

A trio of 368th aircraft
in formation: 41-24487,
42-30586 and 42-31158.

306th Echoes

LTC Ralph E Bordner
131 E Autumn Ln
East Peoria, IL 61611-1942



This is the sight that greeted the 306th group personnel touring over the devastated city of Cologne. The cathedral still stands, little damaged by American and British bombs.

Pilot Looks Back at Another 306th Celebration of V-E Day

By Jack Snobble, 423rd

That long awaited 35th mission was delayed several times in those last days of World War II in Europe.

The 8th AF had repeatedly "stood down" as targets were overrun by Gen. George S. Patton's tanks and enemy lines as such became blurred. Several times we were briefed and waiting with engines running for the green-green takeoff flares when the red-red mission scrubbed flares were fired instead.

The last thing we needed was to wipe out some of our own advanced troops with "friendly fire." It had happened often enough in the heat of battle.

Some of the flight crews had been detailed to flying POWs out of the liberated prison camps and we began to hear about the ghastly concentration camps as well. The crews ferrying POWs were heavily dusted with the new wonder powder, DDT, to cut the spread of lice and other vermin. (In retrospect, I wonder how many of those poor, weakened souls who died twitching after their release from the camps may actually have been helped along the way by DDT.)

The only complaint I remember was from a bombardier regarding the lengthening hours of daylight: "The trouble is you have to stay up all night before it gets dark enough to kiss a girl goodnight," he said.

VE Day, One For Sightseeing

The 35th mission actually took place on V.E. Day, so it didn't count towards another cluster on the Air Medal, but it did qualify me to be among the first to return from Europe. Nonetheless, it was perhaps my most memorable flight as a summation of that whole period of my life.

The *Sachem* and its crew (minus navigator George Key, who was down with the mumps) led the full 306th Bomb Group on a final, low altitude "Tour of the Ruhr." In place of bombs, we carried the ground crews and base personnel, who had kept us flying throughout the war, in order that they could see what they had accomplished by their all-important, if less glamorous, support. It was an aerial picnic, complete

with flight lunches and with the clang of bells ringing for victory in the background.

Actually, it was standard operating procedure (SOP) pretty much all the way: briefing, loading into the aircraft from the trucks, taxiing out to takeoff in trail—this time the flares burned pale green against a bright morning sky.

With a light load, the *Sachem* fairly leaped off the runway at takeoff; then the slow circling as element after element joined us to form the 12-ship squadron combat "box"; then the high and low joined the lead squadron to integrate into the full group.

Then it was off to Paris for the first major check point. But we cruised at an altitude of 5,000 instead of 25,000 over the silent coastal gun batteries. The erstwhile tiny furrows of the North Sea became high, choppy waves. The white smudges of the

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Jack Snobble looks back

Las Vegas to Feature Our People, Especially Crew Chiefs, 28 Oct-1 Nov.

The all-time drawing card for the 306th was Las Vegas in 1988, when 915 persons registered. In fact, there were over 1000 booked 30 days before the reunion, but 100 "washed out" in the last 30 days.

Las Vegas in '88 was the best reunion value and program that the 306th has ever enjoyed, and the 1996 reunion will be the second best — only because it is eight years later and prices are higher, but still substantially under any alternative.

There is no question of about Las Vegas' ability to deliver an enjoyable and interesting experience. In 1988 those 915 in attendance registered a total of four complaints, two of which surfaced almost two years later in San Antonio, a little late for the '88 chairman to offer anything except condolences. Every destination should shoot for a .00437 complaint factor! 'A miracle by any measure!'

The Riviera is a larger hotel than we had in '88, over 2,000 rooms; it has more entertainment/dining attractions than any of our members could possibly utilize during our reunion. Dozens of other hotels and attractions are nearby in the unlikely event that their "grass looks greener".

Barney Rawlings, co-chairman, has lived and worked in Las Vegas for nearly 50 years and has had an impressively colorful career that includes being the lead singer in big shows, marketing VP of major hotels (including four years at the Riviera),

executive director of the Convention and Visitors Bureau, and he is still the #1 TV Network producer of major prize fights in Las Vegas. Oh, yes, he retired as the commanding general of the Nevada National Guard Reserve as a major general.

Haapa Explains What You Ate!

Peg Pergande Haapa was a Red Cross girl at Thurleigh during the war, and has been an enthusiastic participant in a number of reunions. She lives in Corona del Mar, CA, and she and her husband spent a number of years running a small newspaper.



BANANA!

In a 30 Mar letter to the editor, you can read some vintage Haapa, so we are quoting much of her letter below:

"It's true about Banana. I was on the base at the time that the guard challenged him with, 'Who goes there?'

"The goat didn't even say 'Nyaaa', so the guard shot him.

"It is NOT true, however, that goat was served that week for the honor crew dinner at the Red Cross Club. It was rabbit. (A little tough, though, as I recall.)

"I'm sorry I haven't answered your kind invitation to send you my, 'I Showed the Queen to the Latrine' story. I hunted for it and hadn't been able to find it when I ran into a series of health problems. I collapsed and smashed my ankle so that it needed eight screws and some artificial bone to put it back together. And then they decided my heart stopped to cause the fall, so they put in a pacemaker. A while later my eye operation went bad because of the heart medicine.

"I say my latest hobby is putting myself back together. I hope to be good as new before Las Vegas, and regret missing Knoxville."

That's Peg, and I hope each of you finding excuses not to be in Las Vegas,

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Co-chairman Ed Hennessy spent forty years in the wholesale travel business, a world-wide operation, and was recipient of many travel industry awards and honors.

These co-chairmen have between them 90 years of hands-on experience in the hospitality and travel service industries.

At this stage of our lives we cannot expect a turnout matching 1988, but we will be surprised if it is less than 600. We can easily handle 1,000 at the Riviera, and such a number is quite possible. We have a lot of members living in the Western states and plenty east of the Mississippi who won't pass up the chance to enjoy Las Vegas with old comrades.

Salute to the Chiefs

The major theme for 1996 will be our salute to the 306th Crew Chiefs who kept our B-17s flying under extremely difficult conditions. We tend to think of enemy action as the dominant problem and overlook the on-going problems inherent in having to push our aircraft to their mechanical limits for hours on end during every mission. Those engine instrument needles were quivering in the "red lines" most of the time, except during the final descent while coming home.

There were days in the first year when it was doubtful if the 306th could make it back into the air without transfusion of new aircraft. As these did not come with any regularity until April 1943, and really not until that Fall, they cannibalized a few planes, worked wonders with equipment they may have built themselves, and put a large measure of

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New Directory Set for Early Summer

During the past year a great many telephone Area Codes have been changed. The secretary would appreciate people living in these Area Codes to get to him a copy of all the exchanges which have the new numbers.

With that information the telephone numbers can be properly updated. This information appears in the front of your telephone directory, and it will be of inestimable help in redoing this part of our directory.

In addition, the secretary continues to need your help in such matters as obituaries, address changes, wives' names, and to correct any data that is contained in the 1994 directory.

Las Vegas! (from page 1)

their hearts into each plane they crewed. One must mention that when we lost ten planes on the way to Schweinfurt 14 Oct 43, they were in fact replaced within two days. This was the indication that the pipeline was finally full, and that men and planes could be replaced so that the 8th AF bombers would not lose their punch for days or weeks at a time.

But, it was those ground and the hundred or so indomitable crew chiefs who served the four combat squadrons of the 306th that actually made it possible to get our plane ready and up each day. Their dedication to men and planes knew no limits. And, it continues even today. You will see crews and ground crews still searching out each other as much as 54 years later to hug, to cheer, to talk, to cry. It's all a part of the magic that occurred around the hardstands of the 306th in 1942, 43, 44 and 45.

Ed Hennessy was a co-pilot with the original Group, and then shortly was added to the roster of first pilots of the 369th:

"B-17s were not like some automobiles that had only been driven to church on Sundays by little old ladies who never exceeded 15 mph. The bombers were pushed to their limits for hours on end on every mission, and then required the expert attention of their crew chief and his crew between missions.

It was a constant search for signs of weakness even among obscure parts, not to mention battle damage repairs. And all of this while working on an exposed hard stand at crazy hours in dismal weather. Talk about your unsung heroes—they were doing their best work while the heroes of song and story were sacked out in their dry barracks while dreaming of more peaceful times.

