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# 306th Echoes



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January 1997 • Vol. 22, No. 1

## May Dates For Travel To Thurleigh

One last hurrah in the Thurleigh/Bedford/London area is being planned for May of this year, departing the U.S. on Saturday, 10 May, and returning Monday, 19 May, in all likelihood the last such venture to England for the Association.

Trips started in 1983, with the dedication of the memorial at Thurleigh, and have also taken place in 1987, 1992 and 1995.

This will be a Southern England tour, as we will go by bus from Gatwick or Heathrow on arrival in England directly to Bedford, where we expect to house all in the venerable Swan Hotel on the banks of the Great River Ouse. We have had people there on several different occasions, and in the great 1992 venture we had people in at least three hotels in Bedford and the area.

Four nights will be spent in Bedford.

On Monday, 12 May, we will be off to our former base at Thurleigh where we will officially recognize the transfer of the memorial site to the 306th organization through the hands of Ralph Franklin, our British representative. Title will be held in England, but we will take some responsibilities for the continuing upkeep and enhancement of the immediate area around the monument.

From there we will visit Madingly cemetery where more than 140 306th veterans of combat are buried, and where many names of the missing are carved into a great wall running the length of a large reflecting pool. We will also go on the Duxford where the American hangar, recognizing 8th Air Force efforts in the war is nearing completion.

We will also take time while in Bedford to walk along the Great River Ouse behind the Swan Hotel to the point where two park benches have been placed among the flowers. These benches have been given to the Town of Bedford by the 306th Association. Our dedicatory statements are made on the backs of the benches.

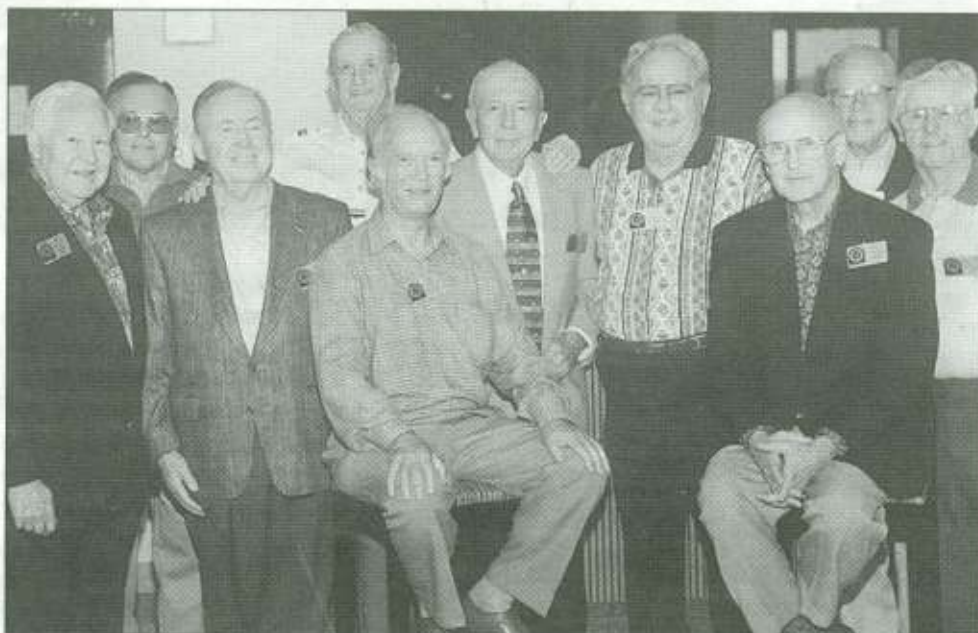
Tuesday there will be a half day trip to Woburn Abbey, the ancestral home of the Dukes of Bedford. Its art collection and wild animal park are noteworthy.

### Coventry And Stratford

Wednesday there will be an optional all-day excursion to Coventry and Stratford. Coventry, which was devastated by a German air raid 14 Nov 1940, is now well known for the cathedral ruins alongside of which the magnificent new cathedral was erected, and also as the site of Lady Godiva's famous ride through the town naked.

Winding up this busy day will be

(Turn to page 2)



OFFICERS & DIRECTORS - Robert Houser, treasurer; Sheldon Beigel, director; John Hickey, director; Wallace Peckham, director; Ralph Franklin, British representative; M/Gen. James S. Cheney, past president, director and 1997 reunion co-chairman; Robert W. Seelos, president; Russell A. Strong, secretary; Donald N. Snook, outgoing director and Russell Houghton, director.

## Seelos New 306th Head

As the Las Vegas reunion came to a close, the new board of directors held its first meeting, immediately following the general meeting of the Association.

At the annual meeting C. Dale Briscoe, immediate past president, placed in nomination the following:

Robert W. Seelos, president  
Joseph R. Hathaway, vice president  
Russell A. Strong, secretary  
Robert N. Houser, treasurer  
Sheldon Beigel, director  
Russell Houghton, director

Holdover directors were Wallace T. Peckham and John K. Hickey. Also serving on the new board are M/Gen. James S. Cheney, immediate past president,

## \$500 Gift To School

After a report by Ralph Franklin on the Thurleigh Lower School, the board of directors voted to continue its \$500 annual cash gift to the school for 1997. This money has enabled the school to undertake special projects, related either to the physical plant or special needs for student comfort.

and D. Luke Jacobs, co-chairman of the 1997 Orlando reunion.

Officers and directors were elected as listed with the casting of a unanimous ballot.

## November 6-9 Are Your Dates In Orlando

"What did you do during the war, Dad?"

At Thurleigh many more than half of the men serving were ground people, doing a whole host of jobs, most of them critical to the success of the flying operations, and all jobs serving in some vital way.

It is those important non-flying men who will be honored at the 306th reunion in Orlando. We brought forth some of the crew chiefs at Las Vegas, but there were many more men who had intimate knowledge of the B-17s parked on their handstands. There were both officers and enlisted men who had ground assignments but the largest group by far were the EMs. And, in turn, the efforts of the mechanics, armorers, and a host of specialists were supported by men assigned to the 449th Sub Depot, the 4th Station Complement Squadron, and to the combat units themselves.

Some fought the war from their offices, other worked in a variety of shops that fabricated equipment, that checked the parachutes and packed them, men who became experts on flying equipment and watched over it carefully, the truck drivers who brought the fuel from our own dump to the planes, the ammunition experts with bombs and .50 cal cartridges.

When the 306th gathers in Orlando 6-9 November 1997, it is hoped that a lot of men who have stayed home because they "thought" there was no place for them will come forth and be recognized.

Any banquet speaker needs to find some other place to go on that Saturday

(Turn to page 2)



HONORING THE CREW CHIEFS - One of the features of the 1996 reunion in Las Vegas was the honoring of crew chiefs, of whom five were on hand to receive plaques from M/Gen James S. Cheney, The plaques, which were conceived by Ed Hennessy, reunion chairman, included a photo of one of the planes which each crew chief handled, in all cases it being a plane which had completed over 100 missions. Those on hand for the honors were: Harry Tzipowitz, 369th; Everett Daniel, 369th; Donald Dougan, 368th; Adolph Visconti, 367th, and Joseph A. Broussard, 367th. Plaques were also shipped to other surviving 100+ mission crew chiefs or to their families if addresses were available.



## REUNION (continued from page 1)

evening, because it is the ground people who will be standing tall as their specialties are recognized. In the April issue of *Echoes* we will carry the full listing of Military Occupational Specialties, which range from AAF Supply Technician #826 to Wire Technician, Telephone & Telegraph #261. Or, perhaps your bent is to go the other way from #004 Photogrammetrist to #965 Automotive Repairman.

