

5323 Cheval Place
Charlotte, NC 28205

Forward & Address Correction

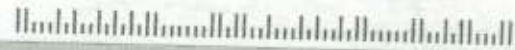
306th Echoes

B-17's overhead peel off to land at end of formation honoring Snuffy Smith and the Medal of honor, 15 Jul 43.

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

AUTO***ALL FOR ADC
S4 P19

DR THURMAN SHULLER
1312 E MIAMI AVE
MCALESTER OK 74501-6746



April 1997 • Vol. 22, No. 2



Lt. Louis Means assisted in the Lisbon Station 24 Feb 44.

The Quality Of Mercy Wins Praises; A Great War Story

"The Quality of Mercy," by Louis S. Means. Aptos, CA, Pelican Press, 1996. 300 pp.

If you are into WWII books, and want to read one that won't let you go, that will keep glued to each page, then you may have found it in this book, authored by a 367th navigator.

Louis Means, and his wife, Elizabeth, who was the editor and who saw the project through to publication after his death in 1979, made a great team, and the resulting book is indeed a treasury of good writing and good editing, making a compelling story that keeps you coming back for more.

Unlike many books of this genre, there is no let down. The pace is not frenetic, but it moves along steadily and its conclusion is satisfying.

Fourth Mission

Louis Means came to combat 23 Apr 43 on Frank Clemons' crew, which was assigned to the 367th. They moved quickly into combat flying, and on their fourth mission 15 May, they were shot down, with six crew members lost and four who survived. As was so typical on many losses, the three officers and engineer from the front of the plane survived (Clemons was drowned), while the five crew members behind the bomb bay were lost.

How Means did the book, I am not sure. But he must have kept copious notes along the way to include the amazing amount of detail of the events that surrounded his days of survival at the hands of the German.

It appears that he received superb medical and surgical care, that he had ample food through most of the experience, and that he indeed encountered an interesting array of Germans, Americans, Brits and others who are the characters we learn about as Louis tells his extraordinary story.

Bailing out over the water, Louis' parachute was blown landward and he landed on his back in a garden at Cuxhaven, a coastal community near Bremen. Their target for the day had been Wilhelmshaven, but Helgoland became the target because of weather.

Louis was known for much of his life as Lucky, and that appellation continued to be with him as he worked his way through two hospitals in Germany, and finally at Stalag Luft III in Sagan, Poland. He also had a stay at Dulag Luft, before his assignment to the hospital at Obermassfeld, a tiny German hamlet.

Louis sums up his feelings in a paragraph tucked away in the chapter that finally took him home in 1944, a year after his plane was shot down:

"Yes, all my senses had been insulted many times and complimented many times these past twelve months. I had good experiences and bad experiences, had met good people and bad, had seen life and death separated only by the circumstance of fate and timing. Didn't the good far overshadow the bad? Wasn't living far better than dying? I had been fortunate. My conviction deepened that people are much the same no matter what tongue they speak or what national banner they follow. I had found mercy. There were no unhealed wounds to fester and destroy. I was at peace with the world."

It is to be hoped that a number of you will opt for buying the book, which can be obtained from Pelican Press, PO Box 1766, Aptos, CA 95001-1766. The cost is \$19.95, plus \$2.50 for shipping and handling. California residents will also need to add 8.5%



306th monument at Thurleigh, Beds., England.

Late Adds Possible For England

There will be planes leaving from across the United States on Sunday, 11 May, with at least 30 persons bound for 11 days of travel in England.

YOU can be among those travelers if you make up your mind right now that you want to go and have a valid passport in hand. To join the last 306th tour back to Bedford and Thurleigh call without delay 800/878-7800. This will be Tripmasters, Inc., who have arranged the present tour, and they will make every effort to accommodate your request however late.

Once aboard your plane to London you will be heading for Gatwick airport to the south of the great city, and will make the acquaintance of Peter Swan, our driver guide, and those other passengers who will be spending this time in the onetime haunts of the 306th.

Arrival At The Swan

Later in that first day we will arrive at the Swan Hotel in Bedford, on the banks of The Great River Ouse, and just a stone's throw from the Corn Exchange, the site of many a dance during WWII days. Downtown Bedford may not look quite the same, because like most cities, it has changed. But there will be that unmistakable flavor of England about, and John Howard will still be looking down at you from atop a rock across the way from the Swan.

After four nights in Bedford, and visiting Thurleigh (for the turnover of our monument site to the 306th Bomb Group Association), a brief stop at Madingley cemetery, and a visit to the Imperial War Museum at Duxford, there will be ample time to roam the streets of Bedford with a map that will provide you clues to where things were during the war. If you have friends or relatives still in the area, time will be there for you to visit them as well.

There will also be opportunities to visit Woburn Abbey, home of the Duke of Bedford, and a great museum and animal park, as well as Coventry and Stratford.

Once we leave Bedford, Peter Swan will head the bus for Woodstock, Blenheim Palace, Stonehenge, Salisbury and finally our hotel in Southampton.

On Saturday, the 17th, we will be headed back for London, via Exeter (where Sir Francis Drake planned his forays against the enemies afloat), and finally to the

(Turn to page 2)

Our '97 Road Goes South To Orlando

A goodly crowd is hoped for at Orlando, 6 through 9 November, for the annual reunion of the 306th Bomb Group Association. It may even go beyond the 500 who came to Las Vegas last fall, as Orlando is a popular vacation spot with numerous attractions to be found there for all ages.

The Adams Mark Hotel, located in central Orlando and close to many treasured spots, is located in the Florida Mall, the largest mall in Florida, and only a short distance from I-4, the Beeline Highway, and close to the Orlando International airport.

D. Luke Jacobs and M/Gen. James S. Cheney, are the co-chairmen for the reunion and have been putting in a lot of time finalizing many of the arrangements for your edification and amusement.

Five different activities have been arranged on the Thursday and Friday of the reunion, so that attending one does not preclude missing another. You can select any of the five on the two different days:

Warbird Reconstruction Museum at Kissimmee; Disney, EPCOT or the MGM Studio; Universal Studios Florida; Sea World and Kennedy Space Center, Cape Canaveral.

The events include round trip bus transportation, admission tickets, and may or may not include a scheduled lunch. For those where it is not scheduled, there are adequate opportunities for meals in any variety desired.

A full schedule of activities is to be found on page 8 of this issue of Echoes.

Saturday morning events include the annual business meeting of the Association, and at the same time there will be a continental breakfast and style show for the ladies. Because the hotel lobby opens right into the Mall, there will be adequate shopping and entertainment immediately available to all. Breakfast, or any other non-scheduled meals, can be taken in the hotel facilities or at numerous eateries of all types only a few steps away.

Parking facilities for vehicles are to be found literally at the front door of the hotel.

As is customary at these reunions, those persons attending are responsible for making their own hotel reservations, and including the payment of such bills as they may accrue.

The deadline for hotel reservations is 5 October 1997. After that date you may be able to confirm rooms at Adams Mark, but our block of rooms will have been removed from their scheduled rentals.

