

# 306th Echoes

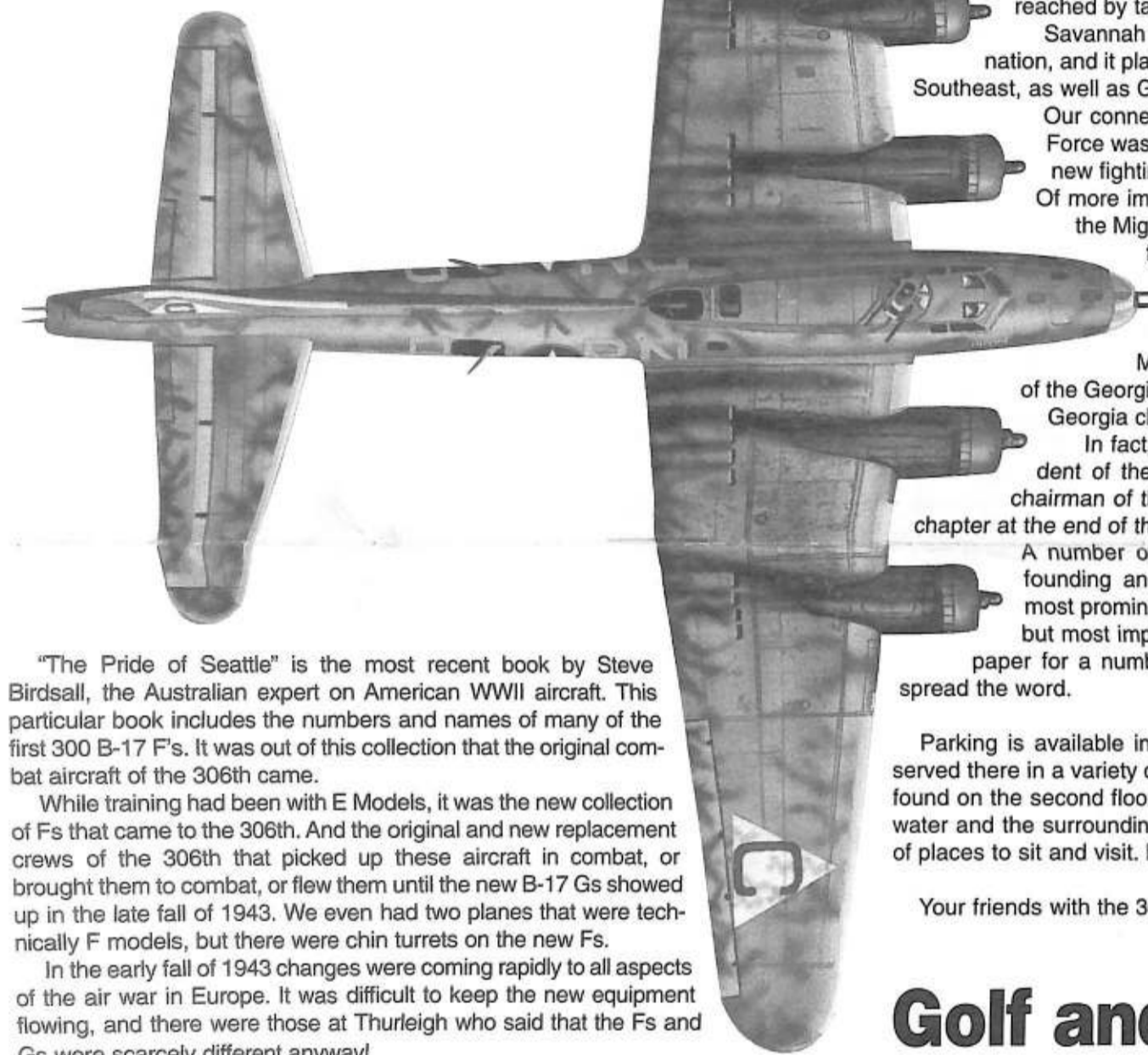
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## Pride of Seattle

### The First 300 B-17s Including Original Complement to the 306th

By Steve Birdsall



"The Pride of Seattle" is the most recent book by Steve Birdsall, the Australian expert on American WWII aircraft. This particular book includes the numbers and names of many of the first 300 B-17 F's. It was out of this collection that the original combat aircraft of the 306th came.

While training had been with E Models, it was the new collection of Fs that came to the 306th. And the original and new replacement crews of the 306th that picked up these aircraft in combat, or brought them to combat, or flew them until the new B-17 Gs showed up in the late fall of 1943. We even had two planes that were technically F models, but there were chin turrets on the new Fs.

In the early fall of 1943 changes were coming rapidly to all aspects of the air war in Europe. It was difficult to keep the new equipment flowing, and there were those at Thurlough who said that the Fs and Gs were scarcely different anyway!

There are numerous books available on the B-17s, and this new Birdsall creation fills one small niche.

Cliff T. Bishop, an English writer, in 1986 came out with "Fortresses of the Big Triangle First", which includes many of the earlier planes of the First Air Division and includes those planes assigned from August 1942 through 31 March 1944 of a number of hundred aircraft, both Fs and Gs.

Other collections may tend to include planes with specific alliances to organizations within the 8th Air Force.

A complete roster of 306th planes can be found in the October 1990 and January 1991, issues of the Group newspaper, 306th Echoes. This collection totaled about 500 a/c, and has been edited in the last year or so to eliminate a few planes that never seemed to fit within the 306th parameters.