D. Luke Jacobs and M/Gen James S. Cheney, the co-chairmen for Orlando, are planning special ways to identify all of these men and then to recognize all of them during the evening. (Frankly, the editor believes there are specialties and numbers not included on the list supplied by the USAF.)

In Orlando we will be staying in the Adams Mark Hotel Florida Mall, which Gen. Cheney labels the best hotel yet to be used by the reuniting 306th. It is in the middle of a huge mall, not far from Disney World and other tourist spots, and is easy to find from the Interstates and other highways. For "shopping wives" it may be heaven with literally hundreds of stores all around, and a fabulous array of eating places from fast foods to exotica.

**The room rate at the Adams Mark (it was formerly a Sheraton until sold a couple of months ago) will be \$66 per night per room.**

Jacobs says one of the highlights of the reunion will be a venture to the Atlantic coast at Cape Canaveral where visitors get a closeup look at NASA space launch operations. You may not see a launch, but you'll know a lot more about such events in the future. Buses will load at the hotel and take people to the right places.

A major committee meeting in February will finish putting the program together, and you will see the full listing in the April issue of *Echoes*. You can, however, get your reservations moving for the Adams Mark by using the form on page 8 and mailing or Faxing it to the hotel.

It was noted in Las Vegas that some registrants did not look over the registration materials carefully, and did not realize that you must register for the reunion and again for the hotel.



Robert W. Seelos, president; Joseph R. Hathaway, vice president; Russell A. Strong, secretary; Robert N. Houser, treasurer; Sheldon Beigel, John K. Hickey, Russell Houghton and Wallace Peckham, directors; M/Gen. James S. Cheney, past president; D. Luke Jacobs, 1997 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.

**SECRETARY/EDITOR:**

Handles all changes of address, editorial comments and records:  
Russell A. Strong, 5323 Cheval Pl., Charlotte, NC 28205. Phone 704/568-3803.

**TREASURER:**

Send money to:  
Robert N. Houser, P.O. Box 13362, Des Moines, IA 50310, 515/279/4498.

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



## Was Dooley Leading Goris' Crew A Test Of Your Memory

One of the big puzzles in the crew identification problem is that of accounting for a crew from which there were no survivors. This is listed as William J. Dooley's 368th crew, but it is believed to really have been largely the crew of George Goris. Probably the enlisted men and perhaps two of the officers came from Goris' crew.

Goris and his own crew, including most of the men above, were KIA 3 Nov 43 in a mid-air collision on a mission to Wilhelmshaven. Dooley completed his 25 missions 2 Oct 43, and was dead by means unknown to the editor 14 Nov 43.

Dooley's crew during September, when he headed the men pictured, included Kenneth R. Cabe, co-pilot; Frank E. Bullard, navigator; Harry Urman, bombardier; Leroy E. Morton, radio; Walter O. Back, engineer; Leroy Haskell, ball turret; Joseph A. Kelch, left waist; William J. Meade, right waist, and Howard E. Jordan, tail. Cabe was not a part of Goris' original crew, but the remainder of the men were.

Anyone care to take a flier at identifications?

## None Ready To Disband The 306th

Despite what you may hear about other WWII veterans organization, notably Bombardiers, Inc., etc., the 306th Board of Directors discussed at its final meeting in Las Vegas the future of the 306th Bomb Group Association.

Because of the disparity of ages, with some men in their late 80s and early 90s, and others who are just getting used to the idea of being 70, the directors all agreed that it would be unwise to set a termination date for the 306th at this time.

While there are no guarantees as to how long a significant body of men can come together for reunions, or even what a significant body numbers, it is felt today that we will continue for some years to come.

The mailing list has shrunk about 60 members during 1996, and as this is being written now stands at 3105. Of course, not all of these are 306th veterans, but also represent a goodly number of widows, children, other family, and friends of the 306th.

That over 500 people came to Las Vegas is certainly an indication of considerable vitality still rampant among the Group. And it is anticipated that we may well have again that many at Orlando. Some of the reasons for not coming to Las Vegas are not present in Orlando, and it is not only an excellent spot for us to meet in, but is a great place for a once-in-a-lifetime family trip to one of the greatest attractions in America. The Disney and other attractions in Orlando are not only attractive to Americans, but you will encounter there large numbers of Europeans, Asians, etc. doing their bit for

## TRAVEL (continued from page 1)

drive through Stratford-upon-Avon, Shakespeare's home, and where you will visit Ann Hathaway's Cottage, Holy Trinity Church and the Royal Shakespeare Theatre.

On Thursday, 15 May, everyone will be off to Oxford, Woodstock and Blenheim Palace, home of the Dukes of Marlborough and where Sir Winston Churchill was born. Then on to Newberry, Stonehenge, Salisbury and to Southampton. This is the home port of the Queen Elizabeth II, and was an important departure point for WWII troops to the continent.

Friday we will visit the Wool House Maritime Museum in Southampton, and then off to Exbury Gardens, where azaleas, rhododendron and camellias reign supreme. From there we will head to London and the Cumberland Hotel on Oxford Street at Bayswater.

Saturday will be in London, a free day for many, but with a half day excursion being available for those who may be visiting London for the first time. Sunday will also be a free day, and again, a special excursion will be available for those who would like to travel eastward to the ancient Roman city of Canterbury, with a visit also to Sissinghurst Castle and its gardens near Royal Tunbridge Wells.

Prices vary from \$1799 at Boston to \$1949 on the West Coast and in the South.

Because of the lateness of this offer, it is necessary to have most people registered for the trip by 7 February 1997.

If you are interested, call today 800/878-7800. This is a toll free call to the travel agency handling our trip, Tripmasters, Inc. They will best be able to handle your questions and to provide you with all necessary registration needs.

**DIRECTORY ERROR**

There is an error on the front cover of the directory that needs correction. The secretary erroneously identified one of the planes as having been flown by Nolan Harden, while it should have said NELSON HARDIN. We regret the error.

our economy.

As long as we can publish *Echoes* with regularity and maintain our contacts, and although our numbers at reunions may begin to sink a bit, the 306th will maintain a viable voice for Americans who did so much to drive out the evil elements of the world during our generation. Today's generations certainly have their own problems to contend with.

## 306th PUBLICATIONS

Published materials now available from the Group will help you follow the 306th through the combat period, 1942-5:

**Combat Diaries of the 306th Squadrons**

Day-by-day diaries kept by intelligence officers, of the Squadrons' combat activities. More than 150 pages, also including plane and personnel rosters. Plastic bound.

**306th Echoes, on microfiche**

Now available from 1976-1994, with a 41-page index covering those years. Can be viewed at any library.

**Men of the 306th, on microfilm**

A role of 16mm film duplicates the 306th card file of nearly 9,000 men, including data extracted from various "306th records," and personal data on some of the men. 1995 edition.

**Mission Reports**

Copies of official reports on each mission you flew, including intelligence summaries, track charts, formations and crew interrogation reports. Data for some missions may be missing from the files. Three missions for \$5.

