

306th Echoes

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Forward & Address Correction



Union Station, St. Louis, a most imposing structure no longer houses trains and passengers, but is now the home of a number of restaurants and a large mall.

National Prisoner of War Museum Worth Seeing

Those of you who were unfortunate to end up in one Hitler's numerous prison camps, from Stalag Luft I at Barth, Germany, to Stalag Luft 17B at Krems, Austria, will find a new and permanent display at Andersonville, GA.

Andersonville was the site of an infamous Civil War prison on American soil, for prisoners from the Union Army, where it became the equivalent of like prisons in the north for captured Confederate soldiers. The various Civil War camps brought home to Americans of the mid-nineteenth century the enormity of those "institutions".

Once again, in WWII, we also housed within our country a number of camps for German prisoners who were brought from Europe and North Africa, and who were probably the best cared for of all WWII prisoners.

But, regardless of where prisoners came from or what camps they were in, the experience was a searing introduction to a life that none enjoyed and who found freedom to be a day they could never forget.

Those of you who were prisoners among the the 306th group, we had 884 in all, may find a visit to the Andersonville facility an overwhelming experience, or may find it a confirmation of your own personal experience, and will surely be able to

paint a vivid picture for your family members with the assistance of the giant photographs, carefully crafted exhibits, and the legend available to carry the visitor through the POW experience.

There is an excellent book store included which has volumes on the POW experience that you may not be able to find elsewhere. Also present are recent publications that present the story of the WWII POW experiences, which varied widely from Europe and Africa to the Far East.

The late Al LaChasse, bombardier for John Olson's ill-fated crew on the Group's first combat mission 9 Oct 42, later remarked that he often made appearances on programs that featured other prisoners back from Japanese camps, and that he felt his experience in Stalag Luft III could almost be viewed as a "country club" in comparison to what had happened to other speakers.

Many of our 306th POWs came through in a measure unscathed, while others never recovered from what they had experienced.

Here at Andersonville the attempt is made to cover the breadth of personal experience that Americans suffered from the Revolution of the 18th century, through the Civil War, and then into the 20th century's WWI, WWII, Korea, Vietnam and the Persian Gulf.



The impressive wall picturing the agony of prisoners of war. It is in the courtyard behind the main building of the National Prisoner of War Museum at Andersonville, GA.

St. Louis is Your Goal for October

With its mid-continent location, St. Louis ought to be a popular spot for the 306th Reunion this year, our 25th since that opening event in Miami Beach, FL in 1975. With the 8th AF holding its first reunion on that occasion, we had 35 from the 306th among the 100 persons attending.

This also marks the 17th reunion of the 306th since the 1983 event when we went on our own for the first time, and have continued in that mode since then.

If you are like the editor, you went through St. Louis on a train during the war and later had seen the Great Arch on the west bank of the Mississippi River in heading west on an interstate highway.

The Arch is still there, the interstates have increased, and it is time that you really come to see this great city, one of the gateways to the American West, and the area from which came a lot of American folklore, headed by the tales of Mark Twain.

We will be staying in the Henry VIII hotel on Lindbergh Boulevard in the northwest part of St. Louis, easily reachable by Interstates 70 and 270, and close to the St. Louis International Airport. From Lindbergh's time to the present St. Louis has had a major impact on the planning and construction of important aircraft for both domestic and military usage.

The Henry VIII is a spacious hotel, and the first 150 people to register for the reunion will get two-room suites. Which ought to bring everyone to attention.

Also, because of the demand for admission to some of the activities planned for those attending the reunion, a deadline of 1 August for reservations to events must be put in place.

The hotel has a full range of eating facilities within, and there is also a restaurant on the property, "Duffy's", which has a good menu and a good reputation for its food. St. Louis is full of restaurants, and a selective list of them along with a map of their locations, will be a part of your registration package.

Al Villagran is heading up the reunion at St. Louis, and is putting together a committee to assist him in assuring that you have a good time while you are meeting old friends. There are ample places for you to sit and talk in the lobby and a large gathering room will be provided, as well.

So, comes mid-October, St. Louis will be the place for you to be and be seen.



The old Court House in downtown St. Louis, forever famous as the site of the trial of Dred Scott, resulting in one of the most famous decisions in American history.