"There has never been a thinking pilot who did not thoroughly appreciate and rejoice over the work of the ground crews. Unfortunately, with their ongoing concern over what the ENEMY might do, they did not always focus on what the ground crew DID do. So, let's set the record straight about where we might have been if the big bird had not worked properly in the abusive environment we operated in during WWII."

If you will turn to page 8 you can get a view of the program for the 306th reunion, and also prepare your hotel reservation form. Once you have mailed these two forms you can prepare for the stress and strain of getting to Las Vegas, meeting those you may not have seen in 50 years, enjoying the Riviera and the 306th for four days.



Warren Wilson, 368th engineer and POW, left, and Allan Lawson, 369th pilot late in the war, met at an air show at Davis-Monthon air base, Tucson, AZ, in March. Purportedly, they were to check out the F-117 behind them for possible assignment to the 306th. It could probably carry a greater weight of bombs than did the B-17.

Pilot Looks (from page 1)

Cliffs of Dover grew into high chalk bluffs. The irregularly patterned fields of France lay green and dappled in the spring sun under scattered puffs of cumulus clouds.

We ponderously circled over Paris observing the spidery Eiffel Tower and the green copper sheathing of the roof of Notre Dame, glowing among its stone towers and exquisitely arched flying buttresses. The streets were become thronged with celebrating crowds. The Seine River sported festive boats and groups danced along both of its banks. The French seemed to be doing what they do best—celebrating a long delayed and well earned victory party.

Turning north over the wine country, we over-flew the peaceful looking battlefields of WWI until they merged with the burnt-out Maginot and Siegfried Lines with their breached barbed wire, shell-torn bunkers and gun emplacements. Abandoned tanks and weapons carriers were scattered like the proverbial broken toys in a deserted nursery. Blasted forests were still trying to bud out. Bomb and shell craters pocked the fields and no boats plowed the streams or canals.

Where a few weeks earlier we would have been destroyed en masse at this altitude, we were now low enough to see that the guns were silent, the factories roofless, chimneys smokeless. Even the street patterns of the towns and villages were cratered into oblivion.

Cologne was unforgettable. The grand old Cathedral still stood despite ragged holes in the towers, broken walls and gaping roofs, but all around it was simply rock rubble. It was as if the whole of Germany were holding its breath—in relief? agony? despair?

It was impossible to imagine what it must have been like on the ground at those times when we were fighting flak in the air overhead, but Cologne bore out what I had always felt—that we were

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{D Daughter, G Guest, W Widow}

pretty well insulated from the endless agony of warfare on the ground no matter how hot (or frigid) and horrible it may have been for us during those few hours in the air. Thoughts of the Dresden raids resulting in three days of fire storms began to turn the taste of Victory in Europe Day a little sour, especially as I also remembered a "target of opportunity" that we had obliterated not so long ago.

One synthetic oil plant had had massed anti-aircraft defenses comparable to Berlin. On one of several missions over it, we had sweated out minutes of heavy fire on the straight and level flight from the IP into the drop point. Then, just as we approached "Bombs Away", another group at a lower altitude slid in under us. Dropping bombs through another formation was also a form of "friendly fire" we tried to avoid. But rather than circle and face all that flak a second time alone, we were given permission to drop on the nearest "Target of Opportunity."

In this case our target was a simple railroad junction in a small town. On this occasion I had time to feel a little sick of the thought of the people down there probably watching all the fireworks over the synthetic oil plant and not guessing that they were annihilated instead. The horror of seeing and hearing the bombs arrive before they could do anything about it must have been a slow-motion nightmare. Yes, the bombs further crippled the transportation system. It was a legitimate target, but it was also part of the total destruction and senselessness of war that one can never forget and never really justify.

Looking down on all the desolation in just this one small remnant of a world at war, it seemed as if this had to have been the "war to end all wars," at least as an instrument of policy. In any case, at that point I lost any future desire for a fulltime career in the military.

The rather sick taste of victory developed into a certain amount of air sickness among our passengers as we pointed back toward England in the bumpy air beneath the increasing cumulus buildup. Even our substitute navigator became air sick and for a time we circled the whole air fleet over the British Midlands trying to home in on our electronic check points. We missed George Key at that crucial time when all the other planes were counting on us.

I was greatly relieved to make what would be my final landing at Thurleigh. (It was typical of our pilot, Bill Trease, that he always took the responsibility of heavily loaded and potentially dangerous takeoffs, but—he usually allowed me the pleasure of landings. It was the one time in a B-17 which felt like flying rather than driving a truck.)

The peal of VE Day bells had developed a flawed, off-beat clang. Instead of unbridled joy, I remember VE Day as a time of introspection and sadness at what Mankind is capable of doing to itself and the earth. I was proud of having served in the defeat of a real and tangible evil, but I was appalled at the full realization of what the "military solution" entailed, even though none other was possible at that time.

Soldier's Medal Given Seven For Bravery

Robert D. Watts was a rare individual at Thurleigh, having been one of the few recipients of the Soldier's Medal, "for performing an heroic act involving risk of life in a non-combat situation."

Watts was an instrument specialist and later crew chief for the 369th, and was a native of Swampscott, MA.

The news story sent home related the following:

"On the morning of Aug. 6, 1944, a B-17 Flying Fortress, headed for a mission to Germany, suddenly burst into flames when its oxygen system exploded.

"The crew was able to leave the craft but a serious threat to adjacent aircraft and nearby personnel was present as the burning bomber was expected to explode at any moment. Watts, a crew chief, ran immediately to the parked aircraft, about 75 yards from the focal point of imminent danger, and with the aid of another crew chief, M/Sgt. Hamilton Griffin, taxied it away to a distant and safer parking area.

"This heroic act was done with complete knowledge that this plane had a full gas load and was loaded with five 1000 pound bombs.

"The burning plane exploded shortly afterwards completely and destroyed everything in the immediate area. The B-17 that Watts taxied out of danger would have been damaged beyond repair had not Watts demonstrated such an unhesitating display of heroism."

Watts died 2 Feb 95 at Ipswich, MA, his wife having preceeded him in death 7 Jan 92.

Watts and Griffin, who died in 1989 at Unadilla, GA, both received their medals for this action, but neither ever was given a formal citation.

SEVEN MEN HONORED

During the course of the war only seven Soldier's Medals were given to members of the 306th, all enlisted men. Norman L. Johnson received the first in Sep 42; Clyde W. McDaniel 12 Jun 43; Valentine E. Clasen and Mervin E. Riggs 17 Aug 43; Eugene B. Thompson 23 Dec 43, and Watts and Griffin.

Haapa Explains (from page 1)

will check out your own physical wellbeing, and then make sure you are in Nevada in November to meet the Red Cross' own cannonball!

VP Gets Job As Detective

What does the vice president of this organization do?

Recently, when an *Echoes* was returned which was mailed to Bill Brown, 369th radio operator, who lived in Woodland Hills, CA, the secretary contacted Bill Seelos and asked him to look into the matter, as they were kind of in the same neighborhood. Seelos actually lives in Glendale, CA.

A week later the secretary had a new address for Brown, because the infamous Northridge earthquake had shaken Brown and his family out of their apartment in Woodland Hills.

Others have performed such duties in the past, and you may be called on when we can't reach those who disappear, either by phone or mail.

306th Family

Jean Crapsey, wife of Arthur Crapsey, 367th, died just before Christmas 1995 in Rochester, NY.

Grace Walker Perez, widow of Guillermo A. Perez, 368th co-pilot, died 27 Jan 96 in Florida. A British war bride, she had attended several reunions. Perez had died 22 Jul 79.



The 306th Bombardment Group Historical Association: M/Gen. James S. Cheney, president; Robert W. Seelos, vice-president; Russell A. Strong, secretary; Robert N. Houser, treasurer. Directors: Joseph R. Hathaway, John K. Hickey, Wallace Peckham and Donald N. Snook; C. Dale Briscoe, past president; Edward J. Hennessy, 1996 reunion chairman. Ralph Franklin, Keysoe, Bedfordshire, England, is our British representative. (Mill Hill, Keysoe, Beds MK44 2HP, England. Telephone from US: 011-44-1234-708715, in England 1234-708715.

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.

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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).