**ORDER FORM**

367th Combat Diary	\$17.00
368th Combat Diary	\$17.00
369th Combat Diary	\$17.00
423rd Combat Diary	\$17.00
306th ECHOES' Microfiche: 1975-1994	\$15.00
1992-1994	\$ 5.00
Men of The 306th	\$20.00

Make check payable to 906th Bomb Group Association (prices quoted include postage and packaging charge)

Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Send to: Secretary, 306th BGA, 5323 Cheval Pl., Charlotte, NC 28205



# Crew Jumps Over Wash, Two Survive

By Sal Angelle

It was a bright, sunny day in March, clear visibility and ideal for a mission. For 9 Mar. 45 the 367th was not scheduled on combat, instead being assigned to a practice mission over The Wash. Since we were off at noon, we ate an early meal.

In the briefing room we were told about our mission, the plane flown by Capt. Robert D. Cogswell would tow a sleeve at which we were to fire. Just before we went into the briefing room I saw Lt. Wilfred Miessler, popularly known as Billy, and he said to me, "Sal, I have a couple of old English coins which I think you would like. They should fit right into your collection."

Billy knew that I had been collecting coins of each series, and he knew what I had been looking for. After the briefing, as we left the room, he said, "See me when we get back; I have them in my quarters."

Our crew was composed of Lt. Don Kingsley, pilot; Lt. Jesse Patton, co-pilot; Lt. Frank Lynch, bombardier; Sgt. Werner Kennedy, engineer; Sgt. Kenneth Wesner, radio; Sgt. Earl Hartley, ball turret; Sgt. Norman Norquist, tail, and myself as waist gunner.

Before boarding our ship I gave Norquist my camera to take some pictures of the formation, and possibly some of the gunnery action. With such good flying weather, we assembled in formation in a short time. The target ship came into view on the left side, towing a red sleeve. It looked the size of a cigarette being pulled by a black thread. The formation was tight, almost combat conditions; one ship was so close to us that I had few opportunities to fire at the target without hitting that aircraft.

After about a dozen passes, at about 4 p.m., Norquist reported that number 3 engine on Bill Miessler's plane was smoking. I ran to the right side of our ship and could see what Norquist had pointed out. Next Norquist shouted, "Hey, the tail gunner has just bailed out!" I knew it was Bob Harrison, who had been on another crew and was only assigned to Miessler's crew for this one day. He had been in training with us since Rapid City, SD.

Miessler then pulled his ship back out of formation and began losing altitude. Number 3 was on fire. Our navigator, Robert Olsen, began entering what Norquist and I were saying over the intercom into his log. Before a minute had elapsed the entire right wing section around the number 3 engine was on fire and the rest of the crew began bailing out. We knew most of Miessler's crew well from training days.

## 'Going Down!'

There was some short talk over our intercom system. Then our pilot, Kingsley, said "We're going down there, maybe we can do something." I felt the plane lift against my feet as Kingsley pulled back on the controls. We left the formation and went into our descent.

Just then I spotted an A-3 bag up against the bulkhead separating the radio room from the waist section. I knew the bag contained dinghies for emergency use. I advised the pilot that they were there and suggested we could drop them out the bomb bay, because surely the crew that had bailed out would not be able to sustain themselves in the cold water of The Wash wearing Mae Wests. The pilot said, "I'm sure we could do that," and addressing the flight engineer, said, "Ken, go back there and give Sal a hand."



Julie Vickers Stemme poses in her 'parachute' wedding dress with her grandfather, Robert J. Vickers, 367th bombardier.

## WWII 'Chute Goes To A Wedding

Last September Julie Vickers walked down the aisle wearing a wedding dress made from a parachute which her grandfather had brought home from WWII.

Robert J. Vickers, a 367th bombardier (Paul Bailey crew), flew more than two dozen missions before that fateful day at Ruhland, Germany, 12 Sep 44, when the 306th lost one of its higher totals of the war, nine planes going down, including another 367th plane which crashed at Manston with loss of life.

Upon returning to the States in '45, Vickers was sent to San Antonio, TX, for discharge, and a bit of occupational therapy to while away some long hours before the paperwork caught up. Part of that busy work consisted of the former prisoners receiving parachutes, which they were to make into scarves and handkerchiefs.

Newly-married and with other things on his mind, Vickers decided to forego this bit of frippery, so he went home with the two parachutes, which were bagged and hung in a storage closet.

Some years later Julie found the chutes, then heard the story of their acquisition, following which she asked her

grandfather if at some time in the future she could have a chute for her wedding dress.

It was another 10 years before Julie announced her engagement, and again asked for a chute out of which her mother would fashion her wedding gown. Julie felt it was one way she could honor her beloved grandfather, and her wish was granted.

Julie's mother designed the dress, with the actual center of the ivory china silk parachute softly gathered into a deep Basque waist and flowing into a cathedral length train extending the actual radius of the parachute and edged in deep scallops of embroidered and beaded organza. The bodice, also of the parachute silk, featured a shaped, sweetheart neckline. Gathered sleeves of sheer organza tapered to the wrists and formed points over her hands. Hundreds of embroidered organza lace appliques were hand beaded with iridescent sequins and seed pearls into intricate designs on the front and back bodice and sleeves, and fanned down the front of the skirt and back of the train.

I dragged the A-3 bag into the radio room.

The radio operator held the door open for me. In a minute Kennedy showed up, coming through the bomb bay. He saw me unpacking the dinghies, each of which was in an individual pouch. I got on the intercom and talked again with the pilot, recommending that bombardier, Lynch, signal our radio operator a few seconds before we were at a point we were to drop the dinghy near someone in the water. The radio operator would tap me on the shoulder and I would transfer the signal to Kennedy. It was the only way we could handle it because both Kennedy and I would be off the intercom during the drop.

**Kennedy positioned himself by sitting on the threshold between the radio compartment and the bomb bay with his feet on the narrow catwalk between the bomb racks. We were already at low altitude, though I didn't realize how low until the bomb bay doors opened and we could see the waves very distinctly.**

Kennedy looked over his shoulder at me with a grin, shaking his head. Neither one of us were wearing chutes because there wasn't room for them and they would have done us no good at that altitude. Salt spray began to pick up from our props, spraying Kennedy and me over

our faces and shoulders.

As we began to approach the area where the chutes had hit the water I handed Kennedy one of the folded rubber dinghies. I could do this with my right hand only because my left hand was tightly gripping the back of Kennedy's parachute harness.

As we banked around, we were so low that I thought our wing tip might hit the water as we would pivot to make our turn. My admiration for our pilot grew. At last I felt the tap on my shoulder from the radio operator, who had received the drop signal from the bombardier. I transferred a double tap to Kennedy's shoulder. He opened the valve on the CO2 cylinder on the dinghy and dropped it through the bomb bay.

We continued this on a triangular path until we had dropped all four dinghies. I recalled some months earlier while we were in training, that Kingsley said that his early pilot training was in B-25s, and he was accustomed to low altitude flying. No doubt his training was reflected in his flying during the dinghy drop.

## Men In The Water

I learned later that we had been flying at about 125 feet. As we were flying our "route" I several times spotted someone floating in the water, sometimes with the

chute still attached, struggling with the Mae West to stay afloat.

I saw one dinghy hit the water, almost fully inflated, so close to one man that he had to swim only a few feet to reach it. Within a minute after he reached it and climbed in, an air-sea rescue launch came into the area and picked him up. I saw another man heading toward a dinghy, but was not sure that he reached it.

We stayed in the area at low altitude, circling so as to guide other aircraft and launches sent on the rescue. We flew over the launch that had picked up the first survivor. He was on the small upper deck of the launch and waving his arms wildly. I thought I could see him smiling at us.

