have attended 306th reunions, and they extend an invitation to any 306th members living in or visiting the Dayton, OH, area at that time to join them. Both men appear in the current 306th Directory, so if you wish more information you can contact them by mail or phone.

Address Updates (continued from 5)

William G. Murray 423
1220 30th St. NW, Apt 124
Bemidji, MN 56601-4139

Grant L. Nelson 369
PO Box 52
Quartzsite, AZ 85246-0052

William E. Nester 423
2967 S. Atlantic Ave. Apt 501
Daytona Beach, FL 32118-6035

Waverly C. Ormond 368
703 Angler Way
Kitty Hawk, NC 27949-6007

Wallace T. Peckham 369
420 Starborough Dr
League City, TX 77573-5929

Andre Plante 1628
10895 SE 73rd Ct
Belleview, FL 34420-6325

Michael J. Raineri 367
106 Cleveland St
Dedham, MA 02026

James R. Richwine 527
Fieldcrest #114
PO Box 5093
Lancaster, PA 17606-5093

LTC Romulus R. Roberts 423
PO Box 23922
Ft. Lauderdale, FL 33307-3922

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

Willard G. Schmitt
HC 76 Box 18
Polk, MO 65727-9704

Dewey N. Stewart 449
3839 Highland Cove Ln
Salt Lake City, UT 84106

Warren J. Sellen 423
94 Garside Ave
Wayne, NJ 07470

John A. Staniorski 423
Alexander Arms Apt C-10
Drexel Hill, PA 19026-4231

Edward H. Tutun 423
237 Guinea Rd
Stamford, CT 06903

Robert D. Watts 369
9 James Rd
Ipswich, MA 01938-1140

306th Family

Mrs. Donald C. Dean 368S
7367 E 100 S
Elwood, IN 46036

Mrs. Andrew F. Gallagher 369W
102 Fox Hunt Dr
Bear, DE 19701-2535

Mrs. Lester A. Harrison 369W
1941 Amnaste Ln
Marcellus, NY 13108-9758

Mrs. Charles R. Kuehn 423W
411 Oak Hollow Ct
Raleigh, NC 27613-3232

Martin Pavloff 369S
8303 Seward Park Ave S
Seattle, WA 98118-4737

Mrs. Lester G. Williams 1628W
658 S. Foothill Rd
Idaho Falls, ID 83401-5931

Additions to our Roster

Bennett, Robert A, 69 Division St, Great Barrington, MA 01230 (Betty) CJ
Deterding, John F. Rt 2, Box 337B, Kearney, NE 68847 369
Williams, Col Louis B. 2858 Post Oak Cir, Mobile, AL 36693 BW

306th Family

Horst, Douglas F. 47040 W 7-Mile Rd. Northville, MI 48167 369B
Landrum, Troy, 1689 Sundown Dr. Kaufman, TX 75142 368GS
Stathas, Jeff, N9108 Co Hwy FW, Randolph, WI 53956 4thS

No End In Sight for Crew Pictures

Crew pictures will not end with the 1995, or perhaps even 1996 issues of Echoes, contrary to what was said in the last issue. More pictures have been forthcoming from many of you, and there are 40 or more crew pictures which have yet to be identified.

The editor will take the unidentified pictures to Knoxville, in hopes that they may at least stir memories of at least one person. Once we have made that breakthrough perhaps we will be able to determine who the people were Pictures that still do not have any identifiers will be run in the October issue of Echoes, and hopefully, someone out there among our readership will be able to come up with a name or two for each photo. At that point the Secretary will contact people who may have better information and continue the effort at identification.

We are still looking for more pictures for future issues, as it appears likely now that we will slightly pass the halfway mark in picturing crews when the entire project is done with.

Our next major picture activity following the flight crews will be groups of enlisted ground personnel. In most cases, we think these will be very difficult to get identifications, and we hope at least to perhaps learn what activity on the base they were engaged in.

The outlook now is for six or eight more issues coming and going before we have cleared up the whole project, and one expects that more crew pictures will arrive in the days ahead.



369 - Front: Britt Jackson eng, Joe Dilley wg, Lee Jenks wg, Ralph Moulis bt, Wendell May ro, Kenneth Russell tg. Back: Lee Barrows B, Abe Perfine N, Richard Knowles CP and Nelson Hardin P.



369 - Front: John P. Noack P, Robert Fallow CP, Hammond Bittman B. Back: Kenneth Smith wg, Louie Hoffnagel ro, Thurman Smith tg and Duncan Williams bt.