Income Statement For Year Ending 3/31/97 306th Bomb Group Association

Cash Balance 3/31/96	\$34,678.11
Income Items	
Donations	\$20,519.00
306th Memorial Fund Gifts	1,193.00
8th Air Force Heritage Center Gifts	14,575.00
St. Nazaire Special Fund Gifts	1,000.00
Merchandise sales	4,145.25
Profit from sale of special reunion merchandise	394.59
Publication sales	1,134.00
1996 Reunion Surplus (inc. \$2000 advance)	9,587.71
Secretary's expense account refund	750.00
Bank Interest	1,014.01
	\$54,314.56
Expense Items	
Secretary's compensation	\$12,000.00
Secretary's expense allowance	5,400.00
Secretary's travel expense	548.71
Merchandise costs	2,425.39
Publication costs: Echoes	10,064.70
: Directory	7,356.16
: Squadron Diaries	113.42
8th Air Force Heritage Center campaign costs	452.66
Special gifts to Thurleigh/Bedford	1,537.32
1997 Reunion advance	1,000.00
Post Office box rental	40.00
	\$40,938.36
Cash Balance 3/31/97	
Checking account	\$15,793.49
Savings account	32,260.82
TOTAL	\$48,054.31*

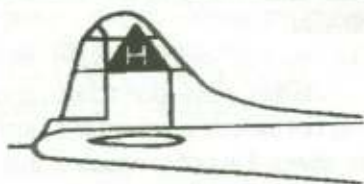
*(Includes: 306th Memorial Fund \$5,336.82); 8th AF Heritage Fund \$14,621.78)

R. N. Houser, Treasurer

A B-17 In Production Today Is Hard To Find

By Jim Cheney

The 1997 Reunion in Orlando promises many interesting things to do. There's Disney's Magic Kingdom, EPCOT, MGM Studios, Kennedy Space Center at Cape



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).

Canaveral and so on.

But there is a surprise attraction in store for attending 306'ers! About 12 miles south from the reunion hotel is an operation that will be of great interest to all who loved the B-17: The Flying Tigers Warbird Restoration Museum at Kissimmee, Florida.

You probably have never heard of it, but you may have heard of and may have seen the B-17 and B-24 that move around the country annually in the "Wings of History Tour", conducted by the Collings Foundation, a Massachusetts based educational organization that helps restore, display and fly the warbirds.

Both of these planes were rebuilt in the Warbird Museum at Kissimmee. Two more B-17s are in the process of being rebuilt—or built—at the Warbird Museum.

FORTRESS FLIGHT in a presently ongoing project of the Warbird Museum, the restoration of the "Outhouse Mouse," a B-17 that flew 119 missions with the 91st Bomb Group (including 12 to Berlin), and returned to the U.S. in May 1945. It was finally scrapped at Kingman, Arizona, in 1963.

In your visit to the Museum you will get a first hand look at how this work is carried out. Tom Reilly founded and operates the Museum. It is a labor of love for him, and he and his people are geniuses. Just as an archeologist can discover a bone and rebuild a dinosaur from it, these people can take a spar or a part of a fuselage and reconstruct a complete airplane from such a fragment—and then fly it!

In a recent press release it was said of Tom Reilly and the Museum: "...his is a working museum and the airplanes he rebuilds are airworthy, and many are flown

Maxwell Collection Yields Few Records for 306th

The editor has made that long promised trip to the document collection at the Historical Research Center, Maxwell AFB, AL.

Unfortunately, he did not come home with a lot of gap fillers for the Group's collection of mission reports. It had been hoped that many shortcomings of the collection in the Modern Military Records at National Archives could be overcome. But, it was not to be.

In particular, it is disappointing not to be able to fill in those missing crew interrogation reports and/or mission loading lists. These are the places in the records where names appear, showing everyone who

participated on a given raid. We were largely looking at Combat Wing or Bomb Division records of the missions.

The only missions for which we found more than a single page of new data were 22 Mar 44, 21 Jun 44, 6 Apr 45, 13 Apr 45, 17 Apr 45 and 19 Apr 45.

Of these, the most pages were accumulated for the 21 Jun 44 mission, which had 51 planes from the 306th participating, the third largest number of a/c contributed to a mission by the Group. (Others were Nantes 15 Jun (52) and Hamburg, 20 Jun (53).

Despite adding eight pages to the 21 Jun collection, it is still missing any air crew information, and other data.

Hail to the Unsung Clerk

A toast to the Underwood gunner,
Who fought with paper and pen;
Oh, hail to the typewriter runner,
A fighting man among men.

He fought an inglorious battle
Of white paper, red tape, and blue ink
In an office where typewriters rattle
Till a man is unable to think.

He battled the AIR's and orders,
The letters, the memos, the forms
To a point where sanity borders
The lull preceding the storms.

A job without glory or luster;
Just type a letter and file it;
The Purple Shaft, should, with cluster,
Be awarded the Remington pilot.

Their job is not glamorous, not thrilling,
not medal rewarding, but vitally essential,
and without it no unit could function.

—Author Unknown

on the air show circuit. His display aircraft are not the pristine examples roped off from the public and to be found in many other museums, never to fly again. Here you can see the exhaust tracks on the sides of the planes and there are oil drips under some after being flown recently. Even better still, you can walk right up and

England Again (From Page 1)

Cumberland Hotel in London. From there special trips are planned to Canterbury and Sissinghurst gardens, and to Windsor Castle, to the west of London.

On Tuesday, 20 May, things will all reverse, and Peter will take us back to Gatwick for our flights home.

Hope to see you at Gatwick on the way in, and on the way out. Call (800) 878-7800 today, and check into making arrangements to join us. If you got your passport in 1988 or later it is still good for another trip abroad.

Tripmasters will do their best to take care of your travel arrangements.

1997 travelers include Joseph and Wynon Clark, Delmar and Annie Corderman, Bill and Joan Edwards, Mikey Andres, S. M. and Jean Feely, Grover and Janet Goode, James and De Wilda Grimes, Jack Hamilton and Marjorie Hayner, Robert Kreamelemeyer, Robbi Lanyon, Kathryn Manning, Carl and Beverly Morrison, Curtis and Skip Oakes, Russell and June Strong, Elsie and Pamela Williams, Willie and Mazel Williams, Jane Wirtz and Dorothy Cavaness.

touch them. Because it is also a working museum, the visitor can hear the sounds of rivets being driven, look into a wing, and become a part of the constant activity involved in restoring these magnificent aircraft."

Come to the Reunion! Take the tour of the Warbird Museum! Marvel and ENJOY!

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

Celebrating a Day in June, Up for Three

It was 53 years ago on the upcoming 6 June when the 306th joined in one of the greatest military actions of all time, the invasion of Normandy, France, a hazardous action which eventually led to the Allied victory in WWII over Germany and the Axis powers, and which was also a prelude to victory over Japan in the Pacific.

Victory finally came in Europe 11 months later, and in 14 months the Japanese surrendered.

The fliers of the 306th were as keyed up as any of those men participating in actions of this one day as any of those participating in any other of the many and varied armed actions taking place on the surface of the English Channel, in the air over the Channel and the inland target areas of the USAAF and RAF, and the 60,000 men who were a vital part of the land action.

It was a day that few in our generation can forget, and one which today's generations cannot comprehend at all.