We continued to fly in the area until about 6 p.m., going to a somewhat higher altitude. An RAF Lancaster appeared above us, as well as to RAF Mosquitoes, two RAF Spitfires and a U.S. P-47 Thunderbolt. A PBY Catalina flying boat glided to a landing on the water and headed toward someone. We couldn't tell if they picked up anyone, and when we saw the PBY again after our turn, it had taken off and headed back to the coast.

As there was plenty of help in the area now, we headed back to our base where it was dark when we landed. We stored our equipment and reported to the Interrogation room where Capt. Beekman Pool awaited us. He was surprised and gratified when Norquist told him that he had taken some pictures with my camera — I had forgotten in all the excitement that he had it with him.

Capt. Pool sent the camera to the photo lab for film developing and printing. He commended us for our work and advised us that his commendation would be included in his report about the entire day's incident.

Discussion around our table at the mess hall was about the events of the day. But we were never advised of any action that was taken following the mission.

It wasn't until the next day that we learned there were only two survivors; Lt. Stanley Burns, co-pilot and Lt. William Johnson, bombardier.

**Then I remembered Billy Miessler telling me of the coins he had for me. I went to his barracks. It was quiet inside. There were two other pilots walking around, probably still not over the shock of yesterday's events.**

A corporal and a private from headquarters were at Miessler's bunk, putting together his personal effects. The corporal asked me if I was looking for something, and I told him about the coins and Miessler's plan for me to have them. He said no monies could be given, as all cash in any form was to be retained for the family. There was nothing else that I wanted, so I left.

We learned that the casualties on Miessler's plane were Sgt. Mont Baughman, engineer; Sgt. Walter Searles, radio; Sgt. Carl Caserta, ball turret, and Sgt. Harrison. Their ship was named Hellcat Hattie (43-38302-Z, which had come to the squadron 23 Sep. 44).

Searles, Caserta and Harrison were a part of Lt. Robert Vielle's crew, with which we had trained at Rapid City. On 14 Apr. 45, Lt. Vielle and his engineer, Ernest Gallion and radio, Chester Smalezewski, were killed when their plane crashed on the Isle of Man. 13 men and a Red Cross worker being on the plane.

Of Vielle's original crew, Lt. Millard Oscherwitz, the navigator survived. Oscherwitz survived the war and died 22 Oct. 89 in Wilmette, IL. For years he headed the family's meat packing business.



# Seen At Las Vegas



Russ Houghton, 368th



John and Marge Corcoran, 367th



Arleda and Wymond Wilson, 369th



Ann and Forrest Stewart, 369th



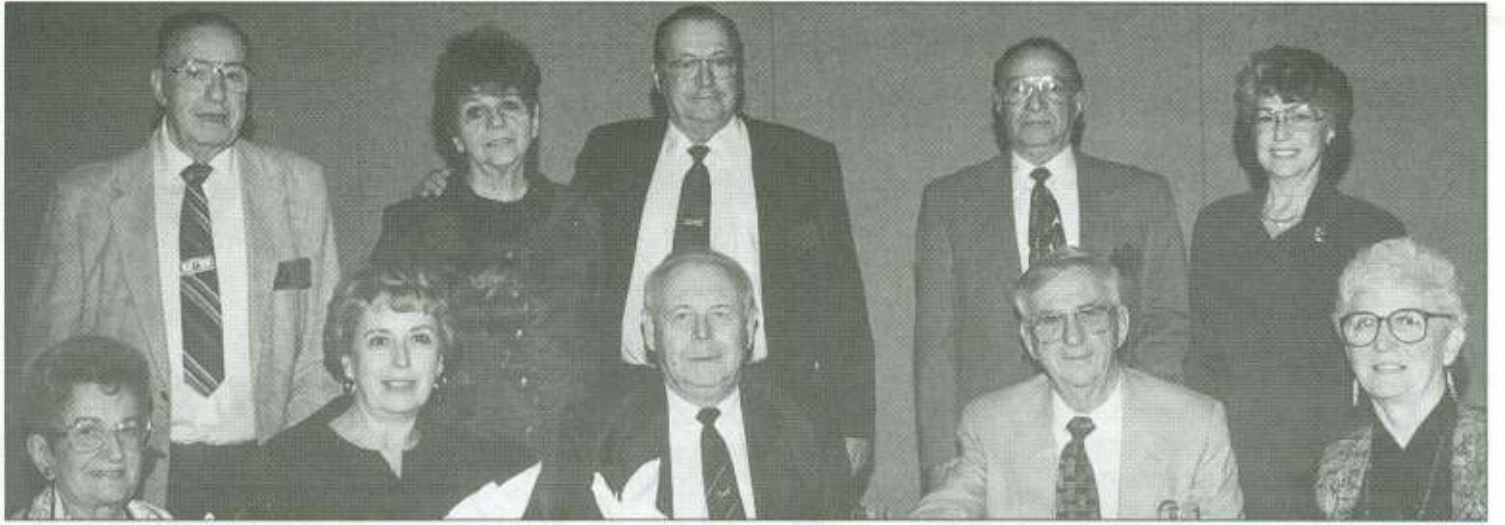
Bob and Doris Houser, 368th



Mary and Matthew Argento, GP



Bob and Mary Catherine Lavery, 367th



Edward Sandini's 369th crew dined to gather at the reunion banquet: Back, Spenser Scherer, Nelda and Jerry Knowlton, Pat and Marie Solano; front, Jean Scherer, Karen and Ed Sandini, Bud and Lou Vandiver.



Dale Briscoe, Evelyn Phelan, Beti Briscoe and Hugh Phelan 367th



MaryAnn Frazer and David Jones, 423rd



George and Norma Roberts, 367th



Hastings Key and H. C. Minnick, 423rd



Elaine and Howard Hutchinson, 423rd



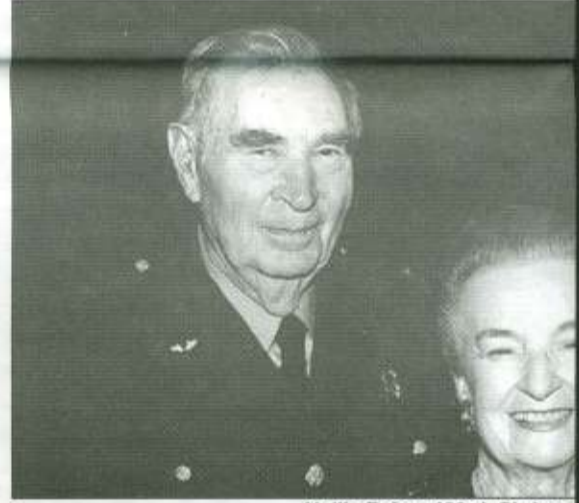
Gloria and Sheldon Beigel, 369th



M/Gen James S. Cheney, Christi



Kay Kisamore Manning, 367W



Hollis Baker, 423rd, Chris an



Irma and Orvil Starr, 449th



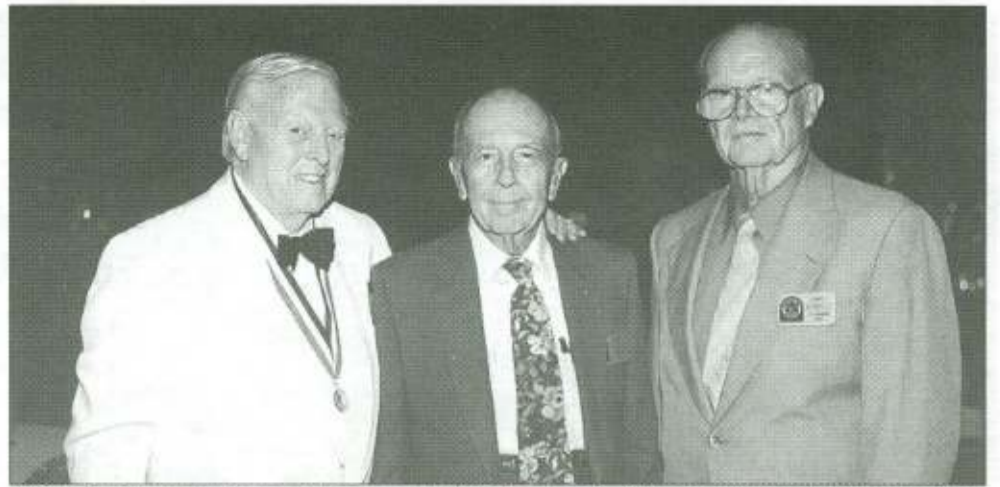
Gloria and Henry T.

