

306th Echoes

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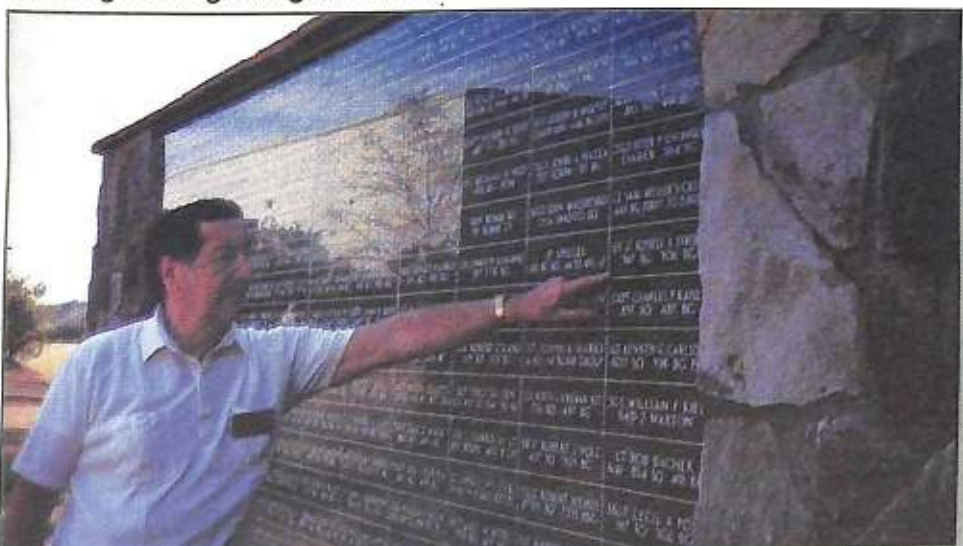
Philip Riordan came from Connecticut to our Savannah reunion where he joined his parents for the Saturday night banquet, Miriam Riordan in the center and Col. Robert P. Riordan at the right.



Two former presidents of the Association, and also crewmates in 1944-45: Forrest Stewart, left, and Joseph Hathaway, right.



"Tora...Tora...Tora" picture display is in a gallery at the Savannah Museum showing the beginnings of WWII.



Bob Starzynski points at a 306th plate honoring one of our men. You, too, can have your name among this collection in the Memorial Garden at Savannah.

Meet Us in St. Louis in '99 October dates, 13th-17th

After some difficulty with scheduling on acceptable dates, the 1999 reunion of the 306th Bomb Group Association will be 13 October through breakfast on 17 October, according to Russell A. Strong, Secretary.

Alfred C. Villagran, a resident of Chesterfield, MO, and a 369th radio operator, is the chairman for the 1999 event. He had previously been local chairman for an 8th AF Historical Society reunion in St. Louis, and has also directed many programs for the Missouri chapter of the 8th.

The reunion will be held at the Henry VIII Hotel and Conference Center, which is located on Lindbergh Blvd./US-67, and in close proximity to Lambert Field, the St. Louis International Airport. For those familiar with St. Louis, the hotel is one-half mile north of I-70 and one mile south of I-270.

The hotel has 200 guest rooms and 200 one bedroom suites, two restaurants, indoor and outdoor pools, a host of recre-

ational areas, gift shop and plenty of meeting space.

The room price for the hotel, regardless of accommodations, is contracted at \$64 per night. The cutoff date for reservations out of our block of rooms is 8 August. Reservation forms will appear in the next two issues of Echoes, as will the reservation form for the 306th. If you are coming to the reunion and staying at the Henry VIII, you will need to fill out and mail in both reservation forms.

There is a large hospitality room available for us to meet in.

At this point it is planned that we will have the Scott AFB Band to entertain for us, as well as playing for dancing after the Saturday night banquet.

Of particular interest to many traveling by plane is that the hotel is not only close to Lambert Field, but the hotel also provides transportation between the field and the hotel. Transportation is also provided on a scheduled basis by the hotel to shopping and areas of interest in the general area.

Savannah Visit Acclaimed

With nearly 375 people in attendance, the 306th Association meeting in Savannah that first week in December registered nearly unanimous approval of the two-and one-half year old Mighty Eighth Heritage Museum.

Most of Friday was spent in the Museum, buses taking people to and from the Marriott Hotel on the waterfront in Savannah and out near the interchange on I95 to the Museum. This permitted some to go early and return early, and some to go early and return late. The museum is well fitted to show a lot to both deliberate visitors and those in a rush.

Some chose to spend time among the growing array of exhibits reviewing many of the special things that made the Eighth great. There was the Prisoner of War display, the several displays showing how the crew positions in the bog bombers, both B-17s and B-24s, worked, as well as displays of all kinds of armament, bombs, crew personal equipment, and all those myriad things we lived with more than 50 years ago.

Several bomb groups are so enamored with what they have seen there that they have opted to carryout the rest of their reunion schedule in Savannah.

However, the 306th has not given much thought to this because of the location of the Museum in a far corner of the United States for many of our members. Transportation into Savannah is also not the greatest, assuring most people that you will have to change planes in Charlotte, Atlanta or Washington in order to get to that area of the Southeast.

There are only three hotels in Savannah and they are located in the downtown historic district which is 8-10 miles from the museum. But for those smaller groups reunioning there there are clusters of

motels now at every exit along I-95. Restaurants and other tourist facilities are also springing up close to the Museum.

Our board of directors continues to favor moving our reunion around the country a bit each year so that there is always a significant contingent attending that does not have to make a two or three-day drive both to the reunion and then home again.

Our late schedule of the first week in December did not appear to affect our attendance greatly, being about the same number that had been at Orlando the year previously. (Again, Orlando was not centrally located, being in mid-Florida.)

Many found this strip an opportunity to "taste" the historicity of Savannah a bit, it being the place where the Eighth Air Force was "signed" into law in January 1942. It also has a spot of history from the Civil War, and it is a "different" appearing city than most American civic centers. There is something about Savannah that brings out the best in people in many different ways.

And it is also the backdrop for novels in considerable number, with "Midnight in the Garden of Good and Evil" having attracted a considerable readership, as well as a movie, in the last several years. Whether you liked the tawdry story of "Garden" or not, the early parts of the book especially held your attention.