Three Missions Flown

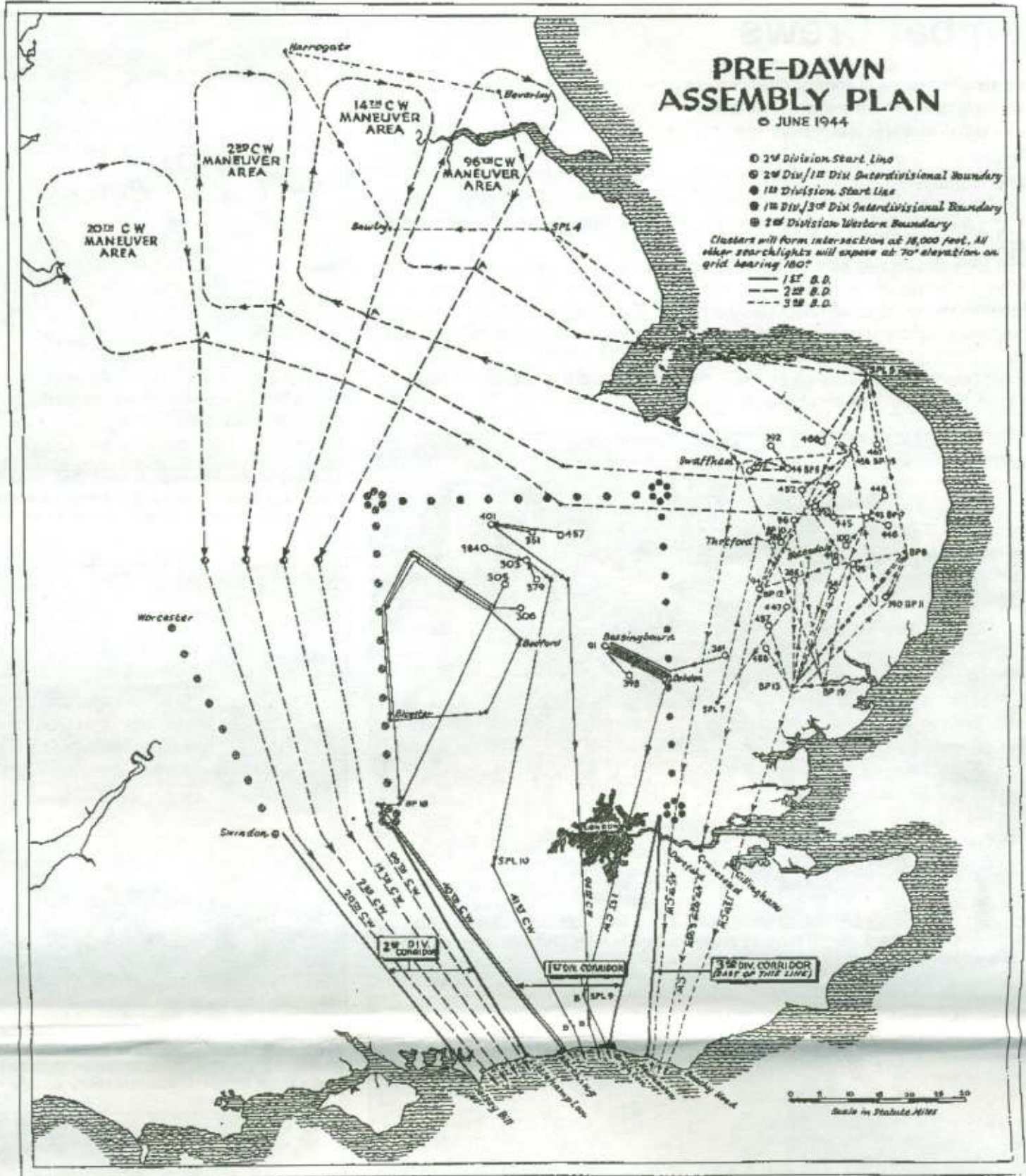
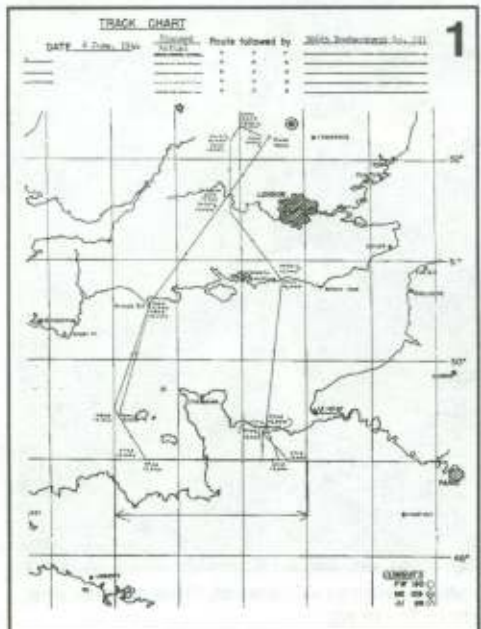
The 306th flew three missions on 6 June, and the detailed assembly of the units of the 8th Air Force is pictured at the right. This is taken from a booklet, "Sunday Punch in Normandy," which first appeared in the Wings of War series of 50 years ago.

This is Book #2 in the series, and is subtitled "The Tactical Use of Heavy Bombardment in the Normandy Invasion".

We flew in a series of six-ship squadrons on the early morning mission, and which was over the target at 0709.

Capt. Thomas Witt was the leader: William D. Fortson 423, Francis H. Bennett 369, Lowell W. Burgess 369, Andrew P. Kata 369, Cecil C. McKinney 369 and Ethan A. Allen 369; **Capt. J. Bruce McMahon** 368: Edward R. Patton 368, Ivan W. Oberhelman 368, John W. Curtis 368, Charles L. Trigg 368, William E. Reece 368; **Capt. John W. Frazer** 423: John D. Baldwin 423, Kenneth Yass 423, Wilbur C. Wieland 423, John J. O'Brien 423, Harold W. Fossum 423;

Capt. Carl N. Grending 368: William H. Breslin 368, Frank L. Krzyston 368, Dewey O. Jones 368, Elton C. Rabe 368, Gwynn A. Boswell 368; Capt. Russell S. Lund 368, Darrell L. Latham 423, Richard Nickelhoff 423, F. Jack Millette 423, George C. Berner 423, and Taylor L. Leedy 423; **Capt. Loy F. Peterson** 369:



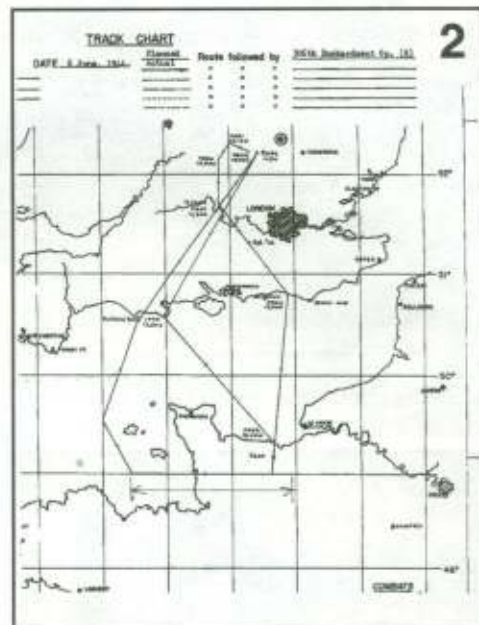
Eldon L. Ralstin 369, Richard F. Vogel 369, Clifford F. Baxter 369, Richard D. Buttorff 369, William O. Thompson 369; **Lt. Perry E. Raster** 367: Williams H. McNeil 367, Joseph W. Pedersen 367, Talmadge D. McDonough 367, Edward J. Magner 367, and Winston M. Wood 367.

Second Mission at 0730

Twelve a/c took part in the second mission of the day, with none attacking the target. They were **Capt. Earl W. Kesling** 423: Charles M. Tell 367, Ben H. Peters 367, Edward W. Locke 367, William R. Allen 367, William H. Erwin 368, Morris D. Reed 369, George J. Mapes 367, Earl R. Saunders 369, W. Brad Butterfield 367, Lloyd E. Johns 369. Takeoff had been about 0730.

Take off at 1800, Mission 3

The third and last mission of the day took off at about 1800 with **Maj. Charles E. Flannagan** 369 leading: Joseph W. Pedersen 367, Winston M. Wood 367, Edward J. Magner 367, Williams H. McNeil 367, Virgil W. Dingman 367, Frank L. Krzyston 368, Dewey O. Jones 368, Gwynn A. Boswell 368, John W. Curtis 368, William H. Breslin 368, William E. Reece, Russell S. Lund 368, Darrell L.