Photog  
Most of the reunion photography for a 306th event comes fr  
with them. We are indebted to the following for our Las Vegas  
Elrod, Bill Houlihan, Clayton Nattier, Curtis Oakes, Don Ross





Harriett and John Steinhaus, Skip and Curt Oakes, all 423rd --



M/Gen G. Barney Rawlings, reunion co-chair; M/Gen James S. Cheney, 306th president, and Edward J. Hennessy, reunion chair.



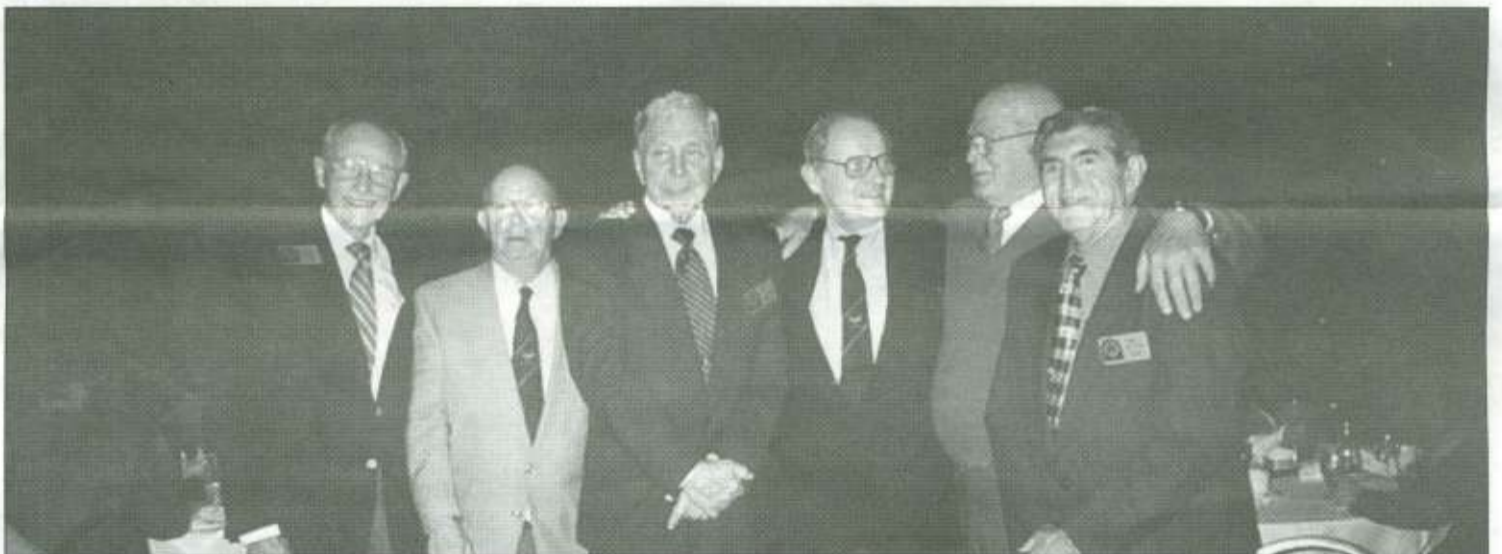
Barney Rawlings, 367th



423rd CREW HAS EIGHT AT LAS VEGAS - Back: Joe Clark P, Art Hatton eng, Albert Figone wg, Bill Carnicom CP, Vernon Larson N. Front: Wally Dryden eng, Art McGuire ro, and Clifford Diffendaffer bt.



Mrs Frank Endres, 368W



A 368th GATHERING - Robert Dodge, pilot and assistant operations officer; Ralph Bordner, squadron bombardier; Donald R. Ross, Group bombardier; Reginald Thayer, squadron bombardier; George DeVack, pilot and squadron operations officer, and Sam Hatton, squadron bombardier.



Em Christianson 368th



1945 PICTURE ABOVE, 1996 VERSION BELOW - Back, John Prescott and Charles. (Hoot) Gibson. Front: Lloyd Elrod, Ernest Upthegrove and Hartwell C. Minnick.



Nell and Ralph Bordner



Ralph and Daphne Franklin found they had much more to take home to England than they had come with once they were presented with this special plaque honoring their work with the 306th. Ralph was chosen as our British representative when planning began for the 1992 reunion.



Jimmer, 368th.



aphs  
m those who are attending and happen to have cameras  
coverage: Ralph Bordner, Chris & Em Christianson, Lloyd  
Reginald Thayer and the official Reunion photographers.





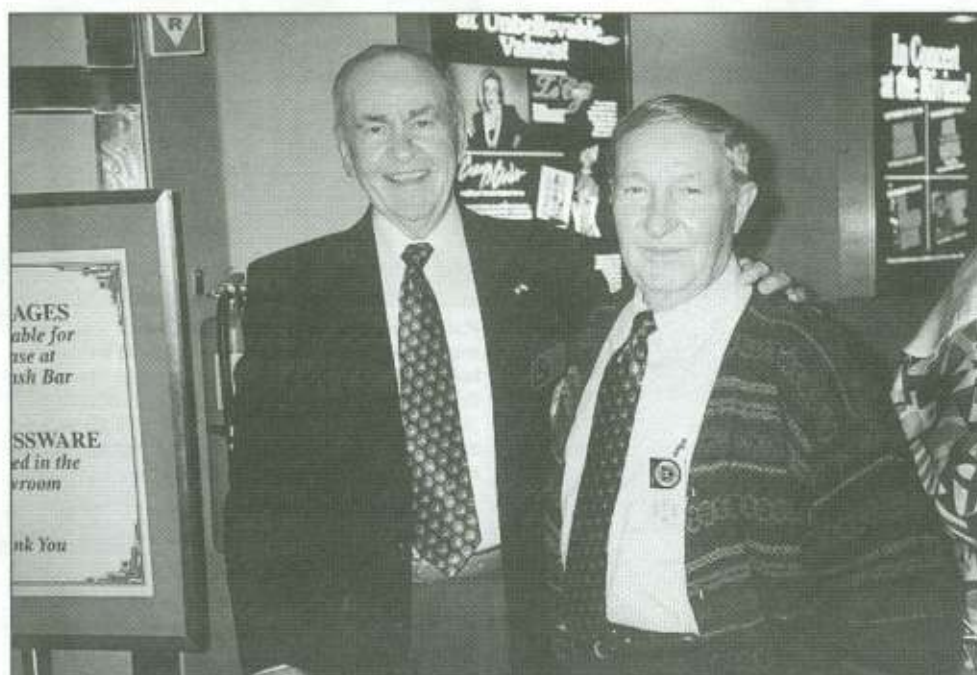
Ed Gregory, Swede Amundsen, Bill Houlihan and Ginny Amundsen gather around Larry Emeigh, orchestra leader and pianist. All from the 367th. At one point Emeigh was the only master sergeant in their barracks to receive a Good Conduct Medal. So the other master sergeants moved his gear to a nearby bomb shelter, where Emeigh remained for a week.