Del Wilson Dies at 87

M/Gen. Delmar E. Wilson, one of the earliest of officers to report to the 306th Bomb Group as it was being formed, died 23 Apr 99 at Brook Army Medical Center, San Antonio, TX. He was 87 years of age.

Coming to the 306th 18 Mar 42, he was the first operations officer for the Group, became executive officer 1 Jul 42 and air executive 16 Sep 42.

He flew his first mission with the 306th 9 Oct 42, flying with the 423rd Squadron as the Group entered combat, at Lille, France. A transfer came 19 Jan 43 as Col. Frank A. Armstrong reformed the Group following his appointment as Group commander succeeding Col. Charles B. Overacker, Jr.

Wilson went then to 1st Combat Bomb Wing, and returned to fly the mission of 16 Apr 43 with Ray Fortin's 367th crew. Wilson later in 1943 served for a brief period as CO of the 305th Bomb Group.

Wilson returned to the U.S. early in 1944, and shortly after received his first star, as a brigadier general. He continued his service after WWII, until retirement as a major general and CO of the 15th Air Force in Spain in 1966. Returning to the U. S. he became West Coast vice president of Textron Corp, and retired from that post in 1977.

Gen. Wilson was a graduate of Washington State University before entering pilot training.

He leaves his wife, Vauda, 3c, 6gc.



M/Gen Delmar E. Wilson as a lieutenant colonel and air executive officer for the 306th Bomb Group on 13 Nov 42 in front of Group headquarters.



Memorial Gifts

Previously unreported gifts to the 306th Memorial Fund include:

Ragnar L. Carlson, Charles W. Kester and Salvatore Soscia memorials from Kenneth Yass and the crew of "Able Mable".

Everett Daniel and F. J. Millette memorials from Robert Zach

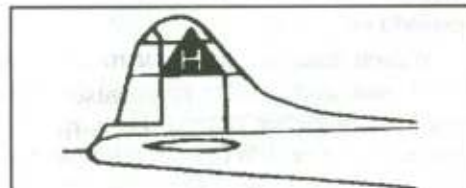
Irving Karpman memorial from Irene Paris (sister-in-law)

Robert Reens memorial from Vivian Reens (wife)

Ray Schieb memorial from Peg Haapa (ARC)

Walter Melvin Teets memorial from his wife.

Gifts may be made in memory of 306th 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.



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.

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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).

Obituaries

Albert E. Clisby, 423rd radio operator (John Delapocr crew), died 8 Jul 98 in West Farmington, IL. He leaves his wife, Coralyn, 5c, 5gc, 5ggc.

LTC Keith Conley, 369th pilot and POW, died 22 Dec 98 in Portage, UT. He brought his crew to the Group 12 Mar 43, and had nearly completed his tour when he was shot down 25 Jul 43 on a mission to Kiel. From then on he was an occupant of Stalag Luft III. Conley stayed in service and was a USAF retiree in Jul 69. At one point he had flown as a bush pilot in Alaska. He leaves his wife, Florence, 3s.

Maj. Lawrence H. Dammert, 369th communications officer throughout the war, died 9 Jan 99 in Port Charlotte, FL, where he had lived for many years. He retired from the USAF in Apr 62.

Albert J. Doine, 368th tail gunner and POW, died 15 Feb 99 in Glendale, AZ. He was MIA 22 Feb 43 (w. Thomas W. Symons III), substituting on this crew; his own crew (J. Ray Coleman) went down 25 Feb 44. He was a general foreman for U.S. Civil Service at Luke AFB, AZ, at retirement. He leaves his wife, Helen.

Everett L. Findley, 368th gunner (James McStay crew), died 21 Aug 97 in Arlington, TX. He arrived with the Group 5 Jul 44 and finished his 35 missions by the end of the year. He was a retired aeronautical engineer. Findley leaves his wife, Stella, 2c, 5gc, 2ggc.

Leo L. Gallegos (Chico), a 368th waist gunner (Louis Cook crew), and POW (w. Glenn Lally), died 7 Feb 99 in Albuquerque, NM. For a long period of time he was treasurer of the Stalag Luft XVIIIB Association, and his wife served as adjutant. He received a USAF medical discharge in 1959. Besides Betty, he leaves 1s, 2gc, 4ggc.