Latham 423, Richard Nickelhoff 423, F. Jack Millette 423, George C. Berner 423, Taylor L. Leedy 423, Clifford F. Baxter 369, Richard F. Vogel 369, Francis H. Bennett 369, Richard D. Buttorff 369, Andrew P. Kata 369, Lowell W. Burgess 369, J. Bruce McMahon 368, Elton C. Rabe 368, Ethan A. Allen 369, Wilbur C. Wieland 423, John J. O'Brien 423, Kenneth Yass 423, Talmadge G. McDonough 367, Ivan W. Oberhelman 368, Charles L. Trigg 368, Cecil C. McKinney 369, Eldon L. Ralstin 369 and William O. Thompson 369.

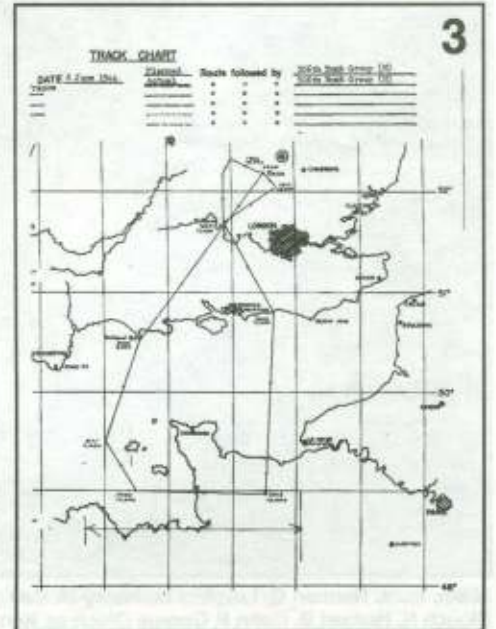
Eighty-seven a/c flew the two missions, with 52 different pilots participating. All but two of the third mission pilots had also flown the first mission. The second mission was a different roster altogether.

B-17 Among USPS Classic Stamps

There will be a new sheet of stamps issued by the U.S. Postal Service in July that will probably catch your eye - and you may want to buy a sheet so that you can discuss these classics with your grandchildren.

OUR era planes include the Flying Fortress, Mustang, Corsair, Lightning, DC-3 and a Wildcat - or, as you may better know them: B-17, P-51, P-38, DC-3, and F4F.

Almost all of the planes really come within our era of remembrance, and were selected for this collection of Col. Walter Boyne.



Combat Crews

Continuing our series of combat crew pictures, which now numbers well over a hundred, we have received a few lately, have found more, and are still trying to match up a group of them to available lists of plane crew names. And that is where you may get into the act.

A year or more ago a batch of crew pictures, usually with names included in an accompanying letter, arrived. The editor, failing to make sure that all sets of information were keyed together, got himself into a jumble, and now asks for the indulgence of a number of readers.

If your crew picture was sent and has not appeared to date, please make a Xerox copy of your crew picture, put your name, and even the identification if you can write it down once more on the same sheet with the picture and send it in. I will then match it with the picture I probably have, and will have such pictures ready for the June issue of Echoes.

Without help, the editor may be forced to run pictures and IDs and let the readers match them up as best they can. HELP!!!



369th: front, Clifford Baxter P. Forrest Sweeney B, David Insardi, N; back, Glen Woodard eng, unknown, unknown, unknown, John L. Brien bt.



367th: front, William J. Casey P. Edward J. O'Brien CP, William H. Owens N; back, Wilson Elliott eng, Morris Gecowets ro, Charles Raidline w, Joe Borzym bt, George McClennan w and Parley Small tg.



368th: front: Herman G. Leaprot bt, Henry M. Campbell cp, Francis D. Dusenberry togg; back, Willis Blouch N, Herbert B. Cohn P, George Olson tg, Kerney Gibson eng, and Marvin O. Sutor wg.



368th: front, Sam J. Hatton B, Bill D. Wagoner N, Lucius B. Smitherman wg, Bob W. Peatross tg; back, Darwin G. Smith eng, Leonard T. Anderson wg, Richard Mills ro, Robert E. Laden CP and Robert L. Dodge P.



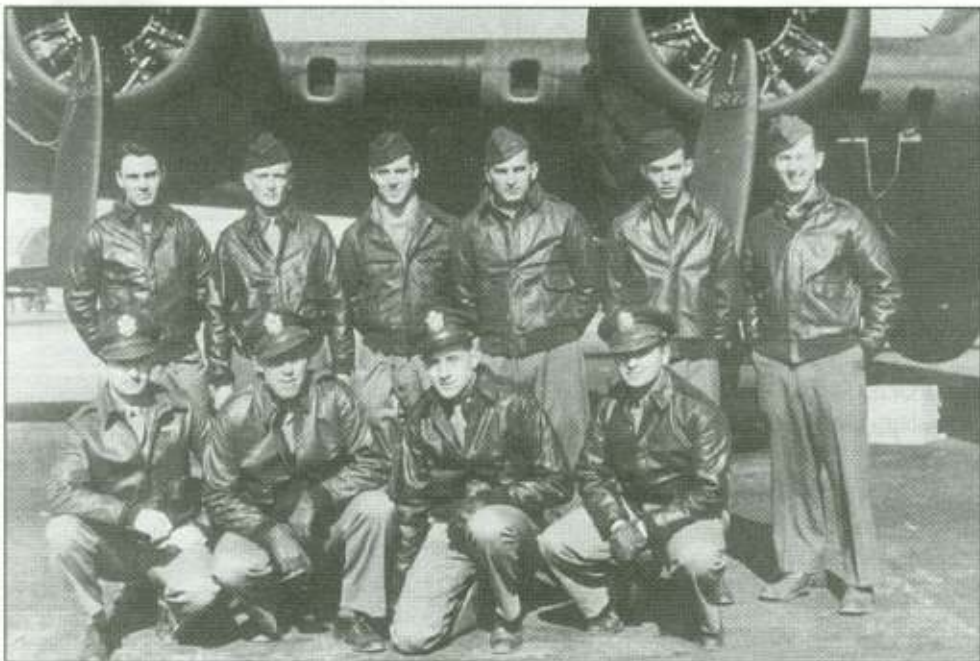
368th: front, unknown, James W. Inman wg, Lawrence F. Pesterfield tg, Lyle A. Brown bt, Fred H. Pierson wg, unknown; back, unknown, unknown, Gene M. Kelly ro, Leo E. Richard B, Joseph C. Marlovits CP, Robert N. Houser N, Henry A. Dryar P and James C. Mitchell eng.



423rd: front, Jerome Butz eng, Albert F. Masters ro, Jack L. Anderson wg, Russell C. Shafer bt, Joe Dilworth tg; back, Thomas Hedley P, Frank Jones CP, Roy Atherton N, John Hrciar B.



369th: Robert Hoyt enlisted crew, front, Thurman H. Smith tg, Duncan Williams bt, Frank Wesner eng; back, Louis Hufnagel ro, Albert Sewald wg and Kenneth H. Smith wg



423rd: front, Warren Koch P, Kerneth Hall CP, Harold Johnson N, Jack Blum B; back, Victor Campbell wg, Howard Lingle eng, Robert Overhulse wg, Michael Farkash tg, Cecil Brown ro and Bert Theriault bt.



369th: front, Arnold B. Derifield N, Edward M. Murphy CP, Robert W. Porter P, L. B. Jones B; back, unknown, unknown, John F. McCabe wg, unknown, Harold E. Rogers tg, unknown.