Target Map At Berlin Aids Book

"Tales to Noses Over BERLIN: The Eighth Air Force Missions", by Ray Bowden. Design Oracel Partnership, London, England, 1996. 128 pp. 8 1/2 x 11.

This is an interesting piece done by Ray Bowden, a graphic artist, and one who has worked for years collecting nose art from 8th AF planes.

The text is anecdotal, that is, the mission stories are told about different planes and crews which had significant experiences on the way to, over Berlin, and on the way home. The textual matter is more like a series of news stories, or perhaps better, feature stories.

There are a couple of tales and two pictures from the 306th.

There are great pictures and some excellent short stories on events that were so much a part of the Berlin mission story. A great map is included showing the location of a lot of those targets we aimed at.

You will really get into this book and probably study the statistics, the maps and the pictures at great length. I would guess it is something you might look at on numerous occasions, especially if you remember those mornings when the long distance target map was hidden behind the screen at Thurleigh. Remember the "oohs, the ahhs" and the groans which came from all of us as the target and the route was revealed for that day?

Obituaries

William Allan, 368th gunner and POW (Robert W. Smith crew), died 25 Feb 95 in Chico, CA. He was in the original Group and went down 17 Apr 43 at Bremen (w. Fred Gillogly). He leaves his wife, Ella.

Robert C. Blake, 368th gunner, died 30 Sep 95 in Rochester, NY. He arrived mid-May 44 with the Edward Patton crew and finished up in Aug 44.

Frank M. Cargill, 367th gunner and POW (Wesley Brinkley crew), died 29 Nov 95 in Venice, FL, of emphysema and heart complications. His plane went down on his 5th mission, to Kiel 13 Dec 43. He went to Stalag Luft XVIIB. He leaves his wife, Betty, three children and four grandchildren.

Michael Comarnisky, 369th radio operator and POW (Alvin Schuering crew), died 7 Nov 95 in the Lebanon Valley PA VA hospital. He retired from the USAF in Jun 69 as a T/Sgt. He was MIA and a POW 29 Mar 44 at Brunswick, Germany (w. Schuering). He worked in hospital maintenance after his USAF retirement. Comarnisky leaves his wife and two sons, living in Centralia, PA.

Louis G. Cook, 368th pilot, died 14 Dec 95 in Tucson, AZ. He flew a 25-mission tour in mid-1943, and was the 63rd officer to complete a combat tour. He had been a flight commander, and retired as a captain with Trans World Airlines. He leaves his wife, Lorraine.

In our January obit concerning **Cecil R. Crook**, 369th gunner, we regret omitting as survivors his wife, Grace, three daughters and five grandchildren.

Lt Col. **John W. Frazer, Jr.**, 423rd copilot and pilot, died 12 Jan 96 in Monument, CO, where he had lived since his retirement. He completed his combat tour 26 Jun 44, and was a USAF retiree in Feb 66 as director of safety, 820th Air Division, SAC. He then joined the U. S. Army as a civilian employee and became director of safety for the European Army Transportation Command, and was at one time a U. S. Delegate to NATO. He then retired in May 90. He leaves his wife, Mary Ann.

Charles F. Harry, 369th engineer

(Martin Newstreet crew), died in Jan 95 in Fairlands, IN. His wife, Von, died 14 Dec 94.

Ode F. Harvey, 367th engineer (Dinwiddie Fuhrmeister crew), died 25 Jun 84 in Stamford, TX, after a long illness culminating in Alzheimer's disease. He leaves his wife Bea, a British war bride from Bedford, and two sons. After leaving combat he was assigned as a chauffeur on base.

Robert A. Hallquist, 423rd navigator (Jack Millette crew), died 31 Dec 95 in St. Paul, MN. He was seriously wounded and knocked out of combat 28 May 44 on a mission to Ruhland, Germany. Hallquist was hit in the ankle by flak, suffering serious damage that could only be solved by fusing the ankle. He later became a Salvation Army minister and officer, retiring in 1986 as a financial officer. He leaves his wife, Violette, two children, five grandchildren and one great-grandchild.

Herbert W. Hawkes, 423rd engineer (Charles Munger crew), died 18 Mar 96 in Austin, TX, where he spent 43 years as a land surveyor. During that period he named several new streets created in Austin. He leaves his wife, Darlene two sons and three gc.

Harold A. Hedin, 369th medic, died 21 Oct 95 in Swanville, MN. For 20 years he owned the Pillsbury, MN, Pavilion, and then had been a carpenter. He leaves his wife, Doris, three children and 12 grandchildren.

Haskell H. Mills, 369th truckmaster, died 8 Feb 96 in Chattanooga, TN. His home was in Pikeville, TN, and he served 32 years as a Bledsoe County commissioner. Mills was a well driller. He leaves five brothers and three sisters.

Col. **John A. Murphy**, 423rd copilot and pilot, died 24 Jan 96 in Huntington Beach, CA, where he had lived for some years. He had been hospitalized since 19 Sep 95 for lung surgery. Col. Murphy was in Class 44-A at Douglas, AZ, and came to the 306th 3 Jul 44 on Harry Alyea's crew. He flew 26 missions, surviving a 15 Dec 44 mid-air collision over England, as he and Lorn Wilke were the sole survivors. After serving as a flight commander, he was appointed 423rd operations officer 28 Feb 45. He left the 306th 23 Aug 45 and was a USAF retiree 4 Oct 69. His last duty was as director, procurement and production, Manned Orbiting Laboratory. He earned his BA degree at the University of Santa Clara in 1956. Among survivors is his son, Tim.

Jack H. Neely, 423rd ball turret gunner, died 13 Nov 95 in Las Vegas, NV,

where he had lived for 37 years. He also served during the Korean War. He leaves his wife, Betty, three children, five gc and five ggc.

Theodore P. Piechowski, 367th radio operator (Loren Page crew), died 13 Mar 96 in Munster, IN, where he had lived with a sister. He arrived with the Group 16 Oct 43 and completed his tour in Aug 44.

Richard A. Piplar, 423rd engineer (Richard Nickelhoff crew), died 3 Jan 96 in Port Charlotte, FL. He had been a native of Worcester, MA, and leaves his wife, Barbara.

Maynard C. Poray, 1208th QM Company and a clerk in the air inspector's office and later in Intelligence, died 13 Feb 96 in Holiday, FL, of pancreatic cancer. He had been active in the antique aircraft program at Geneseo, NY. He and his wife, Onny, were frequent reunion attendees.