John L. Gooden, 368th gunner (Richard Jones crew), died 19 Jul 95 in Bradenton, FL. He joined the Group 22 Sep 44 and finished 35 missions 16 Mar 45. He leaves his wife, Nona.

James W. Inman, 368th gunner (Henry Dryar crew), died 5 Jan 99 in Sheridan, IN. He arrived for combat 28 May 44 and finished in Sep. He retired in 1987 after 30 years with Ford Motor Co. in Indianapolis. He leaves his wife,Carolynn, 3c, 9gc.

Robert L. Kingen, an original Group member and an early volunteer for combat, was MIA 3 Jan 43 (w. James Ferguson) on a St. Nazaire mission. He ended up in Stalag Luft XVII B. He leaves his wife, Peggy, 2c, 3gc.

Walter A. Kozlowski, 423rd tail gunner (Martin Andrews crew), died 12 May 98 in Holyoke, MA. He became a POW 6 Sep 43 when Andrews' plane was shot down on a mission to Stuttgart. He also served during the Korean War.

Albert C. LaBella, with the original Group and also with the tow target section of 1 CBW, died 29 Oct 98 in Everett, MA. After the war he was with the U. S. Postal Service. He leaves his wife, Lena, 2c, 2gc.

Col. Glenn J. Lally, 368th copilot, pilot and POW, died 14 Nov 98 in Dayton, OH. He began as a copilot for Marlen Reber, and had his own crew which became one of 10 shot down 17 Apr 43 at Bremen. He was a '41 graduate of the College of St. Thomas. He was lastly Strategic Air Command's requirements representative to the Aeronautical Systems Division at Wright-Patterson AFB, OH, at his USAF retirement in Sep 69. His wife, Dorothy, continues to reside in Enon, OH.

Mark L. Madson, 367th assistant crew chief, died 12 Jan 99 in Searchlight, NV, where he had lived for many years. He joined the group in Jun 42 and departed in Aug 45. He leaves his wife, Wanda, 1s, 2gc.

Frank L. McDonough, 369th tail gunner (Kenneth Streun crew), died 12 Sep 86 in Hanover, MA. He was MIA 14 Feb 45 (w. Boylston Lewis) on a Dresden mission and became a POW.

Joseph A. Miller, a clerk in the Form 5 section of GP Operations and later chief clerk for the 367th Squadron, died in 1998 in Cincinnati, OH, where he had lived for many years and was in the retail clothing business. He was unmarried.

Paul E. Morgan, 369th waist gunner (Martin Newstreet crew), died 11 Sep 98 in Gulfport, MS. He retired from USAF as a master sergeant with 20 years of service, and was buried in Ft. Sam Houston National Cemetery, San Antonio, TX. His wife, Gloria, had died earlier, and he left 5c, 9gc, 1ggc.

Loran (Dan) Pleasant, 368th cook, died 3 Dec 98 in Savannah, TN, where he had lived for many years. He leaves his wife, Frances, 1s, 1d.

Robert H. Reens, 369th radio operator (Alfred Switzer crew), died 12 May 98 in Grand Haven, MI. He arrived with the Group 25 Mar 44 and completed his 33-mission tour 30 Aug 44. For 30 years he owned a party store in Newaygo, MI. He leaves his wife, Vivian.

Robert G. Taylor, 368th and a Group ground officer, died 15 Feb 99 in Seaboard, NC, where he had lived since the war. He was a farmer. He joined the Group 29 Jun 42 and departed 25 Dec 45. He served in Operations, as a cryptographer, statistical officer, assistant personnel officer, and was the last postal officer to serve the unit. He was a graduate of N.C. State University in 1942, and is survived by his wife, Janet, 3c, 6gc.

Donald P. Weichman, 449 Subdepot, died in early '99 in Bethlehem, PA. In Apr 45 he was one of a small number transferred to the Army for infantry duty.



Murrow On 306th Plane

A late morning mission on 2 June 44 to St. Cecily, south of Boulogne on the Pas de Calais, saw the 306th carry an unusual passenger in the nose, replacing the bombardier. There wasn't any need for one anyway, as they carried no bombs on this pre-D Day effort to suppress German activity in the area.

Edward R. Murrow, perhaps the best known foreign correspondent of the day, was aboard George DeVack's 368th plane in the high squadron of a 40th Combat Wing composite group.