Vaughter Revives Youth with Horses

Jim Vaughter, 369th bombardier and POW, spent a career in the Air Force, then became a university alumni director, and now in his mid-70's spends as much time as possible in a saddle. Having grown up in the Red River area of north central Texas, he had an early acquaintance with horseback riding. But it was following retirement that he got back in the saddle and has become a widely recognized Gymkhana rider. That's where horses and rider run short races through a number of obstacles and the best time wins. How good is Jim (and don't forget his horse)? For six years running he has won top honors in the Northern California Horsemen's Association, and this past year was chosen "All Around Cowboy". He was one of many 306 men who found 14 Oct 43 as their introduction into prison camp, and he has been very active in the Second Schweinfurt Association.



An early 1945 party at the Aero Club, finds Col. James Sutton hoisting his mug with a group of enlisted men. Can you identify any of the men in this picture? If so, identify them to the Secretary so they can be included in this historical collection of the Group.



367 - Front: Murphy Elder ro, Royce Hopkins CP, Jesse Patten P, William A. Kelly N, George David B. Back: Norman Hanson eng, Robert Stetler bt, Ira Scott wg, Joseph Lowery tg.



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



369 - Front: Joseph Sicard B, Lewis Wilson N, Robert Whitelaw CP, Kenneth Streun P. Back: Alfred Lubojacky bt, Leon Nahmias tg, Frank McDonough wg, James Standlee e, and Hardin McChesney ro.



368 - Front: Gilbert Roeder P, Frank Endres CP, Kenneth Farrar N, Mitchell Antoon B. Back: Emory Miller e, Ralph Sanchez wg, Jesse Lanningham tg, Edwin Robinson wg, Harleth Haven bt, David R Mills ro.



367 - Front: Emmitt Sutherland P, J Kemper Fields CP, Garland Montague B, Raymond Allen N. Back: Gordon Maddox e, Melle Geving ro, William Starbuck bt, Guy Vicknair wg and Leo Zych tg.



367 - Front: Joseph Fowler N, Basil Marineau wg, Bradley Butterfield CP, Thomas Cliney B. Back: James Maloney wg, Robert Rockwell eng, Bill Rutherford P and Ted Piechowski ro.



367 - Front: Anthony Thro wg, Robert Lavery bt, Hayward Noel wg, Richard Miller e and William Trunbull tg. Back: Henry Domenica N, Wilbur Pensinger CP, Robert Schwein B and William M. Wood P.



367 - Richard Somerville P, Alvie Myers CP, James Welch B, Bernard Grossman N. Back: Frank Scarpace wg, Peter Szymanski tg, Oscar Cooper ro, Aubrey Jones e, Clarence Gillespie bt and Joseph Puskar wg.



423 - Front: Clifford Wolfhope wg, Eugene Hovey e, Jack Neely bt, Cecil Hopkins wg, Donald Bloedel tg, John Garrett ro. Back: Winston Wood P, Clifford Payton CP, David Howe N and Hollis Baker B.

Regan Calls for Peace, Strength

Editor, The SF Times

It seems like V-E Day was just yesterday. I remember having mixed emotions then. Elation that the war in Europe was over, mixed with sad feelings for the many close friends either killed or shot down in aerial combat. I had been a pilot of a B-17 Flying Fortress bomber flying from England against German targets in Europe (1942-1944). In the bomb group to which I was assigned we lost over 1000 men to enemy action, including 60 in one day from the squadron I commanded. I had learned to hate and fear war—a feeling that was later reinforced while serving in the Korean and Vietnamese conflicts. I also learned the need to be militarily strong.

Nowadays we hear a chorus of voices calling for cuts in the U. S. defense budget—a budget that has been in decline for over ten consecutive years. Those calling for cuts generally say that since the end of the Cold War there is no pressing need for a strong military. I would point out to these people that the world is still fraught with many dangers and potential threats to our way of life. There is rampant nationalism, resurgent communism, fanatical religious activity and other movements that demand we stay strong.

We cannot afford to forget the most expensive lesson in history—WWII. This event cost over 50 million lives, a trillion and a half dollars, and untold misery. The lesson was the

failure of world leaders to recognize the true threat to peace that Adolf Hitler and Nazi Germany represented—that failure led to the devastating world war. We were fortunate in that period that there was time to build up our decimated military forces and needed equipment to eventually help win that conflict. Time is a luxury we most likely would not enjoy in a future conflict.

We must stay vigilant and strong and show the world that we are prepared to use any needed force to retain our way of life.

It has been said that when the Roman legions were strong and the Roman Empire mighty, they adhered to the maxim "Si vis pacem para bellum" (To assure peace prepare for war).

When they ignored this axiom, the Roman Empire collapsed. It must not happen to us.

John M. Regan
Col. USAF (Ret)
C0, 368th Squadron

Knoxville Reunion Reservations September 14-16, 1995

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Reunion registration fee per person _____ at \$25 = \$ _____

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Continental Breakfast & Fashion Show _____ at \$8 = \$ _____
Business Meeting; 10-11:30 a.m. N/C

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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: \$ _____

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306th Publications

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

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