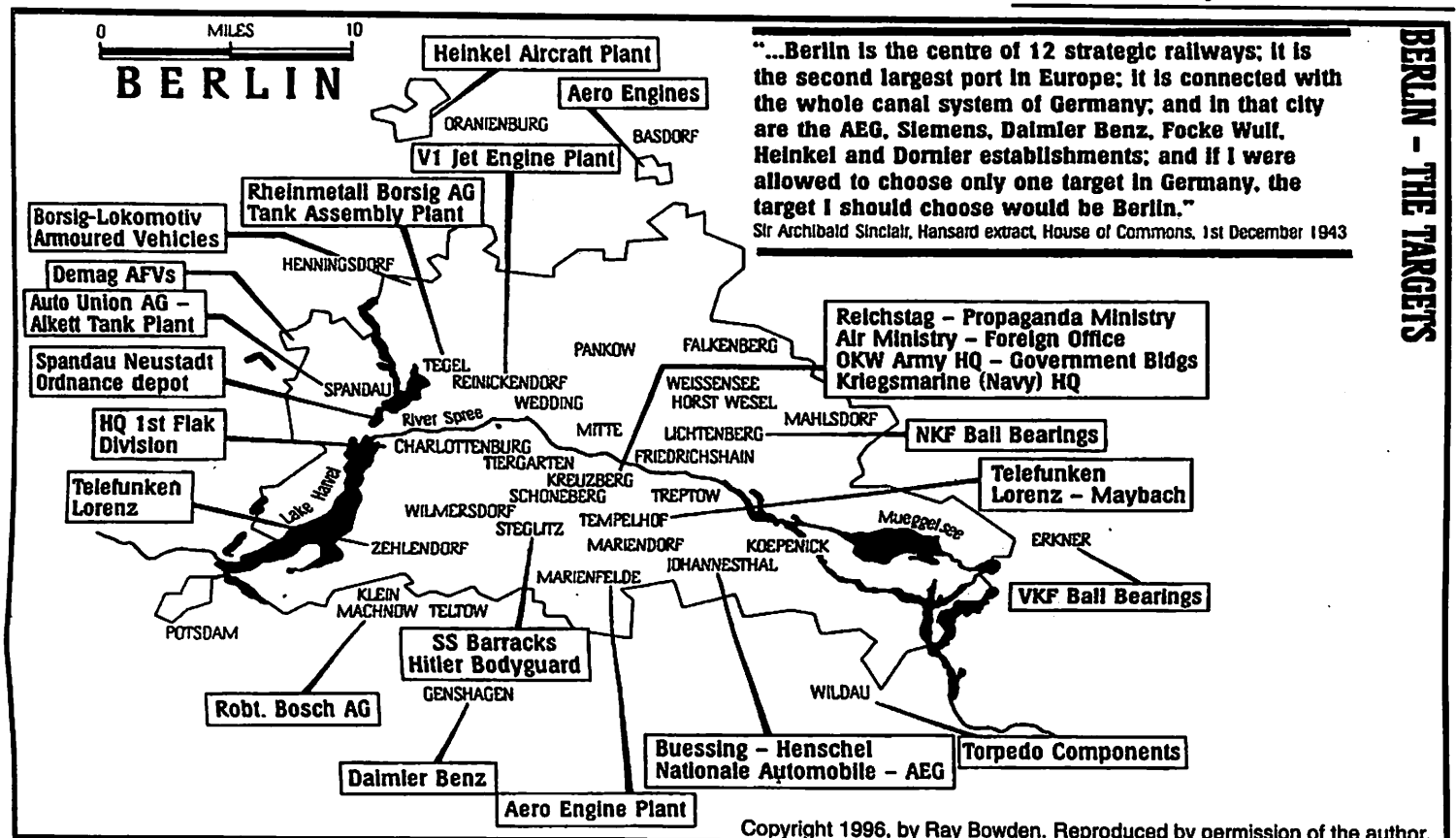
Carl L. Pugh, 368th gunner (John Regan crew), died 20 Jul 95 in Danville, IN. After completing about half his combat tour he transferred to the ground crew as a mechanic.

Robert E. Schmielau, 368th navigator and POW, died 10 Sep 95 at his home in Aurora, IL. He was on his sixth mission 24 Apr 44 with Robert MacDowell's crew en route to Oberpfaffenhofen, Germany, when they were shot down. Post-war he became plant manager for St. Mary's Cement Co. He was a graduate of the University of Illinois, and leaves his wife, Betty.

Myron L. Sorden, 367th navigator (James Opdyke crew), and POW (w. Thomas Ledgerwood), died 8 Jan 96 in St. Charles, IL. He had the distinction of being shot down on his first mission, having arrived 5 Oct 43 and going to Stalag Luft III 8 Oct 43. Bremen was the target that day. He was a graduate of William Penn College and earned his MA at the University of Iowa in 1947. Sorden retired from Simpson College in 1976 as professor of accounting. He leaves his wife, Kay, two children and one grandchild. Sorden was the treasurer of our '94 reunion in Des Moines.

Wilfred Trombley, 367th flight chief and line chief, died 31 Jan 89 in Toledo, OH. He left service as a master sergeant, and is survived by his wife, Margaret.

L. Edmond Wagoner, 368th waist gunner and POW, died 14 May 95 in Lawrenceville, IL, where he lived much of his adult life. As a result of the bailout and landing on the mission of 24 Apr 44 (w. Robert MacDowell) to Oberpfaffenhofen, Germany, and the lack of proper treatment in Stalag Luft



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"...Berlin is the centre of 12 strategic railways; it is the second largest port in Europe; it is connected with the whole canal system of Germany; and in that city are the AEG, Siemens, Daimler Benz, Focke Wulf, Heinkel and Dornier establishments; and if I were allowed to choose only one target in Germany, the target I should choose would be Berlin."
Sir Archibald Sinclair, Hansard extract, House of Commons, 1st December 1943

BERLIN - THE TARGETS

XVIIB, Wagoner eventually lost both legs. He was a graduate of Eastern Illinois University, with a master's from Indiana University; retirement came as director of guidance for the Lawrenceville high school. He leaves his wife, Kathryn, two children and two grandchildren.

Robert D. Watts, 369th instrument specialist and crew chief, died 2 Feb 95 in Ipswich, MA, where he had lived for the past year.

Selden M. Wentworth, who began as a mechanic and later switched to combat, died at his Jacksonville, FL, home in Dec 95. His 23rd mission with the 423rd ended in prison camp, as he was on Thomas Logan's crew that went down at Hamburg 26 Jun 43.

Darrell Elkins, 367th bomb loader, died 9 Feb 96 in Jefferson, SD. He joined the 306th at its very beginning, and served until Sep 45. He and his wife, the former Peggy Southby of Bedford, were married there 24 Feb 45. He retired from Swift & Co, in 1974 and finally quit farming in 1985. Darrell leaves his wife, five children and 11 grandchildren.

Toode Motley, 367th crew chief, died 14 Mar 96 in Bowling Green, KY. After his USAF retirement in 1961, he served as a service manager for a company in Holyoke, MA, and for 15 years at Westover AFB, MA, retiring then in 1985. He leaves his second wife, Jackie, three daughters, three stepchildren, two gc and one ggc.

Gardner M. Reynolds, 423rd bombardier and POW, died 17 Sep 94 in Palos Verdes Estates, CA. He joined the 306th 11 Dec 42, one of the first replacement crews at Thurleigh, and went down on his first mission 31 Dec 42, when John Brady's plane was missing off the coast of France. Reynolds exited the downed craft, found he could touch bottom and walked ashore to a lighthouse where he was picked up by a German patrol boat, and was a prisoner until 29 Apr 45. He graduated as a civil engineer from Cornell University, and in 1948 joined the Dames and Moore engineering firm. From 1974 until his retirement in 1985 he was chairman of the executive committee. He leaves his wife, Kathleen, and four children.

Maxine Fontenot, 369th engineer (Robert Stewart crew), died 10 Apr 96 in Lake Charles, LA. Flying his first mission to Munich 13 Jul 44, he was credited with his crew for helping handle problems created by two engines being out as they hit the Channel, finally landing at a fighter base on the coast. He leaves his wife, Eva.

(See also page 2).



Ten aircraft and their crew chiefs were cited in Nov 44 for the completion of more than 100 missions each. The editor regrets that he can't at the moment find out who the ten men were, only nine, and does not have the identification of the above picture. Nine of the crew chiefs were: John Halzel, Jackson Van Dever and Adolph Visconti, 367th; Earl Deibert and Donald Dougan, 368th; Everett Daniels, Lawrence Foster and James Furay, 369th, and Joseph Terrana, 423rd.



367th CREW CHIEFS

Abernathy Raymond E
Ake Nelson
Armstrong Marvin L
Barr, Jr. Leonard A
Broussard Joseph W
Eneigh C Larry
Estes Joel E
Fetsch Joseph M
Futchik William E
Ganes Clay
Gideon Lewis M
Gilbertson William H
Gregory Edward S
Halzel John A
Hamilton William J
Lamonica Russell J
Miller Jacob G
Motley Toode
Mullen Francis E
Patton Willie C
Renn Walter E
Stone John A
Tardiff Paul G
Tompkins Glenn K
Turner Leslie W
Van Dever Jackson W
Visconti Adolph L
Wallace Richard N
Weber Elmer J

368th CREW CHIEFS

Black Ocel R
Bone Charles W
Clark Orval V
Corderman Delmar
Cowley Louis T
Davis Herman A
Deibert Earl R
Des Roches Joseph A A
Donnelly Patrick
Dougan Donald W
Drumm William M
Eben John B
Edney James H
Edwards Clyde C
Elbert Ralph R
Flood Donald E
Gabrish Joe P
Grimes James E
La Fleur Mark
Mays Paul R
Mullen Vincent T
Troutz Robert J
Walker Gilbert E
Ward Kenneth E
Wise Kenneth D

"Neither rain, nor snow, nor sleet" nor dark of night, nor fog of early morn could keep our Crew Chiefs from their proper work station, a storm plagued hardstand some where along the perimeter of Thurleigh, far from his warm barracks, where home seemed only a dream of olden days.