One could probably find the manuscript from an ensuing broadcast from Murrow back to the States, and for this occasion a new name was painted on the plane, "Report to the Nation," following the intro to Murrow's nightly broadcasts.

Besides DeVack, other crew members that day Ray C. McDaniel CP, Marcel J. McCartney N, Robert W. Church ro, Richard L. Perkins eng, William R. Johnston bt, Francis J. Benore wg, and Stuart M. Powell tg. There were also two photographers aboard.

James W. Crouch, Jr., 367th copilot and POW, died 7 Dec 95 in Port Arthur, TX. He came to the 306th 9 Dec 42 on Joseph Downing's replacement crew. His last mission, 5 Apr 43, was to Bremen, (w. Clarence Fischer), and Crouch was wounded as their plane went down. He was a prisoner in Stalag Luft III. He leaves his wife, Reba, 3c.

306th Family

Mary C. Leahy, widow of the late Edward W. Leahy (died in 96), died 23 Feb 99 in Chicago, IL. She leaves 9c, 11gc, 3ggc.

Margritte Thach, wife of John O. Thach, 369th radio operator (Ray Schieb crew), died 1 Jan 99 in Germantown, TN.

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.

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

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

Make check payable to 306th Bomb Group Association (prices quoted include postage and packaging charge)

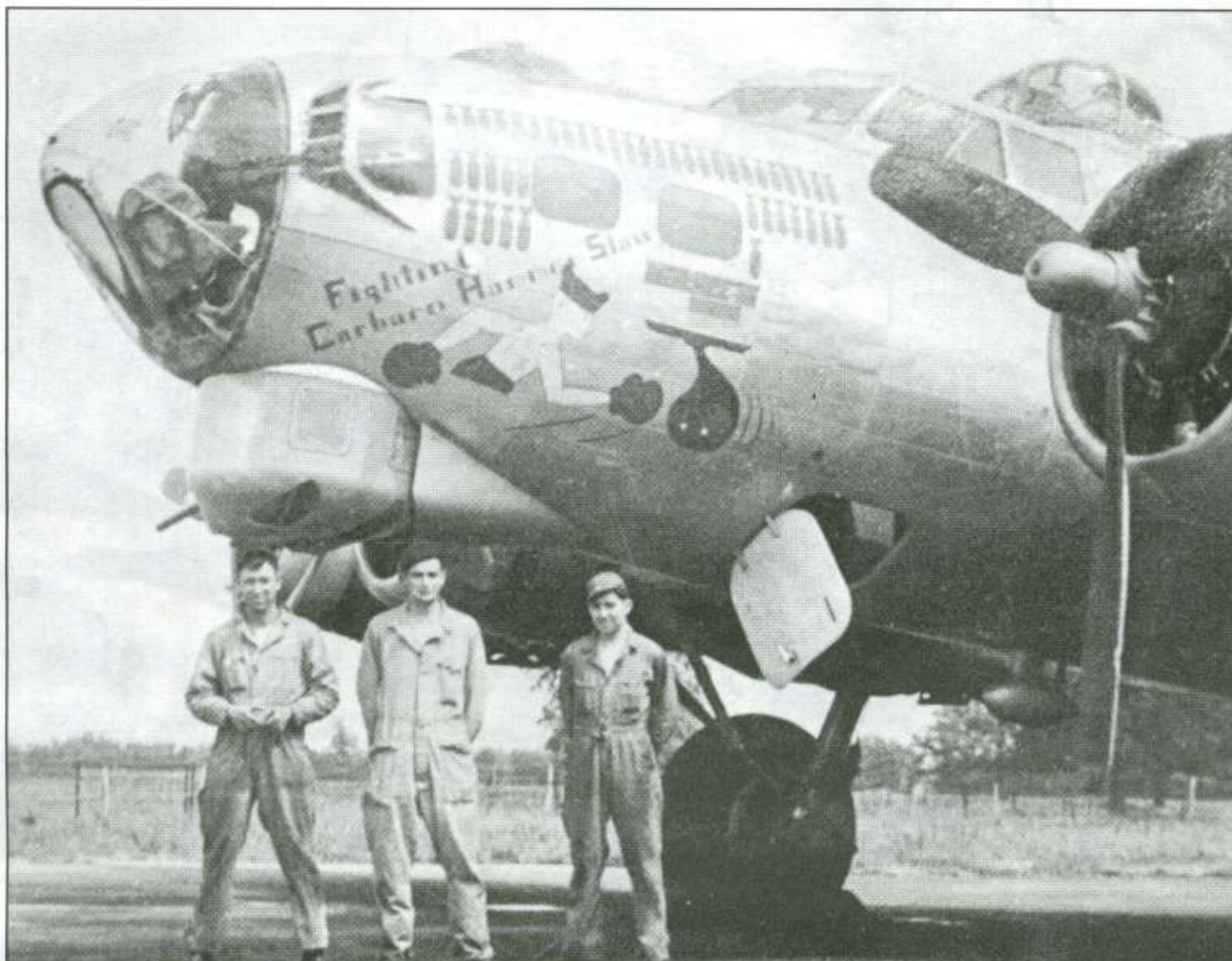
Name: _____

Mailing Address: _____

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

What Happened to This 367th Plane?

This piece was written largely for Shirley Gile Street of Boise, ID, whose first husband was one of the crew members of this ill-fated plane. Neither she nor her two sons by Gile had ever known much about what happened and why to this aircraft. At the Savannah reunion she met Robert Stevenson, who became intrigued with her story, and who then sought to sort out the facts that are known and to blend it with experiences as an oceanographer. This is the result, and one of Harry Gile's sons has told his mother that for the first time in 55 years he has a sense of "closure" on the combat death of his father.



One of two known pictures of Fightin' Car barn Hammer Slaw, with ground crew

By Robert Stevenson, 368th

This B-17G, #42-32099, was built by Douglas Aircraft, Long Beach, CA, and came off the line on 23 Jan 44. After being delivered to Cheyenne and Seattle for standard modifications, the plane passed through the depot at Grand Island, NE in Feb 44, and was then ferried to England through Presque Isle, ME. It was assigned first to the 390 BG, Framlingham 23 Feb 44; then to 457 BG, Glatton 4 Mar 44, and finally to the 367th Squadron, 306th BG, Thurleigh, 12 Mar 44.