367th: front, Ralph Malsom P, Robert Jackson CP, Gerald Barmack N, Henry Maroney B; back, Edward Fulmer eng, Judson Robbins wg, Oscar Starnes wg, Martin Goldberg ro, John W. Corcoran tg and Elvin Sexton bt.



368th: William M. Nash P, Joseph Shepherd CP, Paul Heller tg, Robert Stevenson N, Emedio Scottoline ro, Paul Anderson B and I. William Kelly eng.



369th: front, Cecil C. McKinney P, William H. Schaefer CP, Clifton W. Burns N and James W. Reeves B; back, John W. Welch eng, Clinton E. Coughlin wg, Oakland D Whelen ro, Matthew M Cutugno wg, Vincent J. Cuozzo bt and Wesley E. Wagoner tg



367th: front, Robert A. Vielle P, Collins Liersch CP, Millard Oscherwitz N, Ray W. Gannett B; back, Albert L. Gilbert wg, Vinson G. Cargile tg, Chester F. Smalczewski ro, Ernest E. Gallion eng and Carlo Caserta bt.



369th: Charles Munger P, Rodger Barton N, Leon Feldman N, Henry J Engle CP; middle, armorer, John Brinkman bt, Herbert Hawkes eng, and crew chief; front, John Jessup wg, Jay Braman wg, Edwin Borlik ro and Lester Parks tg.



367th: Hubert Verdick's crew: Francis Lynch B, Melvin Mook eng, Carl Larson ro, Les Turner crew chief, Joseph Smith asst. crew chief, George Gutman N and Marshall Childers wg.

Obits

Ennis R. Bagwell, 367th engineer (Donald Schaefer crew), died 4 Jul 95 in Indianapolis, IN. He and one other crew member were not assigned to Schaefer's crew when its plane crashed and burned on takeoff 26 Apr 44. The tail gunner was the only survivor from that plane. Bagwell leaves his wife, Daisy, a war bride from Bedford.

John G. Bartlett, 368th and clerk for the ground executive officer, has died in Okeechobee, FL. He leaves his wife, Rosemary.

John E. Biggins, 367th chauffeur, died 17 Dec 96 in Massillon, OH. He came with the original Group and remained throughout the war. He leaves his wife, Juanita.

Anthony T. Birkenmeier, 369th navigator (Ray Schieb crew), died 16 Jan 94 in St. Louis, MO. At retirement in 1979 he was chief, Cartographic Data Base Division, Defense Mapping Agency and Aerospace Center, St. Louis, where he had begun working in 1948. He leaves his wife, Shirley, 4d, 2s and 10gc.

Elton H. Bland, 369th cook, and an original with the Group, died in 1993 in West Farmington, OH.

M/Sgt Richard A. Craig, 423rd radio operator (William Fortson crew), died 5 Dec in Washington, DC, from respiratory and pulmonary failure. He later served with the Armed Forces Radio-TV Service. He leaves 3s, 5gc and 1ggc.

LTC Gordon L. Dobbs, 368th pilot, died 13 Sep 96 in Mechanicsville, VA, of Alzheimer's Disease. He retired from USAF in Dec 68, and had also flown in Korea and Vietnam. He leaves his wife, Olive, 2s, 2gs.

Robert Dorin (nee Isidore Dorushkin), 423rd navigator (Habert Underwood crew), died 13 Nov 96 in Pembroke Pines, FL. He arrived with the Group 29 Aug 44 and completed his 35 missions 9 Jan 45. He leaves his wife, Rae, who has completed their planned move to Woodland Hills, CA, after his death, 3c and 7gc.

Albert J. Fedorka, 369th engineer (Billy Casseday crew), died 17 Apr 96 in Perth Amboy, NJ. He arrived with the Group in Oct 43 and completed his tour the following April.

Andrew F. Gallagher, 369th navigator (Ray Schieb crew), died 6 Apr 95 after complications from heart bypass surgery in Newark, DE. He was in the jewelry business in Newark from 1956 until retiring in 1990. He was recalled to active duty during Korea and flew an L-19 as a forward observer. He leaves his wife, Mary, 3c and 6gc.

Dr. Ernest M. Goetzberger, dentist with the 4th Station Complement Squadron, died 12 Nov 96 in Doylestown, PA, where he had practiced for many years. He was with the 306th in 1943 and until his transfer to the OAF dental detachment. His wife died in Jul 95.

Frank M. Iannucci, 367th technical supply clerk, died 25 Nov 96 in Newark, NJ. He had reported to the Group 3 Apr 42. His wife, Connie, had died 26 Nov 95.

Nicholas A. Meringolo, 368th armor-er, died 8 Nov 1990 in Brooklyn, NY. He leaves his wife, Christine.

Oliver P. Minihane, (Harvey Ryder crew), died 3 Oct 96 in Brick, NY. He had retired from the USAFR in Jul 82 as a major. A graduate of St. John's University, he owned his own advertising agency in Wayne, N.J., for 27 years, retiring in 1990. He leaves his wife, Betty, 3c and 6gc.

William A. Moses II, 367th bombardier (Clarence Fischer crew), died in Mar 96 in Tustin, CA. He became a POW 5 Apr 43

at Antwerp (w.Fischer). After returning home he joined the Los Angeles Times as religion editor, and was later editor of the Newport Beach newspaper. In 1956 he bought the Tustin News and continued to run it until its sale two years ago.

LTC Charles E. Munger, 423rd pilot, died 21 Jan 97 in Sun City West, AZ, where he had lived since 1981. He was a USAFR retiree in 1960, and then became an aviation specialist for Jeppesen-Sanderson, Inc., Denver, CO. He leaves his wife Jenell, 2d and 3gc.

George G. Owen, 368th communications chief, died 7 Dec 96 in Cotter, AR. He had retired from Haskell Indian University, Lawrence, KS, where he had earned "Teacher of the Year" honors. He leaves his wife, Marion, a war bride, 2d and 3gc.

Edward R. Patton, 368th pilot, died 18 Dec 96 in Sharpsburg, PA. He arrived with the Group 15 May 44 and completed his combat tour in September. He leaves his wife, Margaret, 3c, 7gc and 1ggc.

LTC Wilbur C. Pensinger, 367th pilot and evadee, died 1 Jun 96 in Chambersburg, PA. He came as a member of William Wood's crew 15 May 44, and went down 17 Jun 44 (w. Virgil Dingman) at Noyen, France. He was picked up by the Underground on landing, was moved three times, and then was turned over to the Canadian 1st Army on 3 Sep 44. A 44-A graduate at Albany, GA, he was on his 13th mission. He leaves his wife, Viola, 4c and 6gc.

Peter A. Petrelli, 367th gunner (Cecil Starks crew), died 17 Jan 97 in Warren, MI. He arrived with the Group 9 Apr 45 and missed flying combat. He leaves his wife, Martha.

Albert N. Porcara, 449th Subdepot, died 5 Jul 93 in Worcester, MA.

Irwin Schwedock, 367th pilot and interneer, died 7 Jan 97 in a nursing home in Arkansas. Arriving for combat 5 Mar 44, Schwedock and his crew went to Switzerland after being shot out of formation 24 Apr 44 on the mission to Oberpfaffenhofen, which cost the Group 10 planes and crews. He leaves 3s.

Edward J. Seifried, 368th navigator (George Paris crew), died 8 Jan 94 in Paramus, NJ. He came to the 306th in Apr 43 and flew until late 44, serving for a period as 368th Squadron navigator.

Russell C. Shafer, 423rd waist gunner, died 10 Oct 92 in Ponca City, OK. He flew with the Group from late 44 until the end of the war, and left the Group 19 May 45. He leaves his wife, Cleo.