But now, that lonely little piece of Thurleigh airfield, a bit of America when our war was being fought, was where the crew chief roamed. It was his duty to prepare his aircraft, to have it ready to move out as the green-green flares arced out from the control tower, and then to wait. Sometimes this was interminable, eventually "victory" might be savored as "his" bird made its way home, and at times there were tears shed in the comfort and closeness of a weathered tent or a battered shack that was his crew's headquarters.

The life of a 306th crew chief was most likely nearly three years long, receiving appreciation from flying crews when all went right. These men were a hard bitten lot at times, but many also showed hearts of gold, and their loyalty was as great as any men on the flying field.

Without their dedication to their aircraft and to the crews who flew it, there would have been no bombing raids across the Channel.

In a sense the Crew Chiefs are emblematic of all those enlisted men and ground officers gathered under the symbols of the four combat squadrons, and the various service organizations assigned. The missions went, 341 in all, because men gave of their utmost to see that our mission was accomplished.



369th CREW CHIEFS

Albert Herman
Aldrich Kenneth G
Allen John J
Andress John C
Binko Albert J
Bonadio Frank J
Campbell Bennie E
Ceglarski Walter J
Christensen Donald J
Currier Lawrence C
Cuvelier Harley L
Daniel Everett V
Deal Elvie C
Foster Lawrence
Frey Elmer L
Furay James A
Goodwill Forest W
Griffin Hamilton
Hagen Bernard C
Haire Joseph W
Hankey Richard B
Harkrider Joseph C
Hartung Harold J
Haynes Wyndom S
Johnson Marshall O
Mc Gary Herbert G
Morgan Clement M (JP)
Rulifson Robert L
Sanford Charles G
Schrader Melvin W
Schumpert Wilfred O
Shaffer Elroy J
Shields Paul D
Torregrossa Alphonse J
Townesley Waller J
Tzipowitz Harry
Valluzzo Jack T
Watts Robert D
Yarsky Francis H

423rd CREW CHIEFS

Beckerle Robert F
Bergeron Edward A
Bergeron Walter H
Billa William R
Bolding Woodrow W
Bowers Russell H

Hail to the 306th Chiefs!



Bowles Max M
Bright George M
Collins Richard L
Cooley Colvin M
Corlee Lloyd M
Cothran Herman
Gabrielson Martin
Gaul Ernest
Gustafson Sigyr
Hawthorne William J
James Richard L
Johnson Herbert O
Stevenson Raymond M
Straughn Franklin D
Terrana Joseph S
Thomas Tony
Tiede Richard J
Turek Franklyn A
Wech Malcolm H
Wentworth Selden M
Whitney Vernal H
Whittemore Earle E
Witzke Herbert J
Woodmansee Roderick L
Ziarko John P

Not Lost, Just Moved

For at least three issues we have failed to run address updates, and are trying to catch up with this session. Therefore, the names are organized by units to make it easier for you to track friends.

367th

Wilford N Bergener 301 E Tremaine Ave. Gilbert, AZ 85234
 Robert E. Biggs, 1901 E Seminary Dr. #2-C-37, Fort Worth, TX 76119
 Joseph W. Broussard, 167 Helen St, Grand Chenier, LA 70643
 Harry M. Brown, 7240 Huntington Ln, #24-806, Delray Beach, FL 33446
 Charles J. Crunican, 13590 SW Hazel St, Beaverton, OR 97005
 William J. Davis, 5388 W Flying Circle St, Tucson, AZ 85713
 George F. Ford, 914 Paola Dr. Baker, LA 70714
 Earl E. Hartley, PO Box 1805, Dunellon, FL 34430
 Leroy H. Hollenberg, 14130 Rosemary Ln, #4114, Largo, FL 34644
 Francis McGarvey, PO Box 344, Nantucket, MA 02554
 George E. Murr, PO Box 48, San Mateo, CA 94401
 Archie L. Nesbitt, Jr., 14245 Slater St, Overland Park, KS 66221
 Harry S. Row, 3685 Hundred Oaks Ave. Baton Rouge, LA 70808
 Robert E. Snow, 9 Intervale St, Quincy, MA 02169
 Lester Terry, 44 Townsend Ave, Corning, NY 14830
 Charles C. Wegener, 2605 SE 20th Ct, Homestead, FL 33035
 Charles M. Wood, PO Box 92, Charlotte Hall, MD 20622
 Mrs. John Halzel (W), 1502 Jackson St, Stoughton, WI 53589
 Mrs. Donald G. Kingsley (W), 3266 Westbury Ct, Holland, MI 49424
 Linda I. Murphy (N), 318 Terra Ceia Dr, Palmetto, FL 34221
 Mrs. James P. Roberts (W) PO Box 100, Forney, TX 75126
 Mrs. Donald L. Wilson (W), Rt 2, Box 1684, Glen Saint Mary, FL 32040
 Mrs. Dana W. Winsett, (W), 631 Windsong Ct. Salina, KS 67401

368th

Charles W. Bone, 37397 S Border Dr, Tucson, AZ 85737
 Dale W. Dysinger, 7900 Timber Lake Dr. #121, Eden Prairie, MN 55347
 Rene Fix, PO Box 106, Acra, NY 12405
 Charles G. Jordan, PO Box 878, Great Falls, MT 59403
 Michael Kalish, 19 Drummer Boy Way, Lexington, MA 02173
 John R. King, 1015 W Jackson Blvd #A, Spearfish, SD 57783
 August J. Krajcik, 218 Ridge Trail Dr, Columbia, SC 29223
 Fred W. Lowe, 2028 Clayburne Dr, Winston Salem, NC 27103
 Jack G. Marshall, PO Box 44089, Pittsburgh, PA 15205
 Robert I. McCutchan, 21146 Country Creek Dr, Estero, FL 33928
 J. R. Winborn, 8989 E Escante, #70, Tucson, AZ 85730
 Mrs. Arthur J. Maenner (W), 15 Kessel Ct #28, Madison, WI 53711
 Carol Gabrish Nelson (D), PO Box 116, Larkspur, CO 80118
 Meade C. Seaman III (S), 1717 Egret Ln, Southlake, TX 76092
 Mrs. William C. Ellery (W), 274 Kenwood Ave, Delmar, NY 12054

369th

Alton B. Blair, 3701 Corsair Ct. New Port Richey, FL 34652
 Everett B. Brooks, PO Box 203, Cosmos, MN 56228
 Dudley W. Burton, 78615 Dancing Waters, Palm Desert, CA 92211
 Donald L. Cook, 8265 E Southern Ave, SP 314, Mesa, AZ 85208
 Dewey Goff, 1120 Seven Oaks St., Elizabethtown, KY 42701
 Frederick I. Griggs, 221 Verot School RD, #262, Lafayette, LA 70508
 J. W. Haire, 1829 Chisholm Tr, Lewisville, TX 75067
 Jack C. Hubbard, 4219 Fairfax Dr E, Bradenton, FL 34203
 Thomas W. Kelly, 2639 Red Hill Valley Rd. SE, Cleveland, TN 37323
 Joseph Leben, 22209 N Las Brisas Ln, Sun City, AZ 85375
 Clifford W. McBride, 65 SE Erie Ter, Stuart, FL 34997
 Ernest L. Melin, PO Box 4538, Charleston AFB, SC 29404
 Vernon V. Michaletz, 1604 Loudon Ave N, Glencoe, MN 55336
 Eldon G. Rimmer, 103 Hill Ridge Dr, Conroe, TX 77385
 Aldo L. Romanin, 11011 E Tamarisk Way, Scottsdale, AZ 85262
 Mrs. Basil F. Lowry (W), 1326 W 2nd St, #3, Clarksdale, MS 38614
 Mrs. Albert E. Sewald (W), 1437 E. Asten Ave, Gilbert, AZ 85234
 Mrs. Howard Sharkey (W), 3465 S. Poplar #403, Denver, CO 80224

Mrs. Gilbert VanderMarliere (W), 205 Pineview Ct, St. Clair Shores, MI 48081
423rd