The aircraft was at Thurleigh nearly nine months. At some time during that period the plane was named "Fightin' Car barn Hammer Slaw," which soon appeared on the nose of the plane. FCHS had flown 49 missions before 5 Dec 44, when Charles Manning and his neophyte crew took her to Berlin.

(I have talked to several ancient aviators who flew in the WWII period, to several veterans of the Infantry, D-Day, OSS and some Paratroopers. None of them can recall a cartoon character called "Fightin' Car barn Hammer Slaw.")

Harry Gile's individual flight record shows that he flew 24.1 hours in October, before arriving at the 306th on 30 Oct. Several crew members flew their first bombing mission on 26 Nov when the First Air Division bombed the oil refinery at Misburg, Germany. On the 27th most of the IAD departed for Offenburg, but many groups abandoned the mission because of weather, accounting for Harry's flight time of but three hours. The Group may have crossed the Channel, however, thereby permitting the crews to be credited with a mission.

It seems possible, therefore, that Harry and his crew had been credited with two missions when they headed out for Berlin 5 Dec.

This was 8th AF Mission #738. All three bomb divisions contributed to the affair, with nearly equal numbers of B-17s from the IAD and 3AD, and the remainder being B-24s. Twelve B-17s were lost to enemy action, nine IAD and three 3AD. Escort was provided as 711 P-51s escorted the B-17s, coming from those fighter groups assigned to the IAD and 3AD.

The groups had tail winds all the way to the IP, with slight crosswinds on the run into the target. Then, homeward bound they flew into headwinds of 15-20 knots.

Fightin' Car barn Hammer Slaw

I've read every book in my library, and have had long talks with Russ Strong, amongst others. Russ is most knowledgeable in that he has a large 8AF library. He also knew Manning and his crew officers as they bunked across from him in the same 367th barracks. He was also helpful in deciphering comments and notes in the Missing Aircrew Reports for the day, which came from the 306th collection.

I have reconstructed the track into Berlin and back to Thurleigh for the 306th Group on 5 Dec. I've also plotted the "most likely" track that Manning could have taken in an attempt to return to home base.