*The greatest single disaster to the American Air Force during 1942 was the crash of a transport plane in Arizona in which 21 veteran crew chiefs were killed. With their experience, they were as irreplaceable and as valuable to the war effort as 21 generals.*

- The Fight for Air Power, p. 180  
By William Bradford Huie

## Your Reunion Route Takes You to Savannah Treasures

If you are coming to Savannah in December, you can get good air service to this Georgia jewel of a city from all over the U. S., and it is also eminently reachable from across the nation by following the Eisenhower Interstate Highway System, almost to the door of the Marriott Hotel, where this reunion will be headquartered.

I-16 comes to an end a mile or so from the hotel. This interstate comes out of Atlanta southeast through Macon, then on to Savannah. If you are in the habit of driving to our events, there are attractive approaches to Savannah. I-95 serves the East Coast both north and south, and Savannah can be reached by taking I-10 from the west, with a jog north on I-95.

Savannah is a unique city in many ways, one of the oldest in the nation, and it played a long and interesting role in the history of the entire Southeast, as well as Georgia.

Our connection to Savannah is two-fold: This is where the 8th AF Force was founded in early 1942, and it is where the cadre for this new fighting force came into being before heading off for England. Of more immediate importance to us now is the existence today of the Mighty Eighth Air Force Heritage Museum. As you approach from almost any direction you will see large billboards hailing the existence of the Museum. Actually, it is just off I-95 at the eastern end of the Savannah International Airport.

Much of the impetus for the Heritage Museum came out of the Georgia chapter, 8th AF Historical Society. And the roster of the Georgia chapter reads like a roster of the 306th.

In fact, our reunion chairman, Clayton Ridge, has been president of the chapter most recently, with Albert McMahan, the co-chairman of the reunion slated to take over the reins of the Georgia chapter at the end of this year.

A number of 306th veterans have played significant roles in the founding and continuing history of the Georgia chapter. Perhaps most prominent has been Saul Kupferman, who has been president, but most importantly he has served as editor of its interesting newspaper for a number of years, even continuing during his presidency to spread the word.

Parking is available in the vicinity of the Marriott Hotel, and you will be well served there in a variety of ways. Registration for the hotel and the Group is to be found on the second floor, and it is this floor which has the splendid views of the water and the surrounding area. We have never had such a variety and quantity of places to sit and visit. Be sure to try out a few spots.

Your friends with the 306th await your arrival.

## Golf and Mystery Parts of Savannah's History

If you want to do some reading about Savannah in the weeks before our reunion begins there, there are two books you may find of interest.

First there is "The Legend of Beggar Vance," which is subtitled, "Golf and the Game of Life." Your wife may not want to read this book, for it is mainly about golf, and is set in the Spring of 1931.

There is a nod to WWI, and Beggar Vance's life there and since. And its Vance's later life that concerns the reader when Vance confronts two of golf's greatest names, the venerable Walter Hagen and the incomparable Bobby Jones.

The course was built just for this matchup, and the story is worthy of the effort. If you like tales about competitive men, or men and golf, you'll enjoy a day or two spent inside the covers of this 1995 book by Steven Pressfield. It is published by William Morrow & Co.

Of course, we couldn't write about

books and Savannah without mentioning the 1994 work, "Midnight in the Garden of Good and Evil," by John Berendt. Some of the characters wandering through this literary effort are still to be found on the streets of Savannah. And the principal residence of the book is still standing.

Let's taste a bit from the book jacket: "Shots rang out in Savannah's grandest mansion in the misty, early morning hours of May 2, 1981. Was it murder or self defense? For nearly a decade the shooting and its aftermath reverberated throughout this hauntingly beautiful city of moss-hung oaks and shaded squares."

Check your local library, drop in at your favorite book store, or borrow one or more from a friend. Even if you don't make Savannah, you'll get some entertaining reading time out of either of these.

This issue of Echoes is really in two sections. One comprises pages 1 and 2, 7 and 8. This looks like the usual Echoes. But, pages 3, 4, 5, and 6 are a separate unit. You will probably want to remove these four pages to look at them a bit differently. They are really a single sheet of paper, featuring just two pictures, and you may find them easier to handle by themselves.

# Role of 8th in Savannah Receptions

The 8th Air Force was the largest WWII numbered air force, with 55 combat units and other support services assigned to it from mid-June 1942 until early 1946. It included in its ranks 350,000 men and women in the course of the war and an almost limitless number of planes from bombers and fighters to small liaison planes and large transport ships moving men and materials all over the British Isles.

An estimated 26,000 men lost their lives in the daytime combat missions favored by the 8th, and another 28,000 completed their duties as prisoners of war. More than 9,000 bombers were lost to enemy action.

The custom-designed Heritage Museum began to welcome visitors in May '96. The museum provides an impressive overview of the 8th Air Force, its history, its successes and its people.

The entry door leads into an impressive rotunda, in which are to be found banners honoring many of the 8th units, and brass plaques honoring every unit of the 8th.

The first exhibit area is a rounded wall of photos that provides a background of events that led to World War II. In a small theatre, the story of the Battle of Britain is told. England fights to survive against the overwhelming Nazi war machine.

Then the exhibit area chronicles history from June 1941 to Pearl Harbor, 7 December 1941, when the Japanese attacked, which action quickly led the U. S. and its new Allies into the conflict.

Visitors then enter an exhibit describing force buildup for the battles yet to come against the Nazis and Japanese. This exhibit also includes information on the 8th's first two air strikes. (The 306th actually entered

# Obituaries

M. Prue Blanchette, 423rd navigator (Raymond Check crew), died 7 May 98 in Columbia, SC. He was aboard the day Check flew his last and fatal mission 26 Jun 43. Prue was the 15th officer to complete his combat tour. He spent much of his life in textile sales and for some years lived in Summerville, SC. He leaves his wife, 3c, 4gc.