Tours took many of our reunioners through the nearby historic district as well as to the fictional locales of many events depicted in "Garden of Good and Evil."

As one begins to make reservations, and other plans, for St. Louis, there will belinger thoughts of Savannah's restaurants and restored waterfront. It was a great place for walking.

For now, though, remember a song and a movie—"Meet Me in St. Louis—in 1999!

Obituaries

Col. John H. Buie joined the 306th 29 Dec 44, becoming commander of the 423rd Squadron. He continued his service with the Group until Feb 46, having flown more than 25 missions and served with the Casey Jones Project. He leaves his wife Judy. He had died 10 Nov 98 in Arlington, TX.

LTC Willard J. Clarida, 423rd navigator (John Jackson crew), died 29 Dec 97, according to AF Times. He was the 90th officer at Thurleigh to complete a combat tour, in Dec 43. Clarida was a USAF retiree.

Floyd Clites, 367th engineer (Joseph Couris crew), died 3 Jan 99 in Hot Springs, AR, where he had lived much of his life. He arrived with the Group 11 Jan 44, and leaves his wife, Dora, 3c, 6gc, 3ggc.

James E. Fairchild, 367th gunner (William Ely crew) and who was grounded before flying any combat, died 28 Jul 98 in Jasper, TX. He was for many years an electrical technician for Tennessee Gas Transmission Co. He leaves his wife, Robbie.

LTC Kenneth H. Fultz, 423rd navigator and POW (Jack Harris crew), died 21 Aug 98 in Lake Worth, FL, where he had made his winter home for some years. He also lived in Nashua, NH. He joined the Group 20 Jun 43 and was MIA 28 Jul 43 on a mission to Kassel, Germany. Fultz was in Stalag Luft III for two years. He served postwar in the USAF, retiring in Sep 63. He attended Command and Staff School and Squadron Officers' School. Following USAF retirement he worked for Boston Edison Co. He leaves his second wife, Marianne, 1d.

James H. Fries, 367th gunner (Joseph Pedersen crew), died 11 Apr 98 in Lisbon, OH.

Louis R. Gilbert, 368th radio operator (Robert Chrisjohn crew) died 27 Oct 94 in Loves Park, IL, practicing law there for many years. Lou joined the Group 17 Jul 44 and completed combat in Dec.

Joseph R. Graziano, 368th radio operator and POW (Maxwell Judas crew), died 17 Mar 98 in Harrisburg, PA. He was with the original group, and was MIA 21 May 43 on

a mission to Wilhelmskaven, Germany. He had flown at least 10 missions with the 306th.

Norman D. Hall, 423rd gunner (Douglas Schrack crew), died 2 Feb 98 in Lincoln, NE. He completed his 35 mission combat tour 20 Feb 45. He was an electrician and owned a wholesale electric supply. Following retirement he found considerable joy in entertaining veterans in VA hospital. He leaves his wife, Mildred, 1s.

Maj. Sam J. Hatton, squadron bombardier for the 368th, died 22 Aug 98 in Riverside, CA, where he had lived since USAF retirement in '65. He joined the 306th 8 Jul 44 (Robert Dodge crew), and flew 39 combat missions. He served also in the Casey Jones Project and left the 306th in Nov 45. In the USAF he served as a squadron commander and division executive officer. In retirement he was a deputy probation officer for Riverside County, and was a supervisor for Juvenile Hall.

Irvin S. Karpman, a clerk in Group Operations and later responsible for Form 5 records, died 20 Dec 98 in Springfield, IL, where for many years he had operated a music store. He leaves his wife, Bessie.

John E. Krivus, 367th medic, died 18 Nov 98 in Greensburgh, PA.

Wade S. McRary, 368th tail gunner (William Nash crew), died 20 Feb 98 in Granit Falls, NC. He joined the Group 15 Mar 44 and was MIA 27 Mar 44 on a mission to La Rochelle, France with Rene Fix's crew. He leaves his wife, Virginia.

Ferman (Jack) Millette, 423rd pilot, died 6 Oct 98 in Lafayette, LA. He had suffered from Parkinson's Disease. He leaves his wife, Lucy, 2c, 3gc. He had retired as division land supervisor for Tennessee Gas Pipeline Co.

William H. Morris, 369th tail gunner (Lowell Burgess crew), died 14 Jul 98 in Lawrenceburg, IN. He joined the 306th 12 Apr 44 and completed his combat tour in September. His wife, Shirley, received an American flag from Col. Burgess at his funeral. Morris also leaves 1s, 1d.

Elmond Richardson, 423rd gunner (Charles Toner crew), died 26 Mar 63 in Port Arthur, TX, following a heart attack. He had been employed at the Gulf Oil refinery there.

Jack R. Samway, 368th squadron navigator in the first half of 1944, (Joseph Gay crew), died 16 Oct 98 in Baytown, TX. He completed his combat tour 26 Jun 44. A graduate of the U-Tex, he retired as an instrument engineer for Exxon Corp., in 1977. Samway leaves his wife, Marie, 1s, 1d, 5gc.

Ray K. Schieb, 369th pilot, died 22 Sep 98 in Ann Arbor, MI. He flew 32 missions from 25 Sep 44 to the end of the war and stayed with the 306th until Mar 46. A graduate of Ohio St Univ, he was with Ford Motor Co., in sales and marketing until retirement in '88. He leaves his wife, Ruth, 5d, 11gc.

Millard C. Scott, 423rd gunner (Forrest Stewart crew), died in Jul 97 in Johnstown, OH.

Robert L. Semler, 368th ball turret gunner, died 23 Nov 98 in the Martinsburg, WV Hospital. He arrived with the Group in early 44 and completed his combat tour in Sept. His wife died in 1991 and he leaves 1d, 2s, 3ggc. Woodrow Semler, 368th waist gunner, was a cousin.