There are a number of unknowns about the demise of this airplane and its crew. There are some common sense reasons to believe that they were on the bomb run to Tegel, a northwestern suburb of Berlin. In Russ' book, *First Over Germany*, he notes that S-099 was "shot out of formation over Berlin and disappeared from view."

(Ed. Note: About five months earlier, 21 Jun 44, Strong had been in a similar fix on a 367th plane of which he was the navigator. Milton Adam's plane was hit directly in the #3 engine, recovered after two external wing fires, made its way out to the North Sea and landed at Framlingham with a big assist from Darky and with one good engine still pulling full power.) (See page 7.)

Whether or not the FCHS was hit by flak, there are dozens of mechanical reasons for the plane to have lost power, forcing Manning to drop out of the 306th formation. There was a solid cloud deck to 23,000 feet from England across the northern part of Germany, so that any loss of engine power would not only have caused Manning to lose altitude, but for FCHS to drop into the underlying clouds just 2000 feet below cruising altitude.

For a plane to simply disappear was not unusual, and Russ Strong says that he finds in the Mission Report files reports from returning crews telling that a given plane did in fact disappear from the formation, often in the heat of a fighter attack when attention was diverted elsewhere.

Had we had navigator's logs from all of the planes in the pertinent groups around the 306th on 5 Dec. we might learn that some one saw what caused FCHS to fall out of formation. No one from the 306th reported at mission debriefing anything about this aircraft.

Planes reported "At target, moderate tracking flak in lead and high (groups), inaccurate on low." Manning's plane was flying "Tail End Charlie". If the flak batteries were tracking the lead group, and it was "moderate", meaning it was hitting someone, "someone" was most likely the trailing airplanes in the lead squadron.

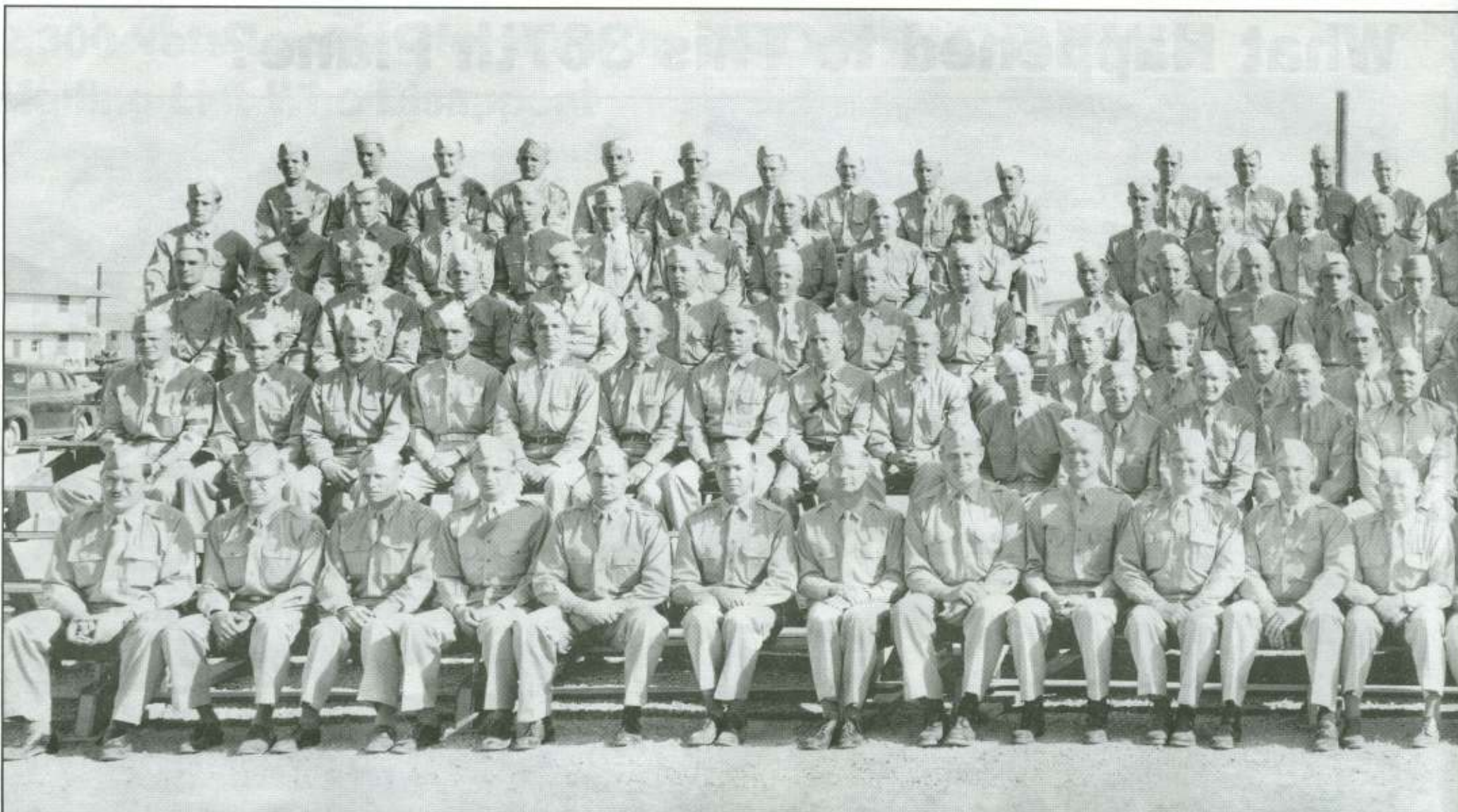
Dozens and dozens of instances are recorded in the literature of B-17s in duress making every heroic effort of which can think. Some made it back, even on two engines, and in at least one case on one engine. Others were able to make an RAF crash field (eg: Manston) along the coast. Some ditched in the English Channel or North Sea, and some were forced to return to enemy territory or to abandon their aircraft.