F. Vincent Chiccarelli, 423rd engineer and POW, died 25 Jul 98 in East Boston, MA. He was a member of Gino DiBetta's crew, and became a POW after a dozen missions, going down 11 Feb 44 after a hazardous trip across the target. Chiccarelli had an arm almost severed by 20 mm cannon fire and was pushed out of the nose of the plane so that he could perhaps get early medical treatment. He was picked up very shortly after hitting the ground, and his battered arm was quickly amputated at a German hospital. He remained a POW in Germany until the end of the war.

Arthur H. Crapsey, 367th pilot who lost a foot on his third mission, died 17 Aug 98 in Rochester, NY. He was wounded when a 20 mm cannon shell hit his foot 22 Dec 43. He received a Silver Star in this action. Once out of service he became one of Eastman Kodak's first industrial designers. He had a degree from Alfred University in ceramic engineering. He leaves 4c, 5gc by his first wife, who died in '95, and also leaves a second wife.

Dominic P. Cwalinski, a surgical technician for the 367th, died 24 Apr 98 in Schenectady, NY. After service he was a welder for General Electric until his retirement in 1976. He leaves his wife, Jane, 1s, 3gc.

Donald M. Eckstein, Station Claims

officer, and for an extended period in 1944 was the 423rd Squadron Executive officer, died 2 Mar 98 in Mesa, AZ. He leaves 1d.

Forrest F. Egbert, Link Trainer operator for the 4th Station Complement Squadron and 423rd Squadron, died 20 Nov 97 in Warsaw, MO. He leaves his wife.

Anthony G. Johnson, 368th armorer died 31 Jul 98 in Endwell, NY. He had worked for Endicott Johnson Corp. for 46 years. He leaves his wife, Elaine, 1d, 1gd.

Tony F. Mihelich, 423rd engineer (Thomas Logan crew), died 8 Jun 98 in Ft. Collins, CO. He joined the Group 12 Apr 43 and completed his tour in Mar 44.

Jack E. Parker, GP personnel distribution clerk, died 1 Mar 98 in New Bern, NC. He also worked in the Message Center, and leaves his wife, Clara, 3c, 3gc. The Parkers participated in the big 1992 reunion in England.

Clyde A. Pollard, worked as a cook and at other tasks for the 4th Sta Comp Sqdn and the 367th Sqdn. He had been with the original Group. He died 27 Apr 97, and leaves his wife, Nelle, 2d, 6gc, 3ggc.

Charles C. Wegener, 367th pilot, died 16 Sep 97 after a long illness. He retired USAF in 1963 and then worked for The American School. He leaves his former wife, who cared for him for several years, 2c, 2gc.

## 306th Family

Marie Brown Colantoni, wife of Bill Colantoni MD, died 17 Mar 98 in Richeyville, PA.

Mrs. Dolores D. Kaye, wife of Dr. Herman H. Kaye, 423rd, died 1 Jul 98 in Los Angeles, CA.

## Other Memorials

In memory of Robert H. Reens, from Alfred J. Switzer

In memory of Mark Arrieta, from Dorothy Arrieta  
Jeffrey Arrieta  
Mark Arrieta II

# SAC Re-Opens Omaha Plane Collection

Not everyone in the United States lives close to a good air museum, such as those collections at the USAF Museum, Wright-Patterson, OH, or a number of smaller collections around the US.

But you may want to add to the group the Strategic Air Command museum at Omaha. Those of us who attended the 1983 initial reunion of the 306th may remember visiting their collection then. But that has been revised and enlarged, and is now under one roof, with space even provided for expansion.

The Omaha collection includes a B-17G from "our war", along with a B-29, a B25 and a C-47. Most of the rest it would like to have on hand are in such short supply that they can't be found today.

It is primarily devoted to those planes of the post-WWII era when the Strategic Air Command roamed the skies of the world.

## Another Dog on 306th Plane Crew



Harold E. Rogers, 369th gunner, was the owner and equipment manager for 'Mister'. This picture in the July issue of *Air & Space* in a photo feature entitled, "Dog Is My CoPilot," put together by Allan Janus from the National Air & Space Museum archives. At the time Mister had completed five raids, Andy Rooney immortalized him in a story datelined 5 Jul 43.

combat with the 8th on its seventh mission, 9 Oct 42).

Following this is a depiction of an English airfield, circa 1943. Similar airfields dotted the English countryside as the 8th AF became a principal player in reversing the course of the war.

Next, visitors are seated in a Nissen hut to see and listen to a simulated briefing. Here crews would assemble in the damp, cold predawn to learn about the day's bombing target.

In the mission-experience theatre you are transfixed, watching an actual bombing mission being executed. After the bomber takes off, you see the pilot, navigator, bombardier and gunners at work. Next, follow scenes of evasive action, finding the target and dropping the payload.

Visitors see fighter support, engagements with the enemy, damaged and shot down aircraft and crew members bailing out. Some don't make it. And then the return flight, hoping to see that familiar tower. Standby ground crews assist the injured.

The Command Gallery is the central exhibit gallery in the museum. Exhibits in this area deal with specific jobs and duties airmen perform, in addition to examining the 8th AF's major raids from 1942 through May 1945.

Glass cases contain displays put together for individual bomb groups, fighter groups and support groups to honor their roles in WWII.

Photo exhibits follow the evolution of the 8th as a part of the Strategic Air Command. Photos and captions explain the principal commanders and heroes from the 8th.