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
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
306th Cloisonne Logo Key Chain		\$3.00
Shipping and Handling - Up to 2 lbs. per package		\$3.00
Shipment via Priority or 1st Class Mail		

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	TOTAL		

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City, State, Zip _____

ADDRESS UPDATES

- Aiken, Edgar L—3800 Risher Rd. Warren, OH 44481—368
- Barberis, Daniel J—95 Goose Bay Dr. Bridport, VT 05734—423
- Berry, Leslie—2633 Victoria St, Wooster, OH 44691—423
- Billa, William K—PO Box 5513, Redwood City, CA 94063—423
- Brennan, Neil H—25300 Perdido Beach Blvd, Windswept 208, Orange Beach, AL 36561—368
- Brooks, Everett V—PO Box 102, Dassel, MN 55325—423
- Bruce, John F—249 Jasper St NW, Largo, FL 33770—1628
- Collins, James E—1 Brittany, Newport Beach, CA 92660—369
- Colvin, W. M.—1500 W Matlock #13, Aransas Pass, TX 78336—367
- Deterding, John F—6975 W 85th St, Kearney, NE 68847—368
- Duran, Edward H—44 La Encina, Newbury Park, CA 91320—367
- Findley, Everett L—8712 Indian Knoll Trl, North Richland Hills, TX 76180—368
- Fisher, Marion R—5223 Hwy 358, Opelousas, LA 70570—369
- Fitzpatrick, Walter D—140 Maple St, Wetherfield, CT 06109—367
- Gannett, Ray—1880 Park Newport \$405, Newport Beach, CA 92660—367
- Goldman, Lowell—PO Box 87639, Vancouver, WA 98687—368
- Hobson, Frederick H—595 Mardel Dr #403, Naples, FL 34104—369
- Jacobson, Kenneth E—11603 Ladera Vista Dr #25, Austin, TX 78759—423
- Jewell, Fremont H—695 Bridle Ridge Rd. Eagan, MN 55123—369
- Justice, James T—1361 Swallow, Ln, Birmingham, AL 35213—369
- Kingen, Robert L—2366 Steeple Chase, Shelbyville, IN 46176—368
- Krashes, Bert—3750 Country Vista Way, Lake Worth, FL 33467—369
- Leo, Dominic D—8559 W Pershing Ave., Peoria, AZ 85381—423
- Marks, Roy—10601 Long Branch Dr. Conroe, TX 77303—367
- Maxwell, Robert L—PO Box 1265, Oceanside, CA 92051—369
- McCarthy, Denis E—25901 Woodward #201, Royal Oak, MI 48067—368
- Mihalevich, Gregory G—309 N D St, #303, Oskaloosa, IA 52577—423
- Morrow, Norman—PO Box 6222, Vero Beach, FL 32961—367
- Nickell, A W Jr—579 Buckingham Ln, Lexington, KY 40503—368
- Parker, Orle Jr—4801 North Hills Blvd #206, North Little Rock, AR 72116—368
- Pasvold, Harold—663 Quail Dr. Cranbury, NJ 08512—369
- Ross, Shirley J—11057 W Tidewater Ct. Boise, ID 83713—367
- Ruffin, William A—#2 Wilderness Run, Diamondhead, MS 39525—368
- Rupp, Bernard J—N47W6277 Western Rd. Cedarburg, WI 53012—369
- Schoofield, Charles T—1035 Scott Dr #132, Prescott, AZ 86301—369
- Sherman, Fred T—2859 N Cedar Hill Dr. Fayetteville, AR 72703—369
- Tanno, Norman J—24799 Lake Shore Blvd #908, Cleveland, OH 44123—423

306th Family

- Mrs. Dale W. Dysinger—110 W Pleasant Lake Rd. North OaRs, MN 55127—368W
- Mrs. Frank Endres—8609 Stoner Rd. Riverview, FL 33569—368W
- Mrs. G. Kieth Jackson—4040 San Felipe St, #102, Houston, TX 77027—367W
- Mrs. Ralph Kennett—108 Starr Pl., Grapevine, TX 76051—369W
- Mrs. Joseph Mathews—PO Box 1719, Bluffton, SC 29910—369W
- Mrs. Martin J. Kilcoyne—2303 E 3rd St, Greenville, NC 27858—367W
- Mrs. David Revolti—33 Fiske Mill Rd. Milford, MA 01Y57—368W
- Mrs. Jerrill Sanders—5917 Owls Nest Dr. San Angelo, TX 76901—423W
- Mrs. F. Edwin Tingle—207 Melody Ln, Liberty, MO 64068—368W
- Mrs. Jane Cavaness Wirtz—57 Cadillac Dr. #10, Sacramento, CA 95825—368D

Robert R. Swartz, 368th navigator (John Machosky crew), died 27 Oct 98 in Litchfield, MI, following a heart attack. He was MIA 11 Sep 44 on a mission to Eisenach, Germany, and was in Stalag Luft I until May 45. A graduate of Western Michigan University, Swartz retired as superintendent of schools in Litchfield. He leaves his wife, Mary, 1s, 1d, 4gc.

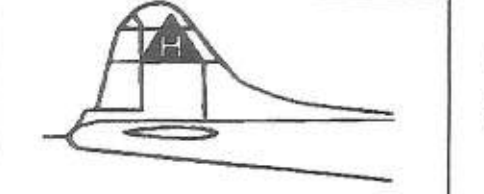
Harold K. Twing, 367th waist gunner (William Bisson crew), died 16 Nov 98 in Amarillo, TX. Joining the Group in Jun 43, he completed combat in Jan 44, and was credited with one downed enemy a/c. He leaves his wife, Jane.

Ralph W. Wiehrdt, 367th bombardier (Harold Barrett crew), died 7 Mar 98 in

Naperville, IL. Ralph joined the Group 11 Jun 44 and completed his tour 7 Sep 44. He had been a sales engineer for C. R. Daniel Co., retiring in 1980. He leaves his wife, Mildred.

306th Family

- Dot Dimter**, wife of Bob Dimter, 423rd bombardier, died 3 Aug 97 in St. Petersburg, FL.
- Margaret Farkash**, wife of Michael N Farkash, 423rd gunner, died in 1998.
- Anne Lyles**, wife of Joe D. Lyles, 369th copilot, died 13 Sep 98 in Cochran, GA. She had been a frequent reunion attendee.
- Martha Petrelli**, widow of Peter Petrelli, 367th gunner, died 6 Mar 98 in Warren, MI. Pete had died a year earlier.