Even losing but one engine did not guarantee a safe return. Many times while trying to keep flying, the pilots would run any remaining engines at, or close to, "wartime maximum" power. SOP on such a power setting (2500 rpm, 46 inches) was 10 to 15 minutes. It took a gifted and experienced pilot, and a dedicated crew, to bring a B-17 back on less than four engines.

Ditching in the North Sea or English Channel were choices the crew hoped they would not have to make. Of those who ditched, about 37% of crews were saved by the RAF Air-Sea Rescue; a small percentage by German ASR. Of those reached by RAF "crash boats" about one-half the crew members were recovered alive. When everyone was saved, there was a "guardian angel" looking over the men.

When half or less of the airmen were saved, the losses were mainly because of the severe cold of the waters. Even in the summer months the water was between 45°-50°, giving a person about 15 minutes before hypothermia took over. In the Winter, water temperatures were below 45° and safe in-water time was estimated to be about 90 seconds.

continued on page 4



This is a photo obviously taken at Wendover Field, UT, when the 306th began its formation, and was the first air unit to have training at that sandy expanse of desert. We don't quite know what unit it is, but little bits of ev

continued from page 3

The Fates & FCHS

Now to Manning and his crew. The plane lost power for some reason during, or just after the bomb run into Tegel. If bombs were still aboard they were no doubt jettisoned. Going down into the thick layer of clouds with diminished power, neither climbing out nor remaining in the clouds were hot ideas. The chances of bombs falling from above, or colliding with other aircraft were too great. Manning probably swept into a fairly steep dive to get beneath the clouds and to head on back to Thurleigh.

The bottom of the thick overcast on 5 Dec has not been well described. Don Freer, pilot of "Easy Does It" 91st Bomb Group wrote that after bailing out of his crippled plane that day, "I popped out of the clouds at about 500 feet..." Another plane, "Sweet Seventeen," 305th BG, lost an engine over the target, then two more to excessive power. All bailed out north of Braunschweig "with the ground being visible."

So, Manning likely got FCHS down between 500 and 2500 feet and headed back to Thurleigh. Being beneath the clouds on such a day probably kept them from the view, or attack, of fighters, and we must believe that the navigator Schneider had his flak maps to keep them from flying through such areas; although at that altitude, and with lousy visibility, flak was less a problem than casual ground fire.

We have to assume that Manning thought he'd be able to make it across the North Sea, between England and The Netherlands as he approached the Dutch coast. He could have crash landed in Holland, which was friendly to American bomber crews. He also could have headed south toward the Allied lines, which were closer than the British Coast.