Jack L. Anderson, 10280 N Lambert Ct, Tucson, AZ 85742
 James R. Bement, 5527 E 1146 N, De Motte, IN 46310
 Lester Berry, College Hills, 905 Portage Rd #81, Wooster, OH 44691
 Donald C. Cheney, 540 Dallas Rd #324, Victoria, BC Canada V8V 4X9
 Warren Day, 5344 Hunters Park Ave, Baton Rouge, LA 70817
 Donald M. Eckstein, 5055 E University, #H9, Mesa, AZ 85205
 Russell O. Hawkins, Jr, 1419 S 32nd Ave, Yakima, WA 98902
 George S. Horner, 1140 Armitage Rd, Springfield, OH 45503
 Kenneth E. Jacobson, 1103 Logan St, La Crosse, WI 54603
 Lee T. Jenks, 1120 Daleside Ln, New Port Richey, FL 34655
 Wendell C. Larson, 502 Buffalo Run Rd, Buffalo, MN 55313
 Allen H. Lemmon Jr, 111 Birdsong Way #E311, Hilton Head Island, SC 29926
 Dominic D. Leo, 5401 W Dailey St, #1078, Glendale, AZ 85306
 Tony F. Mihelich, 4218 Beaver Creek Dr, Fort Collins, CO 80526
 Hartwell C. Minnick, 3426 Webster P1, Texarkana, AR 71854
 Mark L. Schartz, 6705 16 Rd, Cimarron, KS 67835
 Stanley R. Stedt, 29544 Pebble Beach Dr, Sun City, CA 92586
 Marlyn L. Watson, 275 Shorewood Dr, Detroit Lakes, MN 56501
 Mrs. Salvatore Soccia (W), 5800 Wyndham Cir #206, Columbia, MD 21044
 Mrs. Edward J. Stokoski (W), 84 Ellen Dr, Chicago Heights, IL 60411
 Mrs. Maurice F. Youngs (W), Rt 1, Box 33, Somerton, AZ 85850

Other

John W. Blalock, Jr., (BW) 15604 Marathon Cir #404, Gaithersburg, MD 20878
 Michael L. Gallegos (BW-S) PO Box 528, Basalt, CO 81621
 David Clarenbach, (GP-S) PO Box 34522, Washington, DC 20043
 W. H. Jones, (GP) 21 Co Rd 281, Iuka, MS 38852
 Heyward Braddock (4th) 4411 Autumn Leaves Trl SE, Decatur, AL 35603
 Henry S. Larsen (4th) 503 Well Sweep Rd, Whitehouse Station, NJ 08889
 James A. Johnson (449) 343 W Pine St #17, Shelley, ID 83274
 Mrs. John Reagan, (449W) 59-739 Alapio Rd, Haleiwa HI 96712
 Kenneth A. Trierweiler (449) 1300 S 93rd St, Milwaukee, WI 53214
 Harold Stewart (1208) 1701 Arlington Dr, Lima, OH 45805

We Should Know, But Don't! Do You?

These two crews seem to have encountered some difficult situations. We should know who the men are, but can't figure it out. We hope that a reader or two will come forth with their names for the next issue of *Echoes*.



'Over Lord' Details Tac Air's Role

OVER LORD, General Pete Quesada and the Triumph of Tactical Air Power in World War II, by Thomas Alexander Hughes. New York, The Free Press, 1995, 380 pages.

One of the better recent WWII books on the air war is this fine volume. It tells an exciting story about the development of tactical airpower, and gives Quesada full credit for backing the effort, almost alone among USAAF generals, in striving to put together the ground and air cooperation tactics that was a vital factor in moving the invasion out of the bocage of Normandy and into the plains beyond.

Then it was up to the vaunted American armor, led by George S. Patton, J. Lawton Collins and others who carried the war to Paris, then the Rhine and finally into Germany.

Check your local library, or bookstore, for a week of excellent reading.

306th Photo Lab Supplied Many Crew Pix

The crew pictures we have been running for a couple of years came originally from all kinds of sources—Thurleigh USAAF photos, stateside training sites, someone's Kodak Brownie camera, and the like. Most of them are of excellent quality, and for a few we have published and held our breath as to whether you could even find yourself in the print.

But, seemingly all have been deeply appreciated by those pictured, by others on the base who knew you, your pilot, your reputation, or whatever.

Especially have families been happy to see their loved ones, and here we note that though some subjects are now deceased their spouses, sons and/or daughters may be on our mailing list and have been thrilled to see their loved ones pictured. In some cases copies are wanted because there is no WWII picture extant of you in uniform.

We haven't run out of pictures yet, but the accession is slowing a bit. Get out that old box from the attic, open it when a grandson is around so you can recount to him your impressions of Thurleigh, England, combat, your memories that are so valued by family today.

It seems appropriate, too, to run the photograph next to this story in a way of saying "thanks" to our 306th photographic group because they had a part in taking, developing, printing and distributing many of the crew photos that were taken at Thurleigh.

We had the print with some identifications, and sent a copy of it along with the names we had to several men who are on the mailing list. Almost all returned it with the same recollections of those unidentified.

Thanks again, photo people, for your diligent work in the 40s.

Reunions, 306th Only

- Omaha 1983
- Fort Worth 1984
- Colorado Springs 1985
- Dayton 1986
- Washington 1987
- Las Vegas 1988
- Little Rock 1989
- San Antonio 1990
- Pittsburgh 1991
- Bedford & London 1992
- Seattle 1993
- Des Moines 1994
- Knoxville 1995
- Las Vegas 1996



Top row: James Pierce, Clarence Spencer, Robert Beyer, Douglas DeLaVars and Robert Reid. Middle row: Milburn Haynes, Gordon Scott, Paul Lee, Robert Fields and Billy McLaughlin. Front row: Randolph Taylor, Bill Gentle, Rudy Skalak, Francis Waugh and David Green. Skalak was the officer in charge of the unit.

Our School Gets Good Report Card

In reporting on the annual inspection of the Thurleigh Lower School, Miss Elizabeth Newton, headteacher, reports "The inspectors were impressed by the high quality and range of resources, and this is largely due to the interest and generosity of so many friends of the school."

"The support given by the 306th Group over the years is greatly appreciated," continued Miss Newton in a recent letter, pointing out that their assistance is "enabling the school to continue to flourish and grow at a time when funding is steadily declining."

Among the highlights cited in the report were:

- It is a popular and successful school with an expanding roll.
- Standards in information technology, history, art and physical education are above national expectations...
- Pupils' speaking and listening skills are good throughout the school.
- Overall, the quality of education provided by the school is good. The curriculum is broad and balanced, meets the needs of the majority of pupils and generally fulfills the aims of the school.
- The quality of pupils' learning is mainly sound and often good. Where it is particularly effective, pupils concentrate well throughout an activity. The quality of teaching...is mainly sound.
- Overall the school is managed efficiently. The headteacher has led the school effectively through a period of considerable change, with the support

of the governing body. The school generally makes effective use of its human and material resources.

•The school's provision for pupils' moral and social development is appropriate and pupils respond well to this.

MEMORIAL FUND

Gifts have been received from: Martha V. Casey, Sun City, AZ, in memory of Donald J. Casey 423. Charles W. Cain 367, Shreveport, LA. William E. Futchik, 367, Hollywood, FL. Joan Nelson, Bruceton Mills, WV, in memory of Harry I. Miller 367. Myrtle M. Nelson, Long Beach, MS, in memory of Winton H. Nelson 423.

Contributions to The Memorial Fund should be sent to the Treasurer and will be acknowledged in Echoes.

Judge Ross Honored by Court Group

In late January, the U. S. District Court for Nebraska issued an order concerning Judge Donald R. Ross, onetime Group bombardier, and quoting from an earlier statement by a Minnesota Federal judge, "He's a good man and that's why he is a good judge."

This order came on the occasion of Judge Ross' 25th anniversary as a Federal circuit judge. Appointed by President Richard M. Nixon, Ross was sworn into office 25 Jan 1971, and continues to serve.

Judge Ross took senior status in 1987, and continues to hear cases and to write opinions.

He has served the 306th well, beginning in 1982 as chairman of its first "stand alone" reunion apart from the 8th AF, in Omaha. He has also been elected president on two different occasions, and as chairman of the highly successful 50th anniversary reunion in England in 1992.

We might characterize Judge Ross as a "good and faithful member of the 306th Bomb Group Association."

He came to combat 19 Nov 43 as bombardier on Al Rehn's 368th crew, and stayed until Aug 45. His appointment as Group bombardier was made 17 Oct 44, and he flew 46 combat missions.

Don and Janice have five children, most or all of whom, have attended a 306th reunion at one time or another.