Alfred J. Switzer, president, Wallace D. Boring, vice president; Russell A. Strong, secretary; Robert N. Houser, treasurer; Sheldon Beigel, Russell G. Houghton, Lee Kessler, Claiborne Wilson, directors; Joseph Hathaway, past president; Alfred C. Villagran, 1999 Reunion chairman. Ralph Franklin is our British representative; National School Cottage, Keysoe, Beds MK44 2HP, England. Telephone from US: 011-441234-708715; In England 1234-708715.

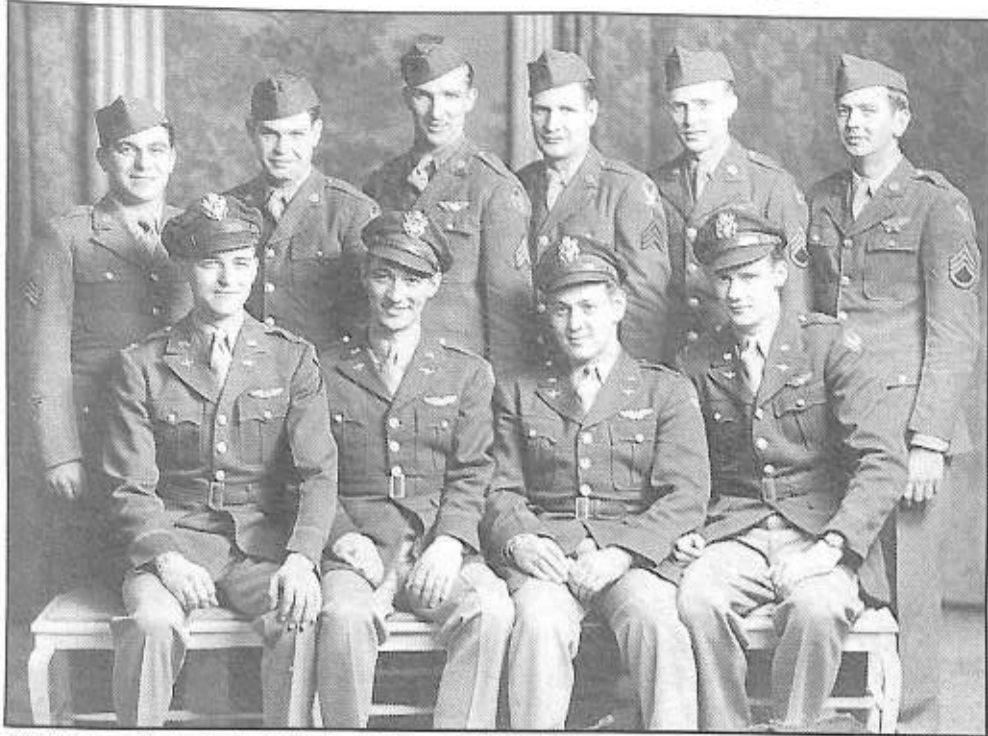
306th Echoes is published four times annually: January, April, July and October, and is mailed free of charge to all known addresses of 306th personnel, 1942-45. Contributions in support of this effort may be remitted to the treasurer.

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).

MORE CREWS



369th: John G. Davis Jr. P. Charles T. Bennett CP, David L. Stein N, John P. Dillen N. back row: Sol Schnoll tg, Carl Barron bt, Elmer Nofsinger wg, Floyd Owens wg, Gerald Coghlan ro and Leslie Yearous eng.



369th: Roy Travers B, Loren Thompson CP, David Weed P. Olin Stansbury B. Back row: Edward J. Maliszewski ro, Russell Dow eng, William Porter tg, Kenneth Myers wg and John Williams bt.

Switzer New Assn. Pres. Boring VP

Alfred J. Switzer, a 369th pilot from Kissimmee, FL, was elected president of the 306th Association for the 1999 year, during the annual business meeting at Savannah. He had served as vice president last year.

Wallace Boring, 368th navigator from Maryville, TN, was elected vice president after having served as a director of the Association.

Russell Strong, 367th navigator from Charlotte, NC, was elected to another term as secretary, and Robert Houser, 369th navigator from Des Moines, IA, will continue as treasurer.

Leland Kessler, 368th engineer from Canton, OH, will fill Boring's unexpired term as a director. Continuing as directors are Sheldon Beigel, 369th gunner, and Claiborne Wilson, 423rd engineer and evades.

Also serving for one-year on the board are Joseph Hathaway, 423rd radio operator and immediate past president of the Association, and Alfred Villagran, 369th radio operator from Chesterfield, MO, and 1999 reunion chairman.

One Hundred and nineteen members of the 369th Squadron represented the largest contingent attending the reunion, with Clay Ridge, chairman, reporting that there were 385 in attendance.

A fence will be erected around the memorial site at Thurleigh. Ralph Franklin, our British representative, reported that the St. Maudwin Co., who now own the land have offered to pay for the fencing and its erection. It will be a low fence, not intended to keep people out but rather to define the limits of the land on which our memorial sits.

Franklin also reported that a satellite company located at Thorleigh has its building decorated inside with large photo prints of WWII scenes at Thurleigh.

Marlen Reber, the pilot of "Eager Beaver" for most of its first 25 missions, reported to the annual meeting that he has had discussions with people at the technical school at Williamsport, PA, concerning moving the piece of that airplane to the Mighty Eighth Heritage Museum. He has plans to continue discussions and to pay a visit to Williamsport concerning our acquisition of the nose art, which would then be sent to Savannah. The technical school bought the original aircraft for a pittance after the war and used much of the plane for instructional purposes. Most of it has now disappeared except for the nose art panel from one side of the nose.

Ernie Pyle to the Contrary, AAF Had the Worst of WWII

by Ed Hennessy

Since WWII I have questioned a legacy of Ernie Pyle—a general impression that the Infantry had the worst of it in WWII. With respect to creature comforts I have no doubts, and I readily confess that my enlistment in the Air Corps was prompted by trench warfare stories told by my WWI uncles—I wanted no part of that.

Starting with the 9 Oct 42 mission to Lille, I accumulated 25 reasons for doubting the Infantry legends. None of our missions were unopposed and each involved penetration into enemy territory. Those few references to "milk runs" meant only that some were easier than others.

I was once asked by a civilian friend of the family if my aircraft was ever damaged. I replied that my aircraft was never not damaged. However light it may have been had we been less lucky could have been serious, if not fatal.