Joseph R. Hathway, president; Alfred J. Switzer, vice president; Russell A. Strong, secretary; Robert N. Houser, treasurer; Sheldon Beigel, Wallace D. Boring, Russell G. Houghton, Claiborne W. Wilson, directors; Robert W. Seelos, past president; Clayton Ridge, 1998 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 M Houser, P.O. Box 13362  
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The 306th Bomb Group Historical Association is a Federally tax-exempt organization and as a veteran's group is classified as 501 (c) (19).

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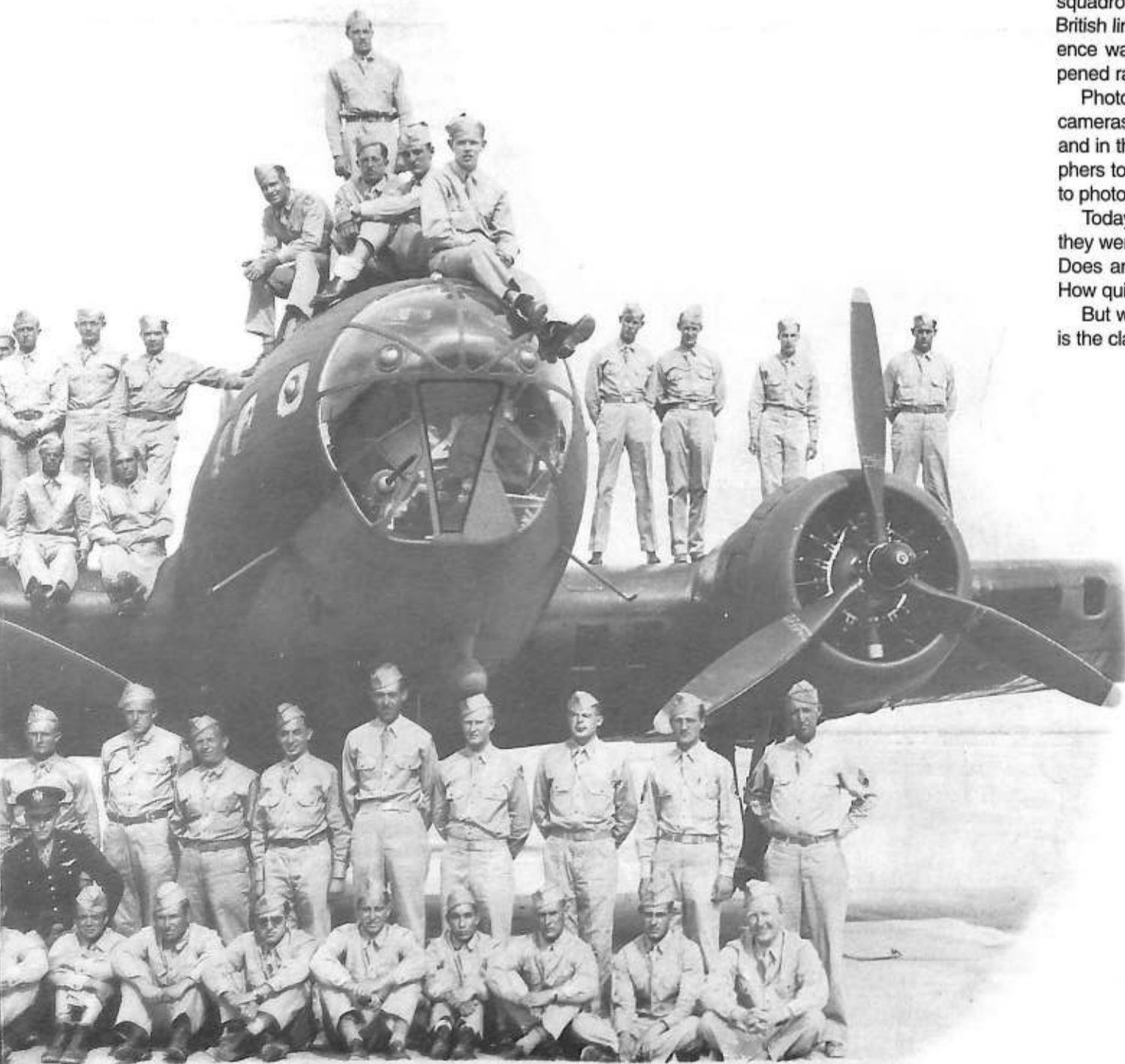
## 367th Squadron

This picture was taken probably in July 1942 before the squadrons began their shipment by rail, by plane and by the British liner, Queen Elizabeth, to England. The whole experience was momentous for all men involved, and it all happened rather quickly.

Photos such as shown here were done by panoramic cameras, which were used for pictures of large buildings, and in the early history of World War II, the same photographers toured Army camps, Naval installations and Air bases to photograph America's new group of heroes.

Today we are curious as to how these were taken, how they were printed and how they were distributed to the men. Does anyone remember how much a large roll print cost? How quickly could they deliver them to you?

But what is even more amazing in this visual age of ours is the clarity and fidelity of these photos done 56 years ago.



This page has left half  
of 2 centerfold photos of 367<sup>th</sup> Sq;  
right half of each  
is on "page 3"



This page has left half of 2 centerfold photos; right half of each is on "page 5."