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 _____

Control Tower Revisited

A day at the office - August 8, 1944

Night duty FCO Lt. Carlile
0600 Ops Breakfast
0700 Attended briefing - data follows
Start engines 0949 Hrs. YY flares Spare A/C
Taxi 1004 Hrs. RY flares 367 - 042
Take Off 1014 Hrs. GG flares 369 - 143
Last time T.O. 1120 Hrs.
48 aircraft
R/W 18 for T.O.
0700 Yellow to division
0730 Made necessary calls for operational TQ - all to be present by 0945
0915 Cleared cycle relay through division - TO 1100 hrs. - base Reading - Selsey Bill - cross coast out Selsey Bill at 1145 Hrs. 10,000 ft. going to 50:20 N - 01:30 W at 20,000 ft. by 1204 hrs. W/T call sign WARL - R/T call sign Bating L
1039 Last ops a/c airborne
1230 On duty Lt. Sibley
1606 Last ops a/c landed. A/C 611 landed at Langmere with gas leak. 669 Lt. Kata MIA. R/W 30 was used for landing but was changed to 36 when 301 had a flat tire blocking R/W. At 1437 Hrs. A/C 969 ground looped to right about 400 yards from end of R/W knocking over two

tents, but injuring no one. At 1513 Hrs. 017 collided with 619 which was stuck at end of R/W 36. Previous to this R/W was changed to 18. 017 had hydraulic failure. Pilot was told to land short. Informed of the instructions and when he did not land short was told to go around, but he did not. When the A/C hit the R/W his brakes failed and he ground looped the A/C to the right into 619. Nobody was injured. Remaining A/C were landed on R/W 24. Division notified of above.

2000 Inspected field. R/W 24 - 06 under reconstruction from NE end to intersection of N - S R/W. Other two R/W's and entire perimeter track serviceable.

2130 Alerted
2315 Beacon crew reports B-17 circling and giving letter of period. A/C went toward Little Staughton then came back and repeated same process. Division notified of above. Little Staughton also informed. Our outer circle lit.
2330 Outer circle turned off.



Often called one of the best WWII USAAF Unit Histories — Its about your Group!

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 _____

CITY, STATE & ZIP _____

Send to Russell A. Strong, 5323 Cheval Place, Charlotte, NC 28205

West View Opens New Vistas For Grand Canyon Visitors

The Grand Canyon was designated a National Park in 1919 and soon became more of a tourist mecca than ever. However, in over a century of visitation by explorers and sightseers, the South and North rims have hosted virtually all of the visitors. Quite recently, the Hualapai Indians started welcoming visitors to their reservation on the West Rim, a million acres stretched along 10 miles of the Colorado River. To put that in perspective, about half of the Grand Canyon.

Happily for us, the new approach can be utilized in a comfortable day-trip from Las Vegas by Grayline Motorcoach. It is only 120 miles to Hualapai Mesa and the coaches are modern, air conditioned and equipped with rest rooms.

The route to the Grand Canyon traverses the Hoover Dam each way and provides spectacular views of Lake Mead. You will see Black Canyon and thousands of unusual specimens in the Joshua Tree Forest. Our Hualapai hosts were historically known as the People of the Tall Pines. "Hual-Bay" was the original Indian word for these people.

Upon arrival at the Reservation your Hualapai guide will assume the direction of your tour along the High Mesa. Don't forget your camera, because there are lots of photo stops. At Guano Peak, the most spectacular lookout point, an Indian Barbecue lunch will be served. Here, you are 3,500 feet above the Colorado River winding through the bottom of the

Canyon. If you are wearing your comfortable shoes you will enjoy walking to other nearby view points.

Before leaving the Reservation you will visit the Indian Craft and Gift Shop. If you are not a shopper, you may enjoy chatting with some of the Indian Guides before starting back to Las Vegas.

Your Reunion program offers this marvelous West Rim tour as an optional activity on Wednesday, 30 October. Until this new tour was created, surface travellers needed two days and an overnight to visit the Canyon. Now you have a great opportunity to see one of the Seven Wonders of the Modern World in a single day during the Reunion in Las Vegas. The cost, including lunch, will be \$89 per person.

If you have never seen the Canyon you owe it to yourself to do so in 1996. Even if you have seen it before, this is a new way and will be seeing parts that, until now, have been almost the private purview of the Hualapai!

Reunions w/8th AF

- Miami Beach 1975
- England & Dayton 1976
- St. Louis 1977
- Washington 1978
- Phoenix 1979
- Orlando 1980
- St. Paul 1981
- England & Cincinnati 1982



367th. Front: Donald Schaefer P, Floyd Henry CP, William Transeth N, Roy A. McKinney B. Back: Allen Yashack wg, Ennis Bagwell e, Ronald Minter wg, Wallace Young tg and Sheldon Kinberg ro.



367th. Front: Edward H. Duran B, Randolph A. Lomas N, William Plekaar CP and Charles T. Sutton P. Back: Roy L. Stafford tg, Elwood Mammenga wg, Edward C. Schricker bt, Joseph T. Madrano ro and Walter J. Stoklosa e.



423rd. Warren George CP, Colin Neeley g, Robert C. Williams P, Emmette Ford B, Eddie Espitalier ro and Clay Wilson e.



423rd. Front: Jack Neely bt, Donald Bloedel tg, John L. Garret ro, Eugene Hovey e, and Clifford R. Wolfhope wg. Back: mechanic, Hollis Baker B, Will A. MacDonald CP, Winston W. Wood P, and crew chief.

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
T-Shirts (with Squadron logos in full color)			
367th M, L, XL	\$10.00		
368th L, XL	\$10.00		
369th M, L, XL	\$10.00		
423rd XL	\$10.00		
Sports Shirts with 306th First Over Germany logo in color M, L, XL	\$15.00		
Squadron Golf Shirts (Embroidered B-17, squadron, group)			
367th red M, L, XL	\$20.00		
368th white M, L, XL	\$20.00		
369th green M, L, XL	\$20.00		
423rd red M, L, XL	\$20.00		
306th caps, grey with 306th BG and B-17 on front	\$10.00		
306th Watches, men's or women's	\$25.00		
306th Tie Navy with B-17 Logo and 306th Bomb Group, Thurlough, England, 1942-45	\$10.00		
306th Decal with First Over Germany in Full Color	\$0.50		
306th Patch 2 - 1.4 inches, with First Over Germany in Full Color	\$5.00		
306th Patch 3 inches, without First Over Germany in Full Color	\$5.00		
367th Patch 5 inches, in Full Color	\$5.00		
368th Patch 5 inches, in Full Color	\$5.00		
369th Patch 5 inches, in Full Color	\$5.00		
423rd Patch 5 inches, in Full Color	\$5.00		
License Plate Frames	\$10.00		
B-17 Lapel/ or Hat Pin	\$5.00		
306th "Black Thursday" Photo in Full Color	\$2.00		
	Shipping & Handling	\$2.00	
TOTAL			

Name _____

Address _____

City, State, Zip _____

Turret Mechanics Came Early, Set Up and Managed Busy Repair Shop

By Jack Boyle, 367th

After graduating from armament school I was shipped to New York to attend turret school at the Sperry-Rand plant in Brooklyn. Following a bout with strep throat, I completed the course and arrived at Wendover, UT, 24 Jun 1942. The first sergeant took me to meet Sgt. Burleigh Redifer, then in charge of turrets for the Clay Pigeons.

Others already on the crew were William H. Thompson from Washington, DC, and Malcolm B. Currie from South Bend, IN. Redifer came from Washington and I was from West Palm Beach, FL.

Thompson was the son of a mortician and regaled us with tales about what it was like to grow up in a funeral home. Currie had been a commercial artist in New York City, and I had worked for an electrical contractor. How did we wind up in turret maintenance? Army logic, I guess.

A meeting with the 'Queen'

We were among 18,000 men and women crowded aboard Cunard's mighty **Queen Elizabeth** as we left New York 31 Aug 42. Landing at Gourrock, Scotland 6 Sep, we were almost immediately on a troop train headed south. The Bedford Station, on the LMS, was reached at 3 a.m. and sealed trucks whisked us away. At Thurleigh we were introduced to corned beef sandwiches and tea, served by the British caretakers still present. To this day I don't like corned beef!