People forget that each mission was an attack on the enemy over his own turf and, early on our quota became 25 times. Was there ever an Infantry unit that launched 25 attacks on the enemy (that usually involved pitched battle) in the early months before the time of fighter escorts and firepower in the noses?

Public TV aired the story of the 100th B G (I believe) that arrived a few months after the

MEMORIALS

In memory of Julia Alford, from Lionel D. Alford

In memory of James E. Fairchild, from Robbie Fairchild

In memory of Jacob Gehrlein, from Phyllis Gehrlein

In memory of Leif Hansen, from Robert H. Bliss, Billy W. Casseday, Arthur & Norma Dellaga, Thomas Kennedy & Andra Karasa, Mr and Mrs Milton Novinsky, Nancy Lee Smith

In memory of Edward R. Lanich, from Ruby R. Lanich

In memory of Taylor L. Leady, from Billy W. Casseday

In memory of Harold M. Lemmer, from Roberta Lemmer

In memory of Dwight Paisley, from William Carnicom

In memory of Ralph Wichardt, from Don Bouchelle

In memory of Dolores D. Kaye, from Herman H. Kaye

Daryl & Helen Phillips

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. Expenditure of these funds is at the discretion of the Board of Directors.

306th and had a terribly rough indoctrination. It is hard to imagine an experience worse than ours—the original Wendover contingent recorded 21.6% that completed 25 missions.

The TV documentary included commentary by three modern air war (WWII) doing voice overs. The results of their indepth study(ies) were revealing and gratifying. Note that there were youngish academics who did not have to contend with emotions during their projects. One of their revelations was that the 8th Air Force overall loss rate was 10%.

Overall, the 306th had one of 26.5% by my calculation. It could be plus or minus a few percentage points—no matter, really.

When that 10% rate was revealed the Infantry overall (ETO) loss rate was also given—1%! I suspect that had the 8th's real loss rates been released during WWII Congress would have pulled the plug on daylight bombing, as the British urged at the time.

Here is an attention-getting overview:

306th Original Group - 78.4%

306th overall - 26.5%

8th AF overall - 10.0%

Infantry overall - 1.0%

I was often asked what was the worst part of my experience: the realization that our loss rates made it statistically unlikely that anybody would survive 25 missions that caused some psychological problems!

Directories Now Available

1998 was the year for an issue of the 306th Directory, which we had been publishing biennially since 1984. In discussions by officers and directors at the Savannah reunion, it was revealed that the 1996 Directory had incurred a considerable deficit, as few recipients of the directory had followed up with a contribution to the treasury to help defray the expense.

We had mailed over 3,000 copies in 1996, and the list would have only been a few hundred less in 1998. Production on the latest version was delayed by two surgical experiences undergone by Russ Strong, and here it is '99 with no new directory.

The Board of Directors then voted to continue publishing a directory on a somewhat different basis. The secretary was instructed to produce a directory for distribution consisting of an alpha list of our membership, and to make copies of this available to anyone upon submission of \$10. The stapled booklet of about 60 pages would be sent out then by priority mail.

It is likely that this directory, because of printing smaller quantities to satisfy cash orders only would probably be done at least twice a year, thus offering to you a much more up-to-date book than has been possible during the past 14 years.

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 306th Bomb Group Association (prices quoted include postage and packaging charge)

Name: _____

Mailing Address: _____

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

SOME WHO CAME



Hollis and Esther Baker, and their son, Gary: 423rd



Grace and Dan Barberis; 423rd



Gil Roeder, 368th, standing, with his two c



Frank and Mildred Bolf, 367; Frank headed the Prop Shop



Betty and Wallace Boring, 368; He was elected vice president of the Association



Hal Chase, 423rd, and Em Christi



While a P-40 soars overhead, Bill Carlile, with jacket in hand, makes his way through the exhibits.



Mary Rose Sharkey, Em Christianson and Dennis Sharkey 369th; pictured at the annual banquet Saturday night.



Russ Strong 367th, Dorothy Caval... Russell Houghton 368th, and June S...



Vernon Schimmel, center, and his daughter chat with Clayton Ridge, 423rd, who was the Savannah reunion chairman.



Dorothy and Saul Kupferm...

Our photographers in Savannah included Ralph Bordner, Dale Briscoe, Em Christianson, Bill Houlihan and Robert Starzynski. If the editor missed your name, he offers his apologies

E TO SAVANNAH



ughters and another friend.



Daphne and Ralph Franklin, from England, and Nell and Ralph Bordner, 368th, aboard the riverboat for dinner.



Peggy Beane and Charles Cain, 367th



inson



Foncyme and George Mapes, 367th



At the keyboard, Larry Emeigh accepts the applause and thanks from those who enjoy his nitely forays.



ess 368th, Jane Cavaness Wirtz, ong



Jim Wirth, 369th; early wounds ended his combat tour



Georgia and Wally Peckham, 369th; still flying CAF's B-17



an, 423rd



Bob Stevenson, Grover Goode, and Janet Goode, renew 368th friendship 54 years later



Bill and Polly Feeser, 367th

Orders Show Crews Who Came Early

Trying to put labels on who was first or last, etc., always is fraught with some danger and open frequently to challenge by a disgruntled reader. But, let us plunge on with the first four complete replacement crews to come from the States to the 306th.

We did early on receive one or two crews, including that of Kenneth Reecher, who had begun their 8th AF experience with the 92nd Group.

These four crews were:

David A. Steele, Jr., 2Lt, pilot; Arnold R. Carleon, 2Lt, copilot; Orman L. Hamilton, 2Lt, navigator; Gardner M. Reynolds, 2Lt, bombardier; Leon L. Bamforth, SSgt, engineer; Carroll E. Pyer, SSgt, radio; Walter Pietrowski, James E. Smoot and William E. Hull, all SSgts, gunners.

Joseph A. Downing, 1Lt, pilot; James W. Crouch, 2Lt, copilot; Howard H. Pratt, 2Lt, navigator; James Laine, 2Lt, bombardier; Burton W. Smith, SSgt, engineer; Henry H. Jones, SSgt, radio; Judson W. Elliott and Allan N. Robinson, SSgts, gunners, and Loras C. Elliott, Sgt, gunner.