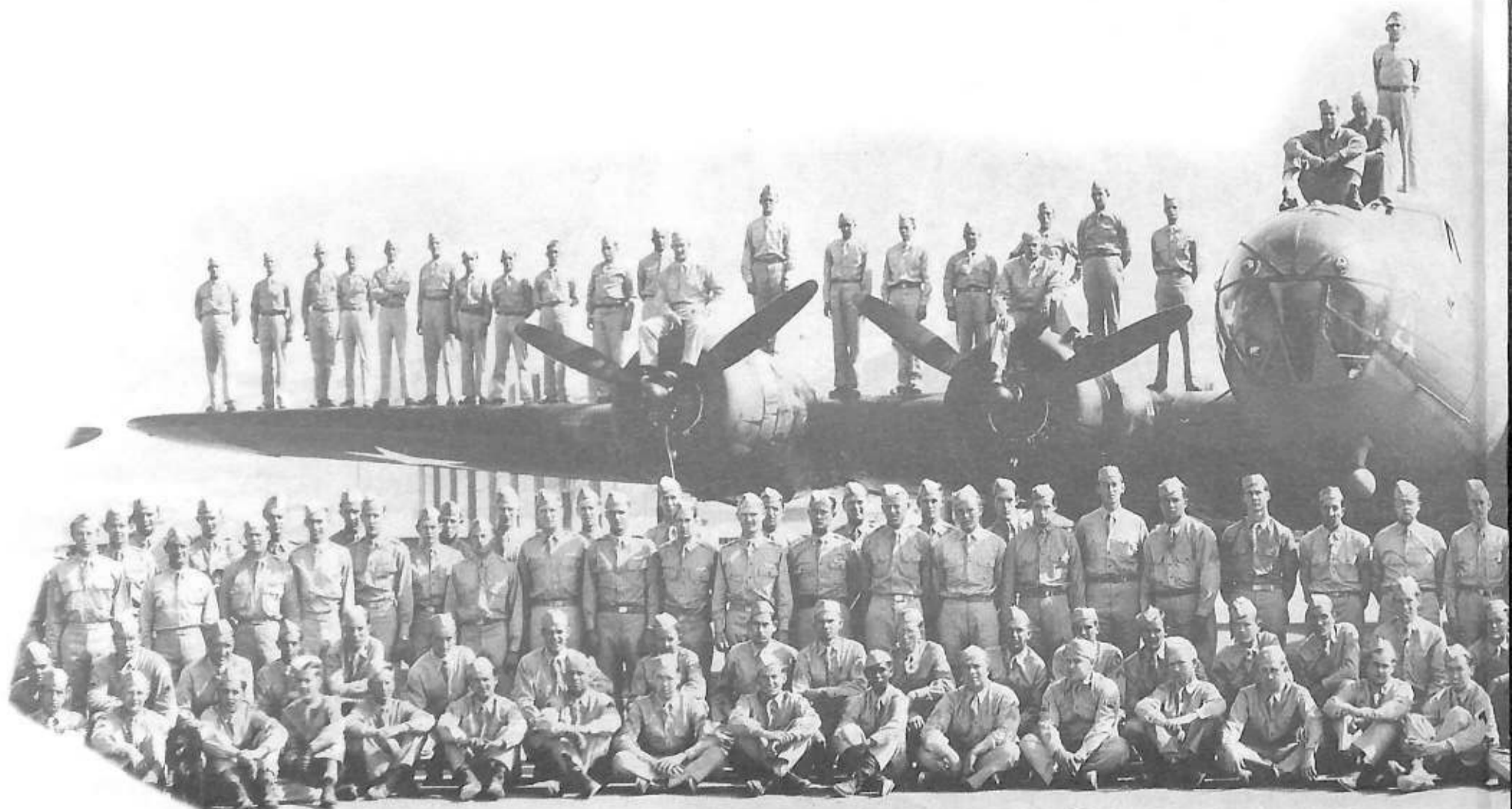
## 423rd Squadron

This is our other Squadron picture. We can only assume that shots were also made of the 368th and 369th, although none of these have come into the possession of the historian.