Medics meeting with slot machines in the background, including Matty Argento, Ben Pelzel and Dan Schlessel, all from the 368th, and Bill Houlihan, 367th.



Bob Crane, a 369th mechanic from Connecticut, and Eddie Peron, a 369th prop specialist from Idaho, get together in Las Vegas.



Friends since flying together, Dick O'Hara and Hugh Phelan, pilot and navigator, first in the 423rd and then in the 367th. Yes, both are Irish.

## Address Changes

Allison, Kenneth W. 1567 Leisure World, Mesa, AZ 85206 (Phyllis) CJ  
 Berkowitz, Leon, 7111 Grassy Bay Dr. West Palm Beach, FL 33411 423  
 Bickett, Kenneth R. 65 W Broadway, Port Jefferson Station, NY 11776 (Louise) 423  
 Blalock, John W. 5941 LeMay Rd. Rockville, MD 20851 BW  
 Bloker, Raymond E. 420 Foxhaven Dr #3310, Naples, FL 34104 (Betty) 369  
 Bowles, Dr F Douglas, 6180 Via Real #100, Carpinteria, CA 93013 (Marni) 367  
 Bruce, John F. 249 Jasper St, Lot 50, Largo, FL 34640 1628  
 Bunn, J C, 225 Happy Creek Ln, Idleyld Park, OR 97447 369  
 Cain, William R. 675 Sharon Park Dr. #215, Menlo Park, CA 94025 (Joan) GP  
 Clark, Joseph R. 3807 Fairway Dr. Granbury, TX 76049 (Wynon) 423  
 Coffey, Lyndell D, 309 Wildwood Dr. Carterville, IL 62918 (Mamie) 369  
 Colclazer, Sidney P. PO Box 7357, Amarillo, TX 79114 (Mary Lee) 449  
 Coleman, James Ray, 654 N 58th St, Mesa, AZ 85205, (Marilyn) 368  
 Davis, David C, 49 N Prospect St, Oberlin, OH 44074 (Madeline) 423  
 Deibert, Ole H. 912 Cherrytree Ln, #5, Claymont, DE 19703 (Emaline) 369  
 Dennison, Curtis J. PO Box 955, Upper Lake, CA 95485 39  
 Endicott, John J. 1050 Summit Tr, Escondido, CA 92025 (Gaynell) 423  
 Epps, Bryan E, 270 Parks Rd. Jackson, MS 39212 423  
 Evans, William F. 108 N. Greenfield Rd. #1270, (Joyce) 369  
 Fix, Rene, HC 3, Box 85, Leeds, NY 12451 (Helen) 368  
 Flattum Fritz, 104 W Cook St, #105, Portage, WI (E Jane) 449  
 Fries, James H. 5787 St Jacobs-Logtown Rd. Lisbon, OH 44432 367  
 Frakes, Marion E, 14 Rio Grande Cir, #3, Florence, KY 41042 876  
 Girardot, 11624 Paces Ferry Dr. Raleigh, NC 27614 (Mary Margaret) 368  
 Haire, J W. 742 Charlene Dr. Bountiful, UT 84010 (Ione) 369  
 Langston, Howard R. 340 Orchard Dr W. Butler, PA 16001 423  
 Lapacz, Edward, 2004 Hoyle Dr. Holiday, FL 34691 367  
 Libby, Orville E, 253 Montoya Dr. Lady Lake, FL 32159, (Pauline) 368  
 Marenholz, Albert J. 297 W Woods Rd. Hamden, CT 06518 369  
 McGarvey, Francis O, 3 Rustys Way, Nantucket, MA 02554 367  
 Moore, James R. 6630 Eastridge Dr #132, Dallas, TX 75231 369  
 Morrison, Carl A, 30023 53rd Ave S. Auburn, WA 98001 (Beverly) 369  
 Mullen, Francis E, PO Box 354, Lisbon, OH 44432 367  
 Nagel, Charles E, 111 Brant Spence Sq, Ste 6, Covington, KY 41011 (Ruth) 369  
 O'Brien, Edward J. 828 Balmoral Ct. Inverness, FL 34453 368  
 Paris, George E, 7015 Rancho Mirage Ct. Citrus Heights, CA 95621 (Martha) 368  
 Ryan, William J. 3121 Cuba Millington Rd. Millington, TX 38053 (Rudi) 423  
 Schartz, Mark L, Rt 1, Box 81, Belpre, KS 67519 (Betty) 423  
 Skinner, Louis A, 29247 Deer Creek Cr. Sun City, CA 92584 (Maren) 423  
 Sheahan, William, Rt 2, Box 666B, Laveen, AZ 85339 (Elizabeth) 367  
 Stevens, Barney, 6012 Gullstrand St University City Village, San Diego, CA 92122 369  
 Thompson, Eugene B, 1107 Rutland Dr. #65, Austin, TX 78758 369  
 Tingler, Franz Ed, Princeton Manor #14B, 2610 Princeton Rd. Trenton, MO 64683 368  
 Walden, James B, 4539 Karron Dr. Powder Springs, GA 30073 (Rebecca) 369  
 Wech, Malcolm H. Rt 2, Box 192, Meshoppen, PA 18630 423  
 Weiland, Wilbur C, 429 Hodges Dr NW, Orangeburg, SC 29118 (Marjorie) 423  
 Wiehrdt, Ralph W. 8 Huntington Cir #1, Naperville, IL 60540 (Mildred) 367  
 Williams, Charlie E, 909 Pine Cove, Jacksonville, TX 75766 368  
 Winward, John M, 12773 Cardinal Rd. Victorville, CA 92392 423  
 Young, Harry L, 10 Bristow Ct. Baltimore, MD 21234 368  
 367th, 368th, 369th, 423rd Squadrons, BW-Bomb Wing, CJ-Casey Jones, GP-Group, 39 Service Gp, 449th Sub Depot, 876th Chemical Co, 1628 Ordnance Co.