Murrel C. Henry, 2Lt, pilot; Howard W. Kelly, 2Lt, copilot; George D. Bennett, 1Lt, navigator; James C. Murphy, 2Lt, bombardier; Carlton E. Porter, SSgt, engineer; Richard E. Haefl, SSgt, radio; John M. Creatore, Earl K. Owen and Joseph S. Barnes, SSgts, gunners.

Bart Wigginton, 1Lt, pilot; Robert O. Malin, 2Lt, copilot; Andrew V. Simmons, 2Lt, navigator; Mead J. Warner, 2Lt, bombardier; Warren A. MacGregor, Sgt., engineer; James H. Thornton, SSgt, radio; James P. Gaffney, Harrison B. Welch and Florian S. Yost, SSgts, gunners.

In accounting for these men, eight of the 36 are on our mailing list: George Bennett, Ft. Lauderdale, FL; James Crouch, Port Arthur, TX; Orman Hamilton, Sylva, NC; James Laine, Bradenton, FL; Robert Malin, Walnut Creek, CA; James Smoot, Garland, TX; David Steele, Greenville, TX, and Mead Warner, Royal Oak, MI.

The numbers read: KIA 12, Wounded 2, POW 10, Completed tours 5, Evadees 2, Died 2, Trans to ground crew 1, and for three we have no information at all.

Additions

These additions to our mailing list may include people who have formerly been on the list but for some unknown reason have disappeared and were found through a thorough audit of the list.

Jones-Parra, Betty, 4322 Wakefield Ct. Norman, OK 73072 368S (Smiley)

Martin, Paul H., 203 N. Miller, Apt F. Breckenridge, TX 76424 (254)559-7498 367

Padan, Mary, 337 Cromwell Way, Lexington, KY 40503 (606)223-5440 368S (Smiley)

Pope, Dan, 457 Brookdale Dr. Pine Flats, TN 37686 368N (Boring)

Reeves, Brent, 8892 Grandville Circle, Westminster, CA 96990 (Reeves)

Rydberg, Tor, 111 Moore Ave., Massapequa Park, NY 11762 (516)798-5598 449

Sarver, George Jr., 1831 Cagua Pl, NE, Albuquerque, NM 87110 369

Sarver, George III, 35935 W Buckeye Rd. Tonopah, AZ 85354 (602)386-5474 369S

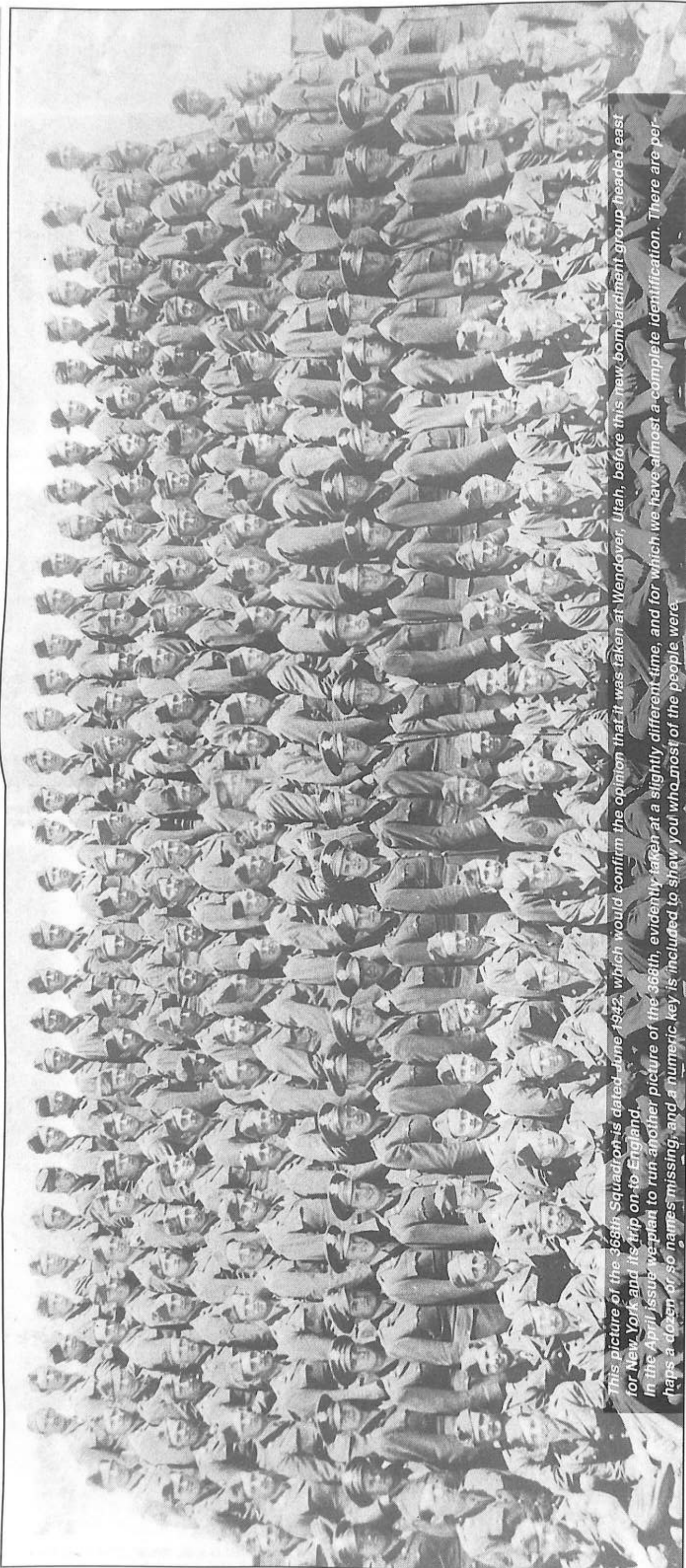
Smith, Oran V., Veterans Home, Box 94, Buffalo, WV 25834 1024