After an hour or two we were assigned to six-man tents. As everything seemed to be in confusion, someone suggested we ask for two-day passes to London. When we returned the tents were gone and we had to rush around to locate our own gear.

When the planes arrived everything began to pull together and we started our training for that first mission. Finally, by

daybreak, planes were loaded with bombs, ammunition and men, in that order. (Ed.note: Legend has it that by take-off one a/c still was without bombs but flew anyway. Records neither support nor deny this.)

We four turret mechanics were attached to the armament section, with Lt. William Cain in charge, along with M/Sgt. Robert Bayless. T/ Sgt Burleigh Redifer was in charge of 367th turrets, and we had nine planes (quickly reduced to seven). With three planes in the care of each man, it took time to mature in this business and to achieve speed in readying a/c for missions.

In 1944, with 18 planes in the squadron, we had three more men assigned to the section, so that each of us still had three planes to prepare. A major function of the job seemed to be to keep ball turret gunners from letting any live ammunition get into the guns when they dry-tested them on the ground. (Ed.note: In fact, on 5 Dec 44 2nd Lt Joe D. Marsh, a 368th pilot, was killed when two bullets were fired from a ball turret being prepared, one ricocheting off a wall and hitting Marsh in the back.)

It was sometimes necessary to take a turret out of aircraft and replace it. This was a time consuming job, often taking up to 48 hours to complete repairs, while an operations officer kept asking when the plane would be ready. These jobs seemed to occur mostly in cold weather, and I am sure anyone knows what cold weather did to the planes and engine repairs.

To overcome some of the delays in repairs, we set up a shop for turrets where warmth was provided. One man from each squadron worked there. This started in late 1943 and by that time we had been able to salvage a number of turrets from planes that were beyond general repair. This was immensely helpful, as we were able to replace a turret in a matter of hours instead of days.



The B-17 which has rested for nearly 50 years atop a gas station in Oak Grove, OR, has come down. If the owners can raise enough money over the next several years the plane will be restored to flying condition. It was acquired at Altus, OK, in July 1947, and is now housed in Aurora, OR, where the restoration work will take place. They hope to return it to flying status. Anyone have a million or two to spare?

Riviera Hotel and Casino

306 B.G. Reunion Reservations, 2901 Las Vegas Blvd. So., Las Vegas, NV 89109

Please reserve ___ room(s) for ___ persons.

NOTE: Reunion starts Oct. 28, and ends Nov. 1, 1995. You may arrive Sun., Oct. 27, if you prefer, and then pick up your 306 credentials at 10:00 am, Monday.

Arrival Date ___/___/___ at approx. ___:___ am/pm Departing Date ___/___/___

PRINT PLEASE

Name(s) _____

Your Address _____

City _____ State _____ Zip _____ Tel () _____

Please Reserve: ___ Single - 1 Bed ___ Double - 2 Beds - Singles or Doubles \$58 plus \$4.64 tax per night
 ___ Triple - 2 Beds, 3 Persons - Triples \$78 plus \$6.24 tax per night
 ___ Quad - 2 Beds, 4 Persons - Quads \$98 plus \$7.84 tax per night
 Note: Quads might prefer 2 doubles, adjoining (4 Beds, 2 Baths)

Enclose check or money order for first night or entire stay, or use major credit card to guarantee room charges.

VISA _____ MC _____ AMEX _____

_____ Exp. Date ___/___

Signature _____

(If you cancel within 72 hours of arrival you will be charged for the first night.)

(___) Paraplegic - need handicap room if possible (___) Difficulty walking - room close to functions if possible

Note: 306th room block cut-off date is Sept 28th. After that rooms will be confirmed on a space available basis only.

Las Vegas!!!

306th Reunion Reservations, October 28 to November 1, 1996

Complete this form and mail with check payable to:

306th Bomb Group Reunion, 2617 Mason Ave., Las Vegas, NV 89102

Reservations: If made after August 25th, add \$10 per person Cancellations: Full refund if made before August 25th, \$10 fee per person if made after August 25th Options: Must be booked at time of reservation.

BASIC REUNION PACKAGE - ALL REGISTRANTS: Includes registration fee, baggage tips to bellmen in and out of hotel, musical revue "SPLASH II" at the Riviera, cocktail party at the "Top of the Riv", banquet dinner with wine served, souvenir photo taken at banquet table and delivered there. Big Band dancing and entertainment, surprise gifts in registration kits, Hospitality Area open Monday, Tuesday, and Wednesday, engraved plastic name badges, tickets for all events and more.

BASIC REUNION PACKAGE _____ @ \$125.00 ea. = _____

REUNION PROGRAM

Sunday Arrivals: The hotel will confirm your room for arrival Sunday, Oct. 27th, if you prefer. The 306th desk will be open at 10:00 am. Monday morning.
Monday, October 28th
 Check in day. Some hotel rooms may not be ready before 4:00 pm. 306th credentials and hospitality areas open 10:00 am.-6:00 pm. with cash bar 3:00 pm to 6:00 pm. "Splash II" (A) musical revue at Versailles Theatre in Riviera. Everyone be there at 6:45 pm. for seating.

Tuesday, Oct 29
 Hospitality Area open 10:00 am to 6:00 pm. Bar 3:00 - 6:00 pm. Banquet table reservations in Hospitality Area open 3:00 - 6:00 pm. (Present 8 tickets for a full table reservation.)
Option B: Mount Charleston-Lee Canyon Tour; 9:30 am - 3:30 pm. Wonderful mountain scenery with lunch at the lodge. Via Grayline from Riviera. _____ @ \$33.00 - \$_____
Option C: Red Rock Canyon; 9:30 am 3:30 pm. Las Vegas Valley's popular natural wonder. Buffet lunch included at L'Bombardier. Via Grayline from Riviera. _____ @ \$26.40 - \$_____
Option D: "King Arthur's Tournament"; 5:30 pm. - 8:30 pm. Dinner show at the Excalibur, mounted knights jousting. Via Grayline from Riviera. _____ @ \$45.25 - \$_____

Wednesday, Oct 30
 Hospitality Area open 10:00 am. to 6:00 pm. Bar 3:00 - 6:00 pm. Banquet table reservations in Hospitality Area open 3:00 6:00 pm. (Present 8 tickets for a full table reservation.)
Option E: Grand Canyon West Rim Tour; 8:00 am. 5:00 pm. Just three hours by bus to the Hualapai reservation overlooking spectacular west rim. Cross Hoover Dam with Lake Mead views each way. About three hours at canyon with BBQ Lunch included at Rim lookout. Suggest comfortable shoes, hats and jacket. Moderate walking. A new approach to the canyon. Via Grayline from Riviera. If less than 35 booked Price is \$99. _____ @ \$89.00 \$_____
Option F: Hoover Dam - Lake Mead Cruise; 7:45 am. 3:30 pm. _____ @ _____
 _____ visitor center at dam, 90-minute cruise on air conditioned (con't above)

Stern-Wheeler including buffet lunch at nearby Goldstrike Inn. Via Grayline from Riviera. Free evening in Las Vegas. @ \$36.60 - \$

Thursday, Oct 31
 Hospitality Area Closed Today.
 306th Annual Meeting, Riviera Convention Center - 9:30 am.
Option G: Ladies shopping. Motorcoach, 9:00 am. Noon Belz Factory Outlet World - A mall covered and air-conditioned. 70 stores with discounts from 20% - 70%. Wonderful variety of accessories, books, audio, video, shoes, housewares, jewelry, clothing, adults and kids, sportswear and equipment, toys, gifts, etc., etc., etc. Via Grayline from Riviera. @ \$6.50 - \$

Cocktail party at "Top of Riv" 6:00 - 7:00 pm.	Included for all registrants
Deluxe Banquet Dinner including wine, 7:30 pm.	Included for all registrants
Big Band Dance Party, 8:30 pm. - 11:30 pm.	Included for all registrants
Souvenir Photos at Banquet - Delivered There	Included for all registrants

Friday, Nov 1
 It's over! Orlando Next Year. Hotel Checkout by 11:00 am, please.

Encl. Check for Grand Total \$ _____

Name _____

Spouse/ Guest Names _____

Street _____ City _____ State _____ Zip _____

Your Telephone () _____ - _____ Your 306 Squadron/ Unit _____

Arrival Date ___/___/___ Las Vegas At Approx. ___:___ AM/PM