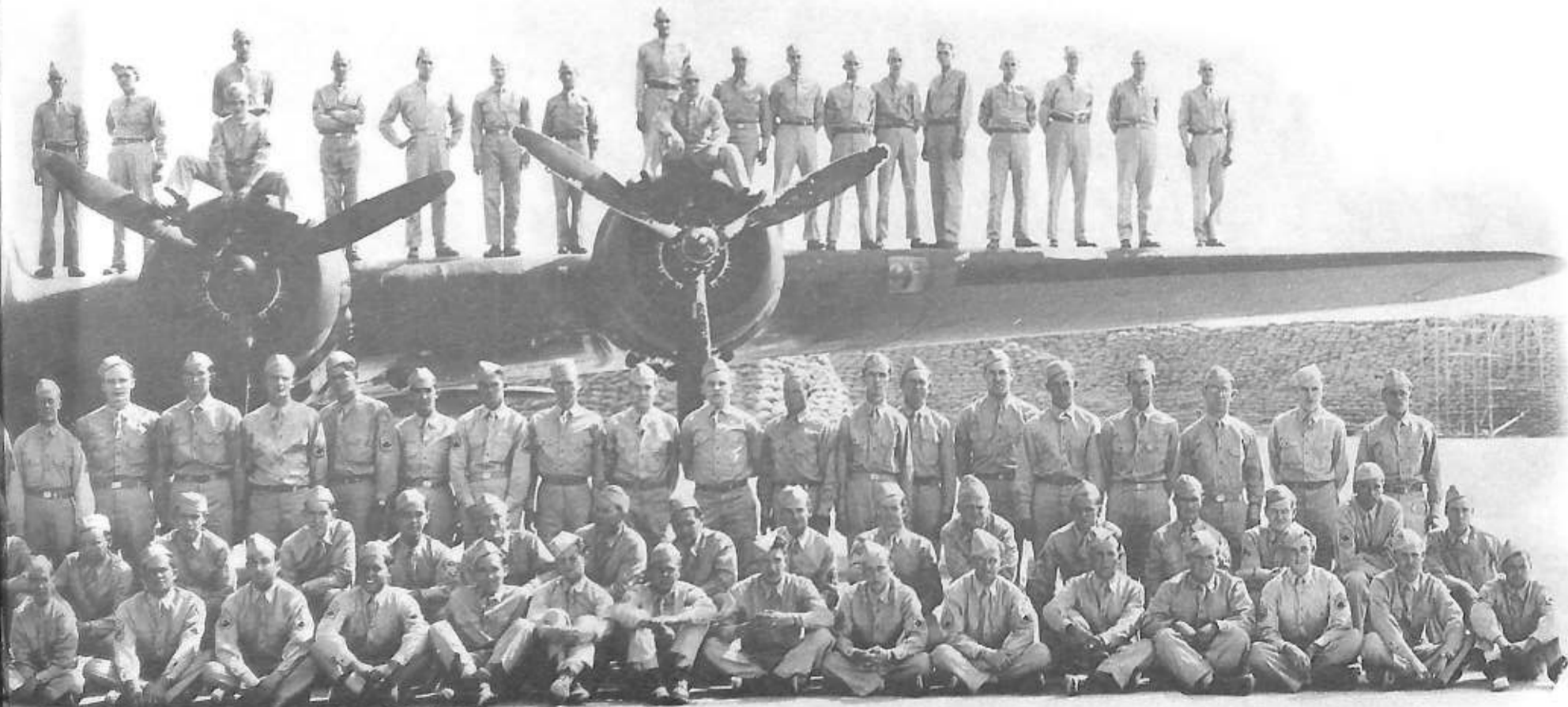
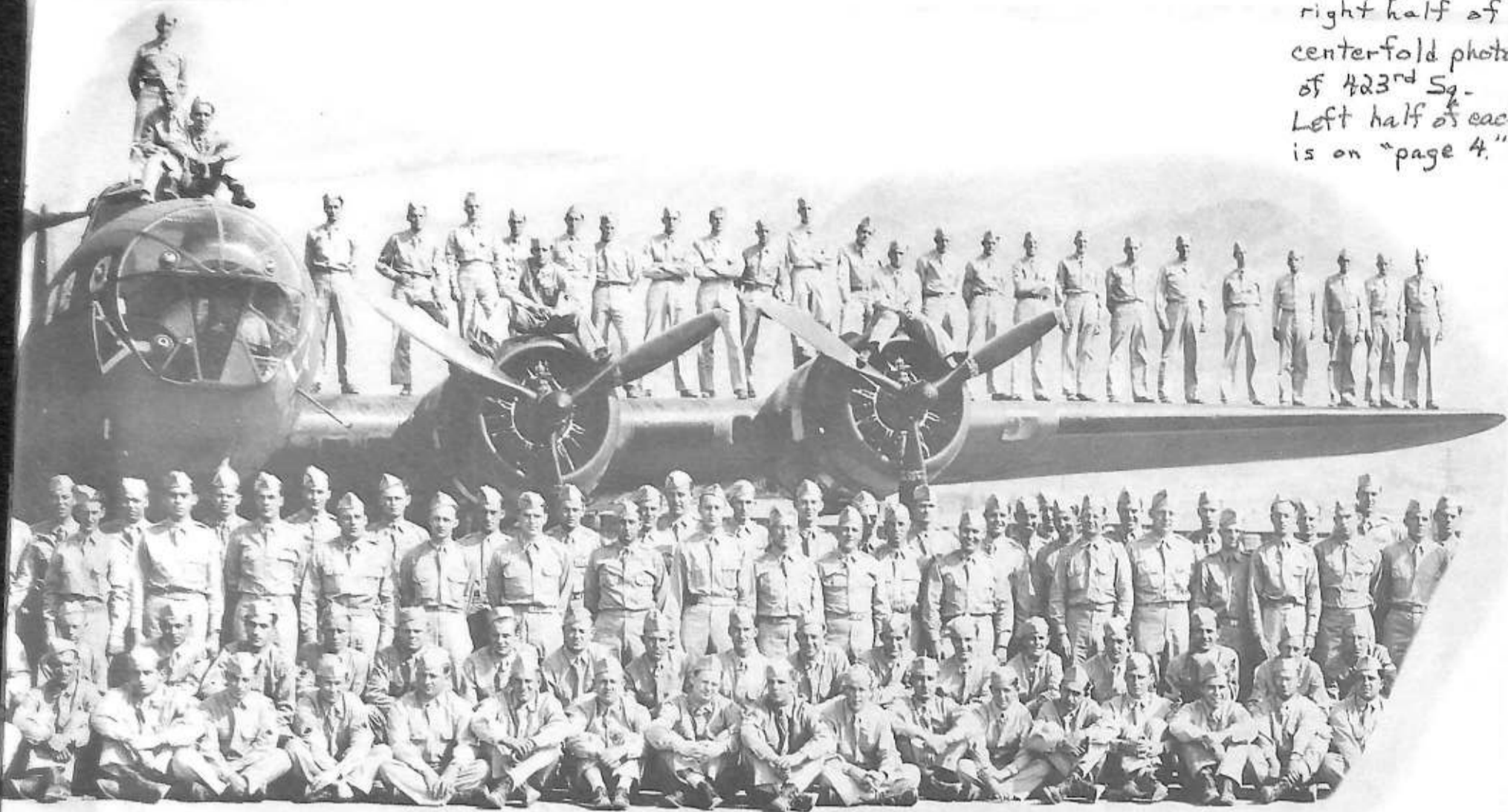
If you do have one of these, we would much like to borrow it for use in the next issue of Echoes. These are somewhat unusual pictures, not regularly found hanging around, so hang on to it until you can direct it to the historian for use in the future.