Spry, Mrs. Robert C., 2553 Charms Rd. Milford, MI 48042 (810)685-2543 369W

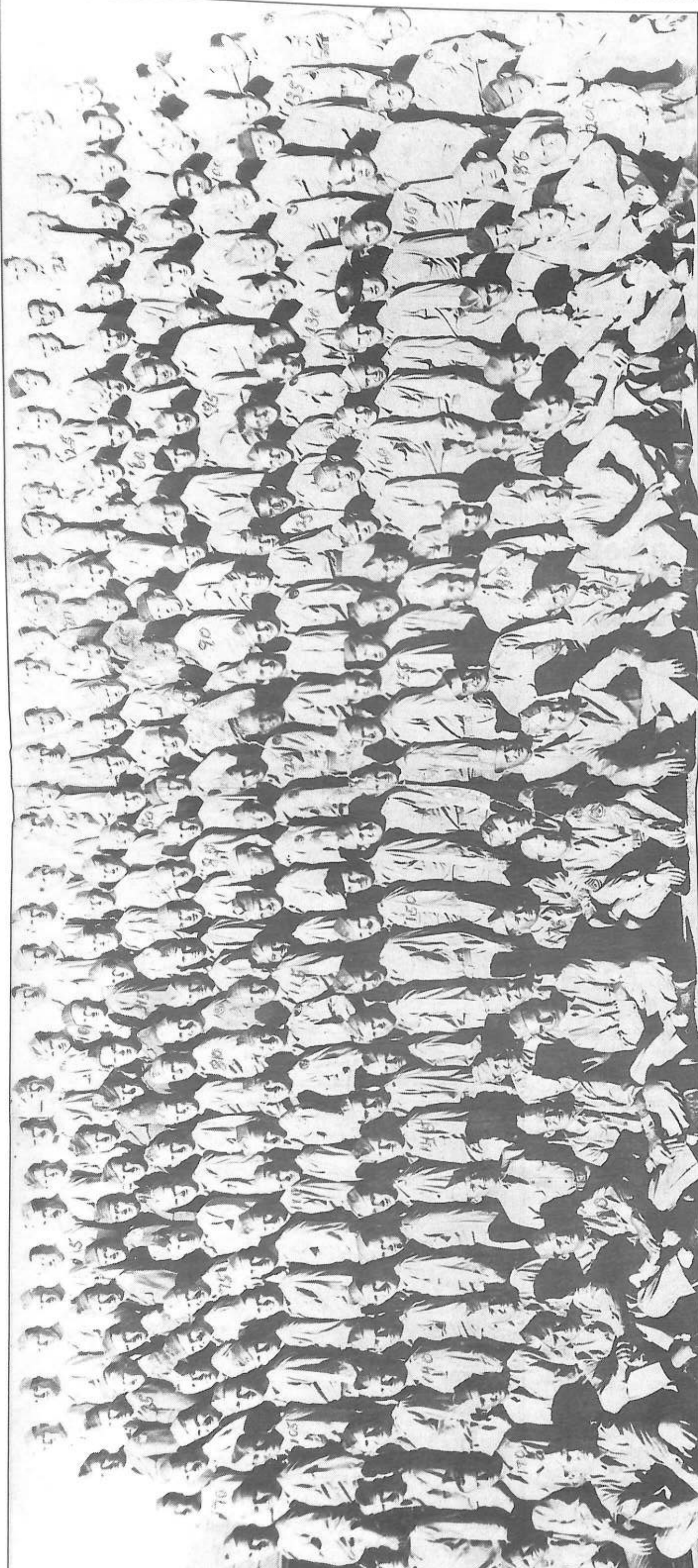
Wesner, Kenneth F., 2885 Greenleaf Ct., Bethlehem, PA 18017 (610)868-3272 367

Abbreviations signify: S-sister, N-nephew, GS-grandson, S-son, W-widow.

368th Bomb Squadron



This picture of the 368th Squadron is dated June 1942, which would confirm the opinion that it was taken at Wendover, Utah, before this new bombardment group headed east for New York and its trip on to England. In the April issue we plan to run another picture of the 368th, evidently taken at a slightly different time, and for which we have almost a complete identification. There are perhaps a dozen or so names missing, and a numeric key is included to show you who most of the people were.



369th Squadron

Schoolfield Gets Most; 1,352 DFCs

Charles T. Schoolfield, onetime 369th flight commander, stands out from the 306th crowd who received the Distinguished Flying Cross. He got four of them between the 11 Apr 43 when he brought his crew to combat at Thurleigh and in January 44 when he became the 88th 306th officer to complete a combat tour.

Probably the one he is proudest of he received after leading the 306th Group on the second Schweinfurt mission of 14 Oct 43. He brought home the small contingent of 306th planes remaining after 10 of the originals were shot down, and three had aborted the mission at the enemy coast going in—for which all crew members received credit for a combat mission flown.

In a piece appearing in the Dec 98/Jan 99 issue of "Air & Space" magazine, published by the Smithsonian Institution, it is stated that there is no complete record anywhere of how many Distinguished Flying Crosses have been issued since its inception in 1926. A precious few have gone to outstanding civilian fliers, but it is now reserved exclusively for the military.

A tally made by the editor reveals that the 306th issued 1,352 DFCs between 1942 and 1945. The very first went to Col. Charles M. Overacker, the first commanding officer of the group, and the order was dated 22 Nov 42. "Chip" had a penchant for leading "his boys" into combat, and earned his DFC after several fiery air battles over France and The Channel.

It is believed that Capt. Robert W. Smith, an original pilot for the 423rd, was the first person in the 306th to receive both a DFC and an oak leaf cluster to the DFC, these having shown up in April and May of 1943.

To the best of our knowledge, 29 oak leaf clusters to the DFC were awarded by the 306th.

The founder of the Distinguished Flying Cross Society estimates that from 75,000 to 80,000 have been issued.

'Pop' Fuller Pix

We are looking for a picture of 'Pop' Fuller, the venerable cabbie in Bedford who was instrumental in returning men to the base who had missed the last liberty run, for whatever good reasons.

Many of you may have been sheltered in the Fuller home while waiting for Pop's return and certainly became well acquainted with the family.

Look back through your picture collection and see what you can find and loan. Send any such picture along to Rues Strong, either before or after having it copied.

Walter Correll's Universal Complaint

"Never hear from any of the old gang anymore. Think of those times often and how great those days were. How did we ever come out alive. Its all history now—this new generation never heard of a B-17—what war was that?"

Walt was co-pilot on Robert Edwards' 368th crew, arriving at Thurleigh 21 Aug 44. He flew through the end of the war.