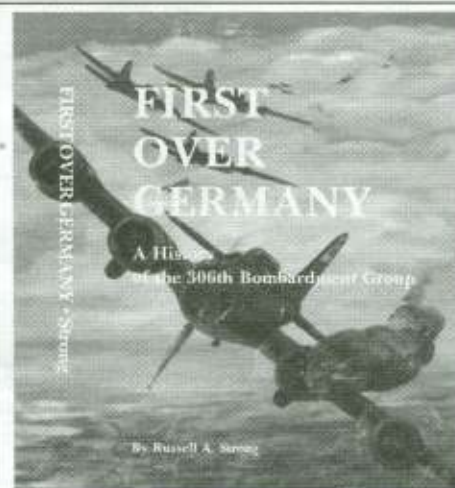
## 306th Family

Bairnsfather, Michael, 7950 Morrow Cozaddle Rd. Morrow, OH 45152 GP-S  
 Glass, Mrs William E, 10624 Johnson Rd. Bloomington, MN 55437 (Margot) 423W  
 Golden, Mrs Guy, 3217 Old Warren Rd. #23-C, Pine Bluff, AR 71603 (Selma) 423W  
 Harrison, Mrs James T. 137 Los Cedros-Loop, Kerrville, TX 78028 (Sarah) 368W  
 June Drago Merrill, 20520 Falcons Land Cir #2405, Sterling, VA 20165 (Ernest) 423W  
 Naumann, Mrs Alvin E 9419 Gilleross Way, San Antonio, TX 78250 (Maurice) 368W  
 Olson, Mrs William H. 2677 Sierra Ave. Sac City, IA 50583 (Marjorie) 423W  
 Reagan, Mrs John, 66-369 Halwiwa Rd. Haleiwa, HI 96712 (Mary Jo) 449W  
 Smith, Mrs Kenneth L, 1320 Vermillion St #105, Danville, IL (Beatrice) 367W

S-Son, W-Widow

## New Members

Carroll, Dennis F 7007 Beechwood Dr. Chevy Chase, MD 20815 369N.  
 Dishman, Ed, 24824 Woodfield Rd. Damacus, MD 20872 367F  
 Foster, Leon, 1123 S 1st St, Caseyville, IL 62232 368  
 Fries, James H. 5787 St Jacobs-Logtown Rd. Lisbon, OH 44432 367  
 Link, Leo, 32665 6-Mile Rd. Livonia, MI 48152 BW  
 Price, Robert A, 37 Sand Dollar Circle, East Falmouth, MA 02536 369  
 Spaduzzi, Charles E, 2228 Woodbluff Way, Augusta, GA 30909 367B  
 B-Brother, BW-Bomb Wing, F-Friend, N-Nephew



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## Looking For Our Lost

Since the publication and distribution of the October '96 issue of *Echoes* and the Biennial Directory of the Association membership, the Secretary's office has been flooded with address corrections and changes, and especially with those for whom mail can no longer be delivered. These are the lost.

If you can give better information for any of the following, for whom we have included our last known address, please inform the Secretary:

Mrs. George C. Bettinger 369W  
8444 Sheffield Rd  
San Gabriel, CA 91775

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

Charles C. Olenik 423  
14407 Vose St, #3A  
Van Nuys, CA 91405

Mrs. William H. Olson 423W  
2677 Sierra Ave  
Sac City, IA 50583

Earl Sims 367  
PO Box 233  
Moundville, AL 35474

Mrs. Allen Smith, Jr 368W  
9412 Shelia Dr  
Indianapolis, IN 46236

Richard F. Watson GP  
PO Box 92  
Moody, ME 04054

Dalton H. Wright GP  
405 N Sherwood Forest Blvd #18  
Baton Rouge, LA 70814

Fred J. Zdobylak 369  
4051 Gremley Terr  
Shiller Park, IL 60176

## 2 Uncles In 306th

Dennis F. Carroll of Chevy Chase, MD, has been added to the mailing list for *Echoes*. This is remarkable because Carroll is the nephew of two former members of the 306th: John J. Lawlor, 369th gunner (Richard Vogel crew) and MIA/POW 8 Aug 44 (Andrew Kata crew), and Eugene T. Carroll, 368th radio operator, KIA 12 Sep 44 (w. John Sasser).

## Ongoing 306th Research Projects

The historian of the 306th has become involved in several small research projects. Because records tend to be fragmentary or incomplete (especially in 1943), he can use the help of anyone who served at Thurleigh.

Lists of flying engineers and radio operators are easy to come by. These will be compiled from data cards, and by comparing names with those shown on Mission Report crew interrogation forms and crew loading lists.

Some rosters of ground enlisted personnel exist and will be used in *Echoes*, but these are limited by the date on which they were compiled. While it is possible to list all of the men in 369th Communications, for instance, it may be only for the date the roster was made or an identified picture was taken.

Some perhaps more esoteric lists having far fewer names are to be compiled by the historian, namely: EM commissioned as second lieutenants; EM going to OCS; EM going to Aviation Cadet training; Ground EM moving to combat status and Flying EM moving to ground positions; Men lost on their first combat mission and men lost on their last combat mission.

Even if you do not fit into any of these

# Obits

**LTC Paul H. Anderson**, 368th navigator (Wayne Erwin crew), died 19 Jul 96 in Scottsdale, AZ. He arrived with the Group 9 May 44 and completed his tour 6 Sep 44. Anderson ended his active duty with SAC in Jul 64. He leaves his wife, Ardith.

**Robert E. Beckham**, 423rd gunner (Curtis Oakes crew), died in Jul 96 in Waynesboro, TN. He had retired there from insurance sales to farming. Arriving in late Mar 45, Beckham never flew a combat mission and served with the Casey Jones Project until 26 Mar 46. He was unmarried.

**Richard N. Ewing**, a 367th clerk-typist, died 1 May 96 in Heber Springs, AR, where he and his wife settled following retirement as executive vice president of Citizens First State Bank of Arkadelphia, AR. Arriving with the 306th in Jun 44, Ewing worked in Intelligence until departing Nov 45.

**James W. Ferguson**, 369th radio operator (Charles Kinsey crew), and later a ground radioman, died 9 Feb 77.

**LTC William E. Glass**, 423rd navigator (David McNaught crew), died 21 Sep 96 in Bloomington, MN. He was an expert on super computers, and in retirement assisted at the Planes of Fame Museum as a B-17 guide. He was MIA 20 Jul 44 at Kothen, Germany, with McNaught, and spent nearly a year in Stalag Luft I. He leaves his wife, Margot.

**Homer Holliday**, 369th cryptographic technician, died 1 Apr 94 in Palisades Park, NJ. His wife, Anna, followed in Dec 94.

**William F. Kaufer**, 1208th QM Company truck driver, died in Sep 96 in Jersey City, NJ. He was with the Group for two years, arriving 18 Nov 43 and leaving 21 Nov 45. His wife preceded

him in death.

**Edward W. Leahy**, a payroll clerk in the personnel office and an original member of the Group, died 23 Oct 96 in Oak Park, IL. He had suffered from Alzheimer's disease, and leaves his wife, Mary, 6s, 3d, 11 gc and 1 ggc.

**Anthony V. Mura**, 368th copilot (Carmon Nickols crew) and pilot, died in 96 at Kennesaw, GA. He flew 33 missions, ending his tour 16 Apr 45. Then followed six months with the Casey Jones project. He had been a vice president and supervisor for a Chicago advertising agency until retirement in '87.

**Joe D. Seed**, 368th bombardier (Edward Patton crew), died 23 Mar 96 in Clearwater, FL. He flew his combat tour between mid-May and mid-August 44. He leaves his wife, Velma.

**Harry W. Smits**, 876th Chemical Company, died 6 Jan 96 in Appleton, WI.

**Charley R. Whitt**, 369th truck driver and fuel operator, died 29 Jun 96 in Toney, AL, after suffering from emphysema.

**Richard W. Welshar**, 367th bombardier (Walter Brasch crew), died 2 Feb 96 in Rock Island, IL. He had flown a dozen combat missions in 45, and leaves his wife, Marie.

**Raymond J. Yoder**, 368th radio operator (Joe Marsh crew), died 6 Sep 96 in Liverpool, NY, of leukemia. He completed his combat 2 Mar 45 and then spent 60 days TDY to operate a buncher beacon. Yoder left service in Oct 45 and joined Morris Distributing Co., from which he retired in Apr 95 as wholesale credit manager and field auditor. He leaves his wife, Anne.