You will be aware that we have divided both of the Squadron

photos we are using in this issue. We did this so we could enlarge them and make the photos of the individuals clearer to your view. In so doing, we did not in anyway cut into either picture, so they are just as we received them some years ago and have not been damaged in any way. These two shots have been in the 306th collection for some years, and we would like to add the others. If you do not wish to donate them we will much appreciate a loan and then a quick return to you.



This page has the  
right half of 2  
centerfold photos  
of 423rd Sq.  
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John Barnett



Remains of Barnett's Plane

## Barnett Recalls First Raid to Lille

By John Barnett

By way of introduction, I joined the 306th in July '42 at Wendover, UT, and was assigned to the 423rd. After graduating at Brooks Field on 12 Dec 41 and a short stint there flying Army personnel undergoing Observer training, I was assigned to the 301st BG at Spokane, WA, in Feb 42.

While there, Hank Terry, a beloved memory to many in the 306th and I, became good friends, and continued this friendship through Wendover and Thurligh.

In late May my crew and I, and Hank and his crew, along with two others from the 301st and four crews from the 303rd at Mountain Home, ID, were detached for the upcoming Battle of Midway. Unfortunately, due to required a/c modification (for increased range) and other logistic requirements, we arrived at Hickam Field, Honolulu, the day after the battle. A short time later we were assigned to the 306th.

We were shot down over St. Nazaire, France, 9 Nov 42. The submarine base was our target. Our five survivors were sent to POW camps in Germany from which we were liberated 29 Apr 45. The bodies of four crew members were never recovered, and one died on board the rescue vessel that picked us up.

It is difficult to believe that it was over 50 years ago that this baptism of fire occurred. Give or take a little for possible embellishment and my sketchy recall, here is our first mission, 9 Oct 42 to the railroad marshalling yards at Lille, France.

After briefing, takeoff and rendezvous went well. Across the Channel, into France and the target area, I don't recall any heavy flak concentration or enemy fighters within our range of view. We were concentrating on hitting the IP and the target too much to be distracted. In the early missions we bombed by squadron in trail and not as a group formation.

It was on the way out that things heated up. As though having to face an estimated 80 knot headwind was not enough, enemy fighters swarmed around us like bees, attacking in force and with determination.

Very early into it everything suddenly became quiet on board; then, for what seemed an eternity, the guns started chattering again. While I already knew we had lost our intercom, it was learned after landing that the oxygen system from the radio compartment to the tail was also shot out. The quiet interval came as the crew members in the back were scrambling for walk-around oxygen bottles. I don't recall how long the attacks continued, but we had very little ammunition left when we landed.

It just seemed there was a never-ending stream of fighters hitting the formation from the 2 o'clock position. I remember Maj. J. W. Wilson (423rd Squadron c.o.) having trouble with his #4 engine, and we moved in to give him cover. I don't know whether it helped him or not.

I wasn't conscious of it at the time, but there apparently was little, or a complete absence of, flak while we were under heavy fighter attack. When we reached the coast, or close to it, and the fighters broke off, the squadron ran into a virtual wall of flak. I'm not talking about seeing the smoke—I'm talking about seeing the fireball of the explosion itself! It's a miracle several aircraft were not lost. The apparent lack of evasive tactics on our part enabled the German flak batteries to zero in on us for altitude and direction. Fortunately, it seemed they fired only this one concentrated salvo.

While checking for injury and internal/external damage on the return to base, we found that the tail wheel motor and assembly had been shot to hell. When we reached Thurligh I suggested to the tower that we be the last of the group to land in case we left a "mess" on the active runway. Of course, the tower agreed. After taking the precautions we could, including moving all personnel to nose and radio compartments, we came in for a main-gear landing. After touchdown we kept power on the inboards and started riding the brakes to keep the tail off

the runway as long as possible. When the balancing act became too difficult, we allowed the tail to settle and immediately it sounded like about 1000 tomcats fighting over one female in the tail-end of the a/c. Fortunately, Gene Kinney, our copilot, and I were able to maintain directional control until sufficient speed was lost to where we could let it drift off the runway safely.

Needless to say, my a/c, "The Grim Reaper", became a hangar queen. Nevertheless, she was finally put back into commission and went down over Bremen in Apr 43 with Wild Bill Casey at the controls.

A couple of days after that day, T/Sgt Selden Wentworth, my ground crew chief, asked me to meet him at the hangar. While there, and after looking very closely at the extent of the damage to "The Reaper," he presented me with a German 20 mm dud that came to rest inside the left wing along the main spar. It had penetrated the upper right side of the left wing along the main spar, tore up a bomb shackle, was deflected into the root of the left wing and had penetrated/exited the left main gas tank and come to rest on the main spar.

I carried that dud in my flight jacket as a souvenir until I lost it on the bail-out over St. Nazaire.

I was flying Maurice Salada's aircraft, "Miss Swoose", when shot down over St. Nazaire 9 Nov 42.

## 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.

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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.

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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.