Men, Women Unequal in Military, Say Two Observers

by Kathleen Parker
Tribune Media Services

The secret in doing something well—whether writing a novel, running a race or fighting a war—is knowing when to stop. Feminism seems to be having trouble recognizing the finish line.

Nowhere is this more apparent than in the battle to make women and men equal in the military. In some branches, we've mixed the sexes in basic training, much to the detriment of women, because their fragile frames can't tolerate endless marching. Meanwhile, the feminist-driven move to incorporate women in combat shows no signs of relenting, despite the fact that many honest servicemen and women will tell you it's a disastrous idea.

Two Apache Assault Helicopter pilots have written me, complimentary about a column I had done on the differences between men and women. The female said that the women were just as good pilots as the men, and the male pilot concurred with this. But both worry about what happens on the ground.

"I feel women can fly just as well as men," wrote Dick. "But when it comes down to whom I would rather be running

through the woods with after being shot down, and needing to be pulled from burning wreckage, a man is the only answer."

The women admits she worries about being taken prisoner. She knows she would have to endure worse than the unimaginable.

"I think we have misled our young women in the military into believing they should be able to do everything a man can, myself included. I definitely can do all the things the men in my unit can do, but sometimes I need extra time in the physical aspects, such as running or climbing."

It is in no one's best interest to continue inflicting society's agenda for gender equality on the military. On present course, women will continue to suffer physically and emotionally trying to satisfy someone else's agenda. Both men and women will die unnecessarily. Our country will become vulnerable as never before.

The female pilot closed her letter: "I wish that these feminists and congresswomen would come and spend a couple of days with me so I could show them just where their work is getting me."

.....

Ambrose Sets WWII Finale In New Book

"The Victors: Eisenhower and his Boys: The Men of World War II", by Stephen E. Ambrose. 1998 Simon and Schuster. New York. 396 pp. with a listing of sources.

This is the third of three books by Ambrose in the last three years on WWII from the Normandy invasion 6 Jun 44 to victory. It includes parts from "D-Day" and "Citizen Soldiers", and maintains the personal touch of the common men, the enlistees and draftees who formed much of the Ground Forces.

Like the previous two books it is highly interesting and readable. This is his twentieth book, an enviable record for tracing what it was "we" and a million others did in Europe to finally bring the end of Adolf Hitler and a close to the close-in fighting that was much of the last 11 months of the conflict.

These books are mainly the story of the ground action across Europe, with a tip of his hat now and then to the Army Air Forces and the Navy. Its not that he down plays them or ignores them, its just that this book is largely a chronicle of the ground action. Ambrose has something of the Ernie Pyle touch in his style and his attitude towards our military, and he thinks very highly of the Americans who fought WWII.

At the same time he assigns blame for some problems squarely where he thinks it belongs, such as the failure of Gen. Omar Bradley to order up from America the winter fighting gear that was so sorely needed in the Battle of the Bulge and later.

He is a student of his own times, and is an unabashed fan of Dwight D. Eisenhower, both soldier and president, having written five books in which Ike is the central figure.

Once you are hooked on Ambrose and his WWII books you should also read "Pegasus Bridge, June 6, 1944" and "Band of Brothers, E Company, 506th Regiment, 101st Airborne from Normandy to Hitler's Eagle's Nest."

Your public library will have most of these, and they are excellent books to share with sons and grandsons about "your" war. They want to know more about it and about your connection to it. Don't disappoint them by never revealing what it was you did and what life was like from 1940 to 1945!

Send \$500 To School

Once again the officers and directors have voted to send \$500 to the Thurleigh Lower school, with the intent in 1999 being that it be used to expand the library. Last year's money also went to the library, which was greatly benefitted several years ago when a 306th tour group raised sufficient funds to purchase 11 new chairs for the library.

There is a considerable push on in England primary schools at present to improve reading performance there, and the funds which you have contributed and have been passed on to the Thurleigh school in the past have helped in this effort.

Plane Changes

Due to a slight mixup on the part of the editor, the plane appearing on page 7 of the October issue was not that of John Barnett. The pictures appeared in Der Adler (The Eagle), a Nazi propaganda piece that was circulated in German, French and English, and told the story of Barnett's crash. His copy is in French. And in his recounting, John says "It was not a picture of my plane, of course." And, your editor read right over that, thus the error in fact.

Comments

"Enjoy the Echoes greatly—and am looking forward to the continuation of "lead crew" listings so I can get bragging rights advantage of a couple of recent friends.
- Iron Mountain, MI

"The photos that were printed in the most recent edition were fantastic! My Dad had the 367th long picture hanging in his den."
-Citrus Heights, CA

"I look forward to this paper. Don't recognize anyone. How long ago I was in England at Thurleigh."
- Edwards, NY

"Ray has Alzheimer's Disease and is now in a nursing home. He enjoyed the paper very much, although he can no longer read or recognize anyone. Would love to get a picture of the 369th."
Opelousas, LA



Bill and Athena Mutz, 367th, seldom miss a reunion.



Bill Carlile, control tower, and Wayne Stellish, who operated the radio signal station at the end of the main runway.



Bob Long, 368th

OBSERVER PLAQUE

A plaque honoring all navigators and observers of the Air Corps, Army Air Forces and USAF has been placed at the USAF Academy in Colorado Springs, CO. The Air Force Navigators Observers Association was the organization behind this action, which actually includes among its honorees the navigators and observers of all the U. S. military services.

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 _____

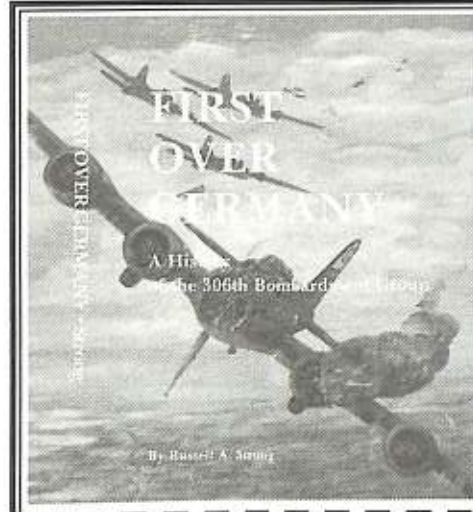
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306th Bomb Group Association
P.O. Box 13362
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