## 306th Family

Mrs Lucinda Alexander, war bride and widow of Kermit Alexander, 368th communications, died 5 Dec 96 in Milford, MI. She leaves 3c, 3gc and 3ggc. Kermit died 20 Sep 94.

Blanche Goss, widow of Marvin H. Goss, 369th waist gunner, died 28 Jun 95 in Frenchtown, MT. He died 16 Jan 90.

Ruth Rasmussen, wife of Clifford O. Rasmussen, 368th gunner, died 14 Aug 96 in St. Peters, MN. Besides her husband, she leaves one son.

Dr. Carolyn H. Roberts, widow of James P. Roberts, 367th pilot, died 12 Jan 95 in Fomey, TX. Roberts flew with the Group in early '44 and was MIA/POW on his fourth mission, 4 Feb 44, to Frankfurt, Germany. He died 31 Jul 92.

## Memorials

William Carnicom, Georgetown, TX, in memory of Richard B. Fawcett, 423rd. William Carlisle, Baltimore, MD, in honor of Walter Chester.

Fred J. Hicks, Northville, MI, in memory of Robert Alter, Stuart Latimer, Michael Lawrence, Andre Plante, George Porr and Lester Williams, 1628th Ordnance Co.

John K. Hickey, Lexington, KY, in memory of Col. David F. MacGhee, 369th.

Roy Marks, Willis, TX, in memory of Harland Burr, 367th.

Thomas E. McKearn in honor of William E. McKearn, 367th.

Ola Rae Mikles, Booneville, AR, in memory of Dr. Lowell Mikles, 369th.

Florence J. Sommers, Pittsburgh, PA, in memory of Henry J. Sommers, 369th.

Audrey Taylor, Adrian, MI, in memory of William Taylor, 423rd.

Toni Walezak, Milwaukee, WI, in memory of Gerald Walezak, 423rd.

*Gifts may be made by anyone in memory of 306th veterans or family, by sending your check, so designated to the 306th Memorial Fund, to the Association treasurer. All gifts made during the preceding quarter will be listed in Echoes. Expenditure of these funds is at the direction of the Board of Directors.*

## Gen. MacGhee Now In Combat Command

In error in the October issue, we followed an item appearing in Air Force Times concerning Brig. Gen. David F. MacGhee, Jr., son of the late Col. David F. MacGhee, 369th.

Gen. MacGhee did spend two years at RAF Lakenheath in England as the wing commander, but had returned to the U. S. in July 96.

He is now stationed at Langley AFB, VA, and is inspector general for the Air Combat Command.

We thank Gen. MacGhee's mother for bringing us up to date.

**306th  
RESEARCH PROJECTS**

Name \_\_\_\_\_

( ) EM commissioned as 2nd Lt. Date \_\_\_\_\_

( ) EM going to OCS. Date \_\_\_\_\_ Commissioning date \_\_\_\_\_

( ) EM who became an Aviation Cadet. Date \_\_\_\_\_ Rating \_\_\_\_\_

( ) Ground EM moving to combat. Date \_\_\_\_\_

( ) Flying EM moving to ground. Date \_\_\_\_\_

( ) Lost on first combat mission. Date \_\_\_\_\_

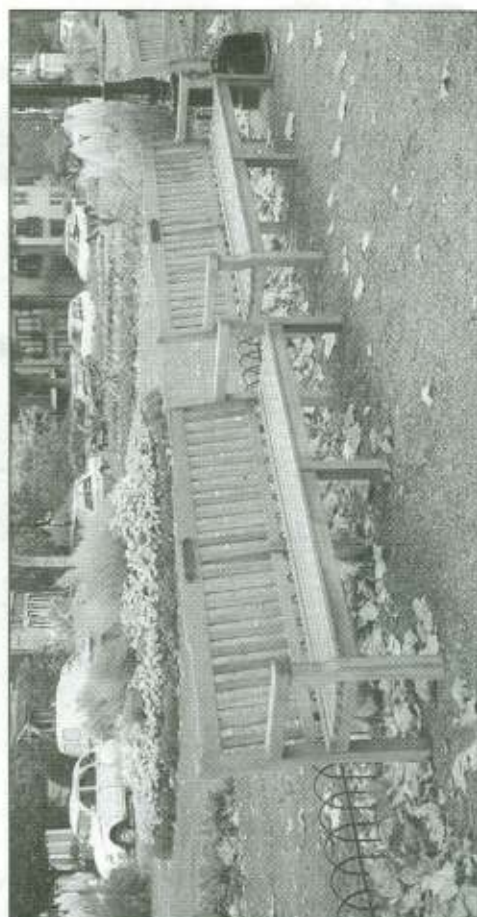
( ) Lost on last combat mission. Date \_\_\_\_\_ Missions flown \_\_\_\_\_

If you have submitted this entry for someone else, please put your name below:

\_\_\_\_\_

categories, you may have knowledge of other who did make the "leap". You may have worked with them, flown with them, or lived in the same barracks.

You don't need to use the coupon below, but in some way send the information to Russ Strong.



These two park benches have been given to Bedford by the 306th Group honoring the men of the 306th, as well as the people of Bedfordshire. They are sited in a park along The Great River Ouse, behind the Swan Hotel.





Lt. Jerome F. Sears, Jr., left, and Lt. Earl W. Rudolph receive the Soldier's Medal from Col. James Sutton, 306th commander.

## Defusing A Big Bomb

In citing seven recipients of the Solder's Medal for heroism not involving enemy action, there should be added to the list two officers in the 1628th Ordnance Company who were cited 25 Oct 44 for their actions of 15 Aug 44.

1st Lt. Earl W. Rudolph and 1st Lt. Jerome F. Sears, Jr., were the two officers who received this significant decoration, and the story is best told from the citation which Rudolph received with his medal. The citation received by the late Lt. Sears involved the same action.

"On this date a B-17 type aircraft with a full bomb load crashed while taking off on an operational mission. Subsequently all of the 1000 pound bombs detonated but one, which was expected to go off at any moment if the fuses were not removed as soon as possible. Lt. Rudolph, who was in the immediate vicinity with another officer went to the site of the explosion as soon as he could possibly get near the burning aircraft. He noticed that one of the bombs had not yet blown up and that there were bodies of the crew members who were trapped in the crash right near the bomb. (There was a slight possibility that some of these men could have been alive.) At that time the aircraft was still smoldering, .50 calibre ammunition was still exploding,

and incendiaries were strewn over the entire area. Despite the danger of stepping on one of the unexploded incendiaries and setting it off, the exploding ammunition, the fires which were still in the area, and the fact that the one thousand pound bomb could go off at any moment, Lt. Rudolph and the other officer rushed to the bomb and very deftly Lt. Rudolph removed the front fuse: (This was damaged by the explosion, making it more difficult to remove.) Had this bomb not been defused it would have been impossible for anyone to go near the wreckage either to obtain the bodies of the men who were killed or to salvage any of the aircraft. The courage and split second thinking of Lt. Rudolph on this occasion helped to save lives and government property. His actions reflect the highest credit both on himself and on the Armed Forces of the United States of America."

(Editor's note: This 369th plane was flown by Lt. Berle F. Smith. Five men were killed in the crash and four survived, three of whom were slightly hurt. The mission was flown with 28 a/c to Frankfurt Eschborn airdrome, eight planes being held on the ground because of fog that rolled in during takeoff.)

## 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.*

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