Colvin W. Sheorn, 423rd waist gunner (Paul Reieux crew), died 27 Oct 96 in Camden, SC, after a long illness. He had been a General Motors dealer for a number of years. He was one of Reieux's crew who jumped from their burning a/c over England while returning from Kothen, Germany, 28 Dec 44. He leaves his wife, Betty, and 2c.

Julius P. Shutz, 423rd copilot and pilot (Elmer Heap crew), died 30 Jul 96 in Glen Burnie, MD, after a long illness. He finished his 30 missions in Apr 44, having arrived with the Group 16 Oct 43. His wife was deceased, and he leaves 2c, 6gc and 3ggc.

Edward J. Stevens, 367th engineering clerk, died 13 Feb 93 in Indianapolis, IN. He leaves his wife, Daisy, a war bride from Bedford.

Franz Edwin Tingler, 368th bombardier (Raymond Tripp crew), died 13 Nov 96 in Jameson, MO, after suffering with Alzheimer's Disease for seven years. He came to the 306th 27 Nov 43 and completed combat in Apr 44. He leaves

Additions To Roster

Bradley, Thomas J. 2222 Claremont Ave NW, Massillon, OH 44647 367-S
Gavito, Carlos A. Rt 8, Box 677B, Brownsville, TX 78520 423
Trimble, Mrs. Elwin, Box 53, Oak Island, MN 56741 423W
Trimble, Dr. Michael, PO Box 4248, Butte, MT 59701 423S

Address Updates

Berry, Leslie 423
College Hills
905 Portage Rd. #81
Wooster, OH 44691

Braymer, Dr Donald S 369
3421 State St
Schenectady, NY 12304

Brolin, Donald W 423
Rt 2, Box 252
De Leon, TX 76444

Crane, Robert E 369
155 Marsh St
Springfield, MA 01109

Dryden, R W 423
1771 Coral Way
N Fort Myers, FL 33917

Merrill, Eugene H 423
18817 E Mauna Loa Ave
Azusa, CA 91702

Morgan, Paul E 369
1800 Beal Dr. Rm 1816
Gulfport, MS 39507

Ryan, William L 423
193 Melanie Ln
Brighton, TN 38011
Sage, Robert C 367

his wife, Virginia.

James M. Treanor, 449th parachute rigger, died 31 Dec 96 in Portland, OR.

Elwin C. Trimble, 423rd tail gunner (Paul Reieux crew), died in 1975 in an accident in Oak Island, MN. After leaving his combat crew, he worked in the bomb dump at Thurleigh. He leaves his wife, Peggy.

James O. Walker, Jr., 367th navigator and POW, died 14 Mar 91 in Franklin, TN. He was on Ralph Gaston's crew when they were shot down 18 Nov 42, and spent the war in Stalag Luft III. He leaves his wife, Nelle, 4c and 9gc.

William H. Zuiches, 368th instrument specialist, died 7 Jan 97 in Lincoln City, OR. He leaves his wife, Betty.

1887 Hwy 14
Shell, WY 82441

Saunders, Earl R 369
100 Hilltop Dr. #8
Sequim, WA 98382

Skalak, Rudolph GP
1901 Anchorage Ave
Wofford Heights, CA 93285
Swango, Bruce L 368
18505 N Co Rd 2000E
Oakland, IL 61943

Tilton, William BW
1308 Acacia Dr
St George Island, FL 92328

Watson, Joseph E 423
1036 Cambridge Ct
Keller, TX 76248

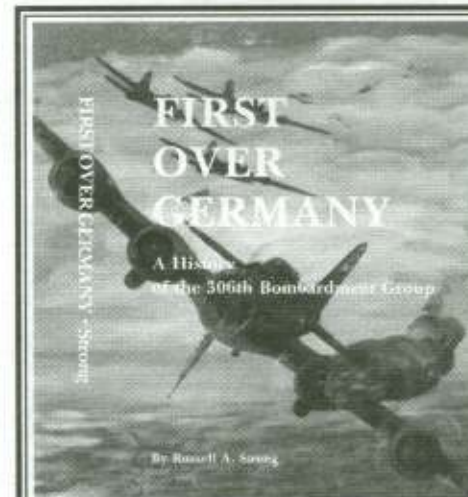
8th Heritage Center Now 1

The Mighty Eighth Air Force Heritage Museum will hold its first anniversary celebration at the museum May 15-18.

"We have had a very gratifying and encouraging first year at the Heritage Museum," said Lt. Gen. E. G. Shuler, Jr., Museum chairman and CEO, and we want to show our appreciation to all the Eighth Air Force veterans and others who have so strongly supported the museum to all those people who have not visited or heard about the Heritage Museum."

The anniversary celebration will begin Thursday, May 15, and conclude with a memorial service on Sunday morning, May 18. Friday's events will be geared toward visiting school children in the morning and at Eighth Air Force veterans and families in the afternoon and evening. Saturday's events will be geared toward the general public.

The Heritage Museum opened May 13, 1996, with almost 5,000 Eighth Air Force veterans and family members from 38 states and four foreign countries present.



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) \$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 _____

What's Your Specialty?

As was mentioned in the January issue of Echoes, the 1997 reunion at Orlando will feature ground personnel who steadily supported the flying crews, keeping the planes in the air, feeding everyone, paying the personnel, maintaining all the base facilities, and serving in a myriad of ways.

The following list shows 151 different Military Occupational Specialties for enlisted personnel. We hope that you can find your assignment on this list. In the registration materials on page 8, we suggest that you either put in a number or just write out what it was that you did.

This listing was a 1944 creation, but the editor wonders if there were not other specialties not shown here. Also, you will find that 750, for instance, covered a whole host of jobs about the base.