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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

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

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 in memory of Dot Dimter, from Bob Dimter  
 in memory of John Gassler, from Patricia B. Gassler  
 in memory of William Giglio, from Elizabeth Giglio  
 in memory of Leif Hansen, from April A. Allmond  
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 in memory of Gustave Holmstrom, from  
 Eva Holmstrom and the Holmstrom family  
 in honor of Russell Strong, from Ernest Michel

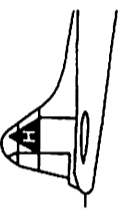
Gifts may be made in memory of 306th veterans or family, by sending your check, so designated to the 306th Memorial Fund, to the Association treasurer. All gifts made during the preceding quarter will be listed in Echoes. Expenditures of these funds is at the discretion of the Board of Directors.

### There May Be No Dues to the 306th,

but make your semi-annual gift to the Association, using the envelope found in this issue of Echoes. Such gifts keep Echoes coming your way each quarter.

Robert N. Houser, Treasurer  
 306th Bomb Group Association  
 P.O. Box 13362  
 Des Moines, IA 50310

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 306th Unit \_\_\_\_\_



## '98 In Savannah

Join the 306th — Dec 2 thru Dec 5

### Marriott Hotel

Day	Cost	No.	Total
<b>Wednesday, 2 Dec</b> Noon to 6 REGISTRATION 1:30 PM - Inspection Trip to Gulfstream Aviation Includes round trip by bus Dinner on your own	\$20	_____	_____
<b>Thursday, 3 Dec</b> 9 to 5 Registration in Lobby 12 to 6 Hospitality Rm open 6 to 9 Dinner Cruise on the River Musical entertainment	\$25 \$35	_____ _____	_____ _____
<b>Friday, 4 Dec</b> 7:30 to 9:30 Continental Breakfast In the Atrium 9:30 First buses leave for the MIGHTY 8th AF HERITAGE MUSEUM Bus, Lunch, Admission included Last bus leaves Museum at 5 PM Dinner on your own	\$8.95 \$26	_____ _____	_____ _____
<b>Saturday, 5 Dec</b> Breakfast on your own Business meeting 9 to 11 Continental Breakfast for Ladies 6:00 to 7:00 Reception and Cash Bar 7:00 to 11:00 Annual Reunion Banquet Entertainment	\$8.95 \$37.50	_____ _____	_____ _____
<b>TOTAL</b>			_____

Registrant \_\_\_\_\_ **306th Unit** \_\_\_\_\_  
 Spouse or Friend \_\_\_\_\_  
 Home Address \_\_\_\_\_  
 Home telephone ( ) \_\_\_\_\_  
 Travel by auto, plane, other? \_\_\_\_\_  
 Arrival day and time \_\_\_\_\_  
 Will you need transportation from airport? \_\_\_\_\_  
 Departure time on Sunday? \_\_\_\_\_

Mail with your check to:

**Albert McMahan, Treasurer**  
 306th BG 1998 Reunion  
 PO Box 783  
 Norcross, GA 30091-0783  
 Telephone (770)448-8513

## SAVANNAH Marriott RIVERFRONT

100 General McIntosh Blvd.  
 Savannah, GA 31401  
 Phone: (912) 233-7722  
 Fax: (912) 233-3765

Name \_\_\_\_\_  
 Name(s) Of Additional Person(s) Sharing Room \_\_\_\_\_  
 Street Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_ Phone (Day) \_\_\_\_\_

- \* RIVERFRONT/RIVERVIEW ROOMS MAY BE AVAILABLE AT CHECK-IN FOR AN ADDITIONAL CHARGE.
- \* PARKING IS AVAILABLE AT AN ADDITIONAL CHARGE.
- \* CHECK-IN TIME AFTER 4:00 P.M.

Group/Organization **306th Bomb Group**  
 Date(s) Thursday-Sunday, December 3-6, 1998  
 Special Request \_\_\_\_\_

Please Check the type of accommodations desired.  
**ACCOMMODATIONS ARE SUBJECT TO AVAILABILITY AT CHECK IN.**

NO. OF ROOMS	TYPE OF ACCOMMODATION	
_____	<b>SINGLE:</b> One (1) Person	\$85
_____	<b>DOUBLE:</b> Two (2) Persons, One (1) Bed	\$85
_____	<b>DOUBLE:</b> Two (2) Persons, Two (2) Beds	\$85
<b>TOTAL</b>		_____

For all reservations, please list each guest's name above. Suite rates are available upon request. Please contact the hotel directly at (912) 233-7722. **Reservations must be received by November 2, 1998.** After the above date, rooms will be confirmed on a space and rate available basis.

SMOKING  NON-SMOKING

ARRIVAL DAY/DATE \_\_\_\_\_  
 TIME OF ARRIVAL \_\_\_\_\_  
 DEPARTURE DAY/DATE \_\_\_\_\_  
 NUMBER OF ADULTS OVER 17 YEARS \_\_\_\_\_  
**CHECK-IN TIME AFTER 4:00 P.M.** Accommodations prior to that time will be handled on a space available basis. Luggage storage is available.  
**CHECK-OUT TIME IS 11:00 A.M.** Reservations must be accompanied by a guarantee for first night's lodging via check or credit card.  
 Fill in American Express, Diners Club, Carte Blanche, VISA, MasterCard or Discover Card information below. You will be charged for the first night's lodging unless reservations are cancelled 24 hours prior to arrival.  
 CARD TYPE \_\_\_\_\_ EXP. DATE \_\_\_\_\_  
 CARD NUMBER \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_  
**Advance Deposit.** Please include one night's room plus 12% tax. Deposits are refundable if cancelled 24 hours prior to arrival.  
 CHECK ENCLOSED Amount \$ \_\_\_\_\_