	MOS
AAF Supply Technician	826
Administrative Specialist	502
Aerial Gunner	611
Aerial Photographer-Gunner	939
Aerial Photographer	940
Aircraft Engineering Technician	925
Aircraft Welder	573
Airplane & Engine Mechanic	747
Airplane Armorer-Gunner	612
Airplane Armorer	911
Airplane Cable Mechanic	689
Airplane Carburetor Repairman	956
Airplane Electrical Mechanic	685
Airplane Engine Repairman	762
Airplane Electrical Instrument Mechanic	957
Airplane Hydraulic Mechanic	528
Airplane Instrument Mechanic	686
Airplane Mechanic Gunner	748
Airplane Maintenance Technician	750
Airplane Power Plant Mechanic	684
Airplane Propellor Mechanic	687
Airplane Sheet Metal Worker	555
Airplane Woodworker	550
Altitude Chamber Technician	617
Ammunition Supply Technician	505
Armament Parts Clerk	848
Armorer	511
Athletic Instructor	283
Automotive Equipment Mechanic (2nd Echelon)	014
Automotive Equipment Operator	345
Automotive Parts Clerk	348
Automotive Repairman	965
Baker	017
Basic	521
Blacksmith	024
Bombsight & Automatic Pilot Repairman	574
Bombsight Mechanic	683
Bugler	803
Camera Technician	941
Cameraman, Motion Picture	043
Carpenter	050
Chemical Technician	870
Classification Specialist	275
Clerk (non-typist)	055
Clerk-Typist	405
Communications Technician	542
Communications Supply Technician	581
Construction Technician	059
Control Tower Operator	552
Cook	060
Crane Operator	063
Cryptographic Technician	805
Decontaminating Equipment Operator	809
Dental Lab Technician	067
Diesel Mechanic	013
Draftsman	070
Draftsman, Topographic	076
Duty NCO	566
Duty Soldier	590
Electrical Instrument Repairman	338
Electrician	078
Engineman, Operating	081
Fabric & Doper Worker	548
Finance Technical Clerk	622
Finance Typist-Clerk	623
Fire Fighter	383
Fuel Cell Repairman	665
Fuel Induction Repairman	926
Fuel Induction Operator	926
Geodetic Computer	243
Ground Observer, A/C Warning	518
Guard-Patrolman	522
Heavy Automotive Equipment Operator	931
Information Center Operator	510
Installer-Repairman, Telephone & Telegraph	097
Instrument Repairman, Electrical	338
Intercept Control Technician	768
Investigator	301
Lineman, Telephone & Telegraph	238
Link Trainer Instructor	658
Lithographic Pressman	167
Machinist	114
Meat Cutter	037
Meat or Dairy Inspector	120
Medical Administrative Specialist	673
Medical Corpsman	657
Medical Laboratory Technician	858
Medical Supply Technician	825
Medical Technician	409
Mess Sergeant	824
Message Center Clerk	667
Motion Picture Cameraman	043
Motion Picture Production Technician	286
MP	677
Munitions Worker	901
Office Machine Serviceman	282
Ordnance Supply Technician	816
Painter	144
Parachute Rigger & Repairman	620
Parts Clerk, Automotive	348
Parts Clerk, Armament	848
Pharmacy Technician	859
Photogrammetrist	004
Photographer	152
Photographer-Gunner, Aerial	939
Photographic Laboratory Technician	945
Photolithographer	107
Plumber	164
Power Turret & Gunsight Mechanic	678
Power Turret & Gunsight Repairman	681
Powerman	166
Printer	168
Projectionist, Motion Picture	137
Public Relations Technician	274
Radar Mechanic, Sea Search	854
Radar Mechanic, GEE	860
Radar Mechanic, IFF	862
Radar Operator (designated set)	514
Radio Mechanic, AAF	754
Radio Operator, AAF	756
Radio Operator, Mechanic, Gunner, AAF	757
Radio Operator, CNS	759
Radio Operator, High Speed, Manual	766
Radio Operator, Low Speed	776
Radio Operator, High Speed Automatic	777
Radio Repairman, A/C Equipment	647
Radio Repairman	648
Radiology Technician	264
Repeaterman, Telephone	187
Sanitary Technician	196
Sheet Metal Worker	201
Special Vehicle Operator	932
Stenographer	213
Supply Clerk	835
Surgical Technician	861
Tailor	234
Telephone & Telegraph Equip Repairman	095
Telephone & Telegraph Installer-Repairman	097
Telephone Repeaterman	187
Telephone & Telegraph Lineman	238
Telephone & Telegraph Wire Technician	261
Telephone Switchboard Operator	650
Teletype Mechanic	239
Teletype Operator	237
Topographic Draftsman	076
Tow target Reel Operator	688
Toxic Gas Handler	786
Utilities Technician	822
Voice Interpreter	538
Welder, Combination	256
Wire Technician Telephone & Telegraph	261

369th Squadron



Combat Diary
1942-45
306th Bomb Group

369th Diary sales easy leader.

Fuel Proved Fatal to Luftwaffe

THE LAST YEAR OF THE LUFT-WAFFE, MAY 1944 TO MAY 1945, by Alfred Price. Arms and Armour Press, London, 1991. 191 pp.

This is one of those highly specialized looks at WWII combat, and if you found encounters with the Luftwaffe deadly but interesting you may like to read this up close look at our enemy.

The cover features the ME 262 jet fighter, the first used in WWII, and there is a great deal about the plane's development and its ultimate limited use against the formations of B-17s and B-24s, as well as the opposition presented by the numerous P-51s that filled the German skies, as many as 800 on a given day.

Price deals with some of the "what ifs" and concludes that there was no way the Luftwaffe could have won the war for the Germans. When the 262s got only about 50 planes in the sky on their very best day, limited fuel capacity and limited pilot supplies spelled their fate early.

"In hindsight," writes Price at the conclusion, "could the Luftwaffe have done any better than it did during the final year of the war? The force fought bravely almost to the last drop of fuel if not to its last aircraft or pilot. At the time of the armistice it possessed some 3,000 front-line combat aircraft but most of them sat in camouflaged dispersal points with empty fuel tanks."

The 8th's planners finally got it right: Big Week in February 1944 to devastate the manufacture and flying of the Luftwaffe (from which it recovered), but it was fuel that was the eventual determinant of the enemy's ability to confront the Americans, British et al, and our continuing raids on production sites that helped to end the war in 1945.

Memorials

Dr and Mrs. Herman H. Kaye in memory of Colvin W. Sheorn, 423rd. Mrs Edward R. Patton, in memory of Edward R. Patton 369th.

Ray K. Schieb in memory of Colvin I. Sammons 369th, Andrew F. Gallagher 369th, and Anthony J. Birkenmeier 369th.

Mrs. Elwin C. Trimble in memory of Elwin C. Trimble 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.

Diary Sales Reach 1,000 Since 1991

The unique Squadron Diaries are still available, but the market has shrunk considerably because of the strong sales these spiral bound volumes have had since the 369th volume made its appearance in 1991.

The 367th, 423rd and 368th appeared in that order in 1993.

In the event that you have not seen one, they are the reports of missions flown by each squadron, authored by the various squadron intelligence officers. Often the material was written on a daily basis, but one can identify periods when the writers played "catchup" for a week or so.

It reports on the mission's role by the respective squadron, listing the first pilots flying that day, and any leadership aspects in which the squadron aircraft and personnel played a part.

Sometimes there are reports on new crews arriving, listings of crews as they were missing in action, departures of personnel completing combat tours, and often monthly lists of decorations received. But, the material does vary from author to author and mission by mission.

In preparing them for publication, the editor inserted first names in almost all cases, as only last names were used in the originals. Sometimes facts were relined to link with reality, as some things were not really known until later. Also, the authors did not seem to rewrite the entries when they got more complete information.

They are an interesting collection, and the 306th personnel seem to have done quite a good job in presenting all of the missions in this way.

When it was decided to begin publishing the diaries, the 369th got the nod first because it had the most men in attendance at that reunion. To date 370 copies of this book have been printed and less than 10 are on hand. When that batch disappears another printing of 10 will be ordered.

The books sell for \$17 by mail, and for \$15 at reunions, where we always try to have an adequate supply on hand.

Both the 367th and the 423rd have sold about 250 copies, and the 423rd will have to be reordered presently. There have been 188 copies of the 368th version delivered from the printer, and it is the latest one to have been redone.

Besides the diary portion, some appendices have been added, principally listing such categories as pilots and flying officers, ground officers, master sergeants, etc. Each time a book is redone now, an attempt is made to update the appendices, or to correct information that has been listed erroneously previously.

The total printing now in your hands, or in other hands through two bookstores who carry them from time to time, stands at 1000 copies. A book service in Tucson sells them, and more have been sold by East Anglia Books in Bishop's Stortford, Herts, than any other agency outside the 306th.

A few copies of the four diaries together were bound a couple of years ago, one of which is now in the Mighty Eighth Heritage Center Library at Savannah, GA, and one is in the collection of the Air University Library, Maxwell AFB, AL.

This is a "Combat Diary", so most of the names listed are of flying personnel, and of that collection by far the largest group is pilots.

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 _____

2099th Fire Fighters Platoon

(Editor's Note: We are often asked why we don't run more information on the ground elements of the Group, something that has bugged us since the beginning of Echoes. We have found some calendars of several ground units, and will begin publishing them with this issue. The first one to be used is of the 2099th Engineer Fire Fighting Platoon (AVN).)

APRIL 1944

Paragraph 2, General Orders 258, Headquarters, 1st Bombardment Division, dated April 6th, authorized the activation of the 2099 Engineer Fire-Fighting Platoon (AVN), and this was accomplished on 10th April. 1st Lt. Charles E. Murphy of the 4th Station Complement Squadron was assigned as commanding officer and eight men were assigned from the 2042nd Engineer Fire-Fighting Platoon (AVN). This constituted the assigned strength at time of activation:

Lt. Charles E. Murphy	Pvt. Morris M. Diskin
T/5 Charles R. Hoffman	Pvt. Duncan Greenway
Pfc Ralph E. Pierce	Pvt Thurman D Gooslin
Pfc William E. Alexander	Pvt Abraham J. Scheinhaus
Pfc Charles E. Jenkins	

Prior to the activation of this unit a fire section under Lt. Murphy's command consisting of fourteen men from the 4th Station Complement Squadron had had handled all fire-fighting and prevention activities for the 306th Bomb Group. These fourteen men remained in this section and worked in conjunction with the newly activated platoon. They had proven themselves countless times in the period between their arrival in the UK and the activation of the platoon. Their initiative and courage in dealing with all types of dangerous fires undoubtedly resulted in the saving of numerous lives and thousands of dollars worth of government property. This, in view of the fact that they were handicapped with inadequate equipment for a large part of the period, speaks very highly of their conscientiousness and sense of duty.

Sgt Odell L. Barber	Pfc Roy C. Smith
Cpl. James M. Slusher	Pvt Robert F. Coins
Cpl. Edward J. Kaminski	Pvt John W. Haugh
pl Helvin M. VanVliet	Pvt Walter B. Maliszewski
Pfc Robert L. McKee	Pvt. Clyde B. Meyer
Pfc Anniello N Napolitano	Pvt. Maurice F. Tate
Pfc. Einar E. Newquist	

The equipment at this time consists of one (British) "Weston tender, two (British) Fordson tenders, two (British) Trailer pumps and one Jeep, the later vehicle being on loan from the 4th Station Complement Squadron. In addition to the 2042nd Eng. F.F. Platoon had on loan temporarily one American class 1010 crash trailer and one Dodge 1-1/2 ton 6x6 personnel carrier.

On the 17th, Lt. Murphy was relieved of assignment and transferred back to the 4th Station Complement Squadron. However, he remains in charge of the Fire department in addition to his other duties.

On the 19th Cpls. Kaminski, Slusher, VanVliet, Pfc. Newquist and Smith, and Pvs. Goins and Tate were assigned to the platoon from the 4th Station Complement Squadron, and the following day all of these men were promoted to the next higher grade. Sgt. Slusher was appointed acting 1st Sgt. Pfc Tate as mail orderly, T/5 Hoffman, Gas NCO, and T/5 Newquist as platoon mechanic.

Reunion Reservations

This form includes all activities originating at the Adams Mark Hotel, Orlando, but does not include any arrangements for your housing, which must be made on your own, using an accompanying form and mailed to the hotel.

The basic reunion package is \$135, and includes your registration, baggage handling and tips in and out of the hotel, the Saturday night banquet and dance party and the Saturday morning continental breakfast and style show for the ladies. All reunion events will be offered for two days, Thursday and Friday. You must indicate on this reservation form which day you wish to participate.

Day	#	Cost	Total
		\$35.00	
		\$65.00	
		\$55.00	
		\$55.00	
		\$40.00	
		\$35.00	
		\$75.00	
		\$135.00	

(Complete this form and mail to: 306th BG Association Reunion, PO Box 593548, Orlando, FL 32859-3548)

Name _____
 Spouse/Guest Names _____
 Street/Box _____ City _____ State _____ Zip _____
 Your Telephone _____ Your 306th Unit _____
 Arrival Date ____/____/____ Orlando at approx. _____ AM/PM
 If non-flying personnel, what was your principal duty at Thurleigh: _____

(Make Check Payable to 306th Reunion)

306th MAIL ORDER MEMORABILIA

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

Squadron Golf Shirts		
Embroidered B-17, Squadron, Group (circle size)		
367th red	M, L, XL	\$20.00
368th white	M, L, XL	\$20.00
369th green	M, L, XL	\$20.00
423rd blue	M, L, XL	\$20.00
306 Cap, Grey, Embr. 306 BG & B-17		\$10.00
306 License Frame, Plastic Insert	Each	\$10.00
B-17 Gold Color Pin, Lapel or Hat		\$5.00
306th Patch 2-1/4 in. without First over Germany		\$5.00
306th Patch 3 in. with First over Germany		\$5.00
306th Patch 5 in. Group Logo		\$5.00
367th Patch 5 in. in Full Color		\$5.00
368th Patch 5 in. in Full Color		\$5.00
369th Patch 5 in. in Full Color		\$5.00
423rd Patch 5 in. in Full Color		\$5.00
306th Tie Navy, B-17, 306 B G, Thurleigh, England		\$10.00
306th Decal with First over Germany		\$0.50
306th "Black Thursday" Photo in Full Color		\$3.00

1996 REUNION MERCHANDISE

QUANTITIES ARE LIMITED - ITEMS WILL BE SOLD AS ORDERS RECEIVED
 MONEY WILL BE RETURNED FOR ITEMS OUT OF STOCK.

306th Golf/Sport Shirt		
Embroidered B-17 (circle size)		
Green	M, L, XL	\$22.00
Blue	M,L	\$22.00
306th Fedora Hat		
Embroidered B-17 Profile, 306 Bomb Group (circle size)		
Green	M	\$12.00
Blue	M, L	\$12.00
306 License Plate Frame, Satin Black Plastic, Pair		
306th Cloisonne Logo Key Chain		
Thurleigh 306th Air Field Map-Laminated		
B-17 Instrument Panel, Silhouettes, Stats-laminated		
Shipping and Handling - Up to 2 lbs. per package		
Shipment via Priority or 1st Class Mail		

Shipping & Handling	\$3.00
TOTAL	

Name _____
 Address _____
 City, State, Zip _____

adam's mark hotel

AT THE FLORIDA MALL
 1500 Sand Lake Road • Orlando, Florida 32809
 Phone: (407) 859-1500 • 1-800-231-7883

1. Enclose a check or money order covering the first night's stay. Please do not send cash.
2. You may guarantee prepayment with one of the following credit cards: American Express MasterCard, Diners Club, Visa, Discover.

For your convenience, you may fax this reservation to 407-855-1585.
 Your deposit will be refunded if cancellation is received 24 hours prior to arrival date.
 For your protection, this reservation is nontransferable.

PRINT OR TYPE:

Name _____
 Address _____
 City _____ State _____ Zip _____
 Phone _____
 Please reserve _____ room(s) for _____ people.
 For arrival on _____
 Departure on _____
 Name(s) of person(s) sharing accommodations (A) _____
 (B) _____ (C) _____
 Check Or Money Order Enclosed - Amount \$ _____
 American Express Visa MasterCard Discover Diners Club
 Credit Card # _____ Expiration Date _____
 Signature _____ Adam's Mark Club # _____

I Authorize Adam's Mark at the Florida Mall to charge my account for one night's deposit and all applicable taxes.
 Checkout time is 12 noon. Rooms may not be available for check-in until after 3:00 p.m.
 Reservations requested before or after the official group dates or beyond the cut off date are subject to availability.
 Florida State and local taxes are not included in room rate.
 For special requests contact the Reservation Manager.

306TH BOMB GROUP REUNION NOVEMBER 6-9, 1997

*Group Cut-Off Date: 10/05/97	
Single Rate	\$66.00
Double Rate	\$66.00
Please circle requested room type	
2 Double Beds	King
Smoking	Non-Smoking
Convention Code: For Hotel Use Only)	