He chose, however, to keep on heading west toward England and home at Thurleigh. Somewhere, sometime after leaving the Dutch Coast, having passed the halfway point, I'd think Manning lost one or more of the remaining engines. With that, plus the headwind they'd been facing, they no longer had the altitude to make the English Coast. The weather was not good; with blustery winds, rain squalls and the North Sea covered with 4-6 feet high, choppy waves.

Although the 306th pilot, 2nd Lt William B. Turner, Jr., flying the right wing in Manning's element, who heard the radio call for ASR, gave no time, ditching was probably near 1500+ hours; based on FCHS' probable air speed and the time when the returning 306th planes crossed the English coast. Daylight was waning, the visibility was horrible and the blustery winds were hard to judge.

I'd guess the ditching was not successful. Manning had no time for a "test run" over the site, and he likely decided to head into the west wind to give him as much time as possible before he set the plane down. That would mean he was heading into the highest choppy waves; waves that would have been "racing" at him with the 20-knot wind speed. Any of those short wind-waves, with their wave lengths less than half the length of a B-17 wing could have caught a wing tip before he had the fuselage on the surface.

It was probably a crash.

The RAF air-Sea Rescue no doubt had a fix, but we must assume that there was no one to pick up when they arrived. I've considered the most likely location when they radioed Air-Sea Rescue, near 52°20'N, 02°00'E; about 30 nautical miles

ESE of the city of Norwich, about 10 nautical miles offshore, and about 85 nautical miles east of Thurleigh.

Bob Stevenson, Lost & Found

Who's Bob Stevenson? By now you are probably asking that question, and how did he get into this act of trying to sort out the demise of Charles Manning's crew? It all began back in 1944, with Bob arriving for combat duty as a navigator on 9 May. By 6 Sep 44 he was on his way home, having completed his combat tour of 30 missions or so, including leads, etc.

He became a part of this Association at some earlier date, and then suddenly any mailings ceased. He doesn't know why, nor does the editor. But there was a period during which the computer of the moment played tricks and just eliminated names at random. My suspicion has always been that we lost two or three names at a time, and maybe sometimes didn't lose any for a period.

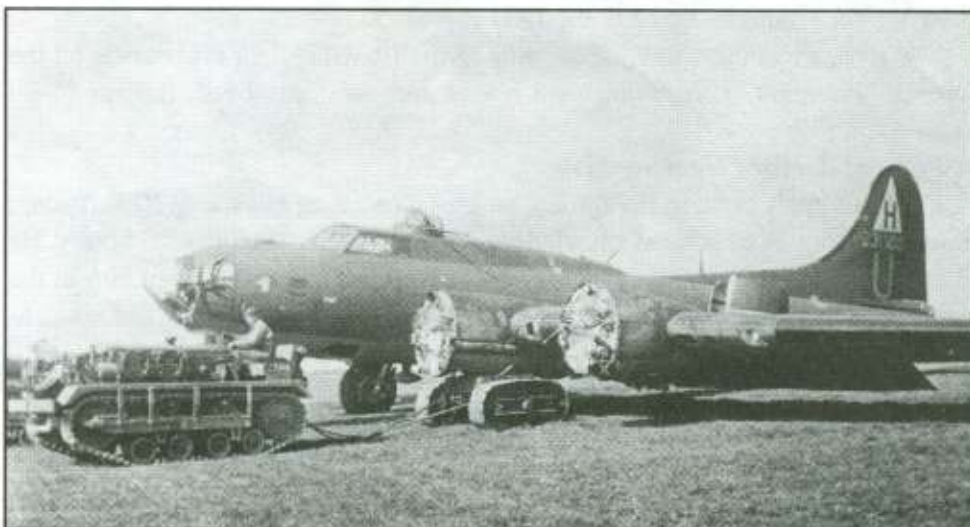
We didn't get Bob back on the list until Sep 97, when he noted an announcement for the '97 reunion in Air Force Magazine. He contacted the editor and has been with us since.

Bob finished up some educational landmarks after the war—at Southern Cal and UCLA, BA '46, MA '48, PhD '54. Along the way he has been a college professor, and completed some USAF duty with retirement 7 Oct 63. During 51 to 53 he was chief, photo radar interpretation at Dayton, OH. Later he was deputy director for space oceanography, Office of Naval Research, and for eight years was secretary general, International Association of Physical Science-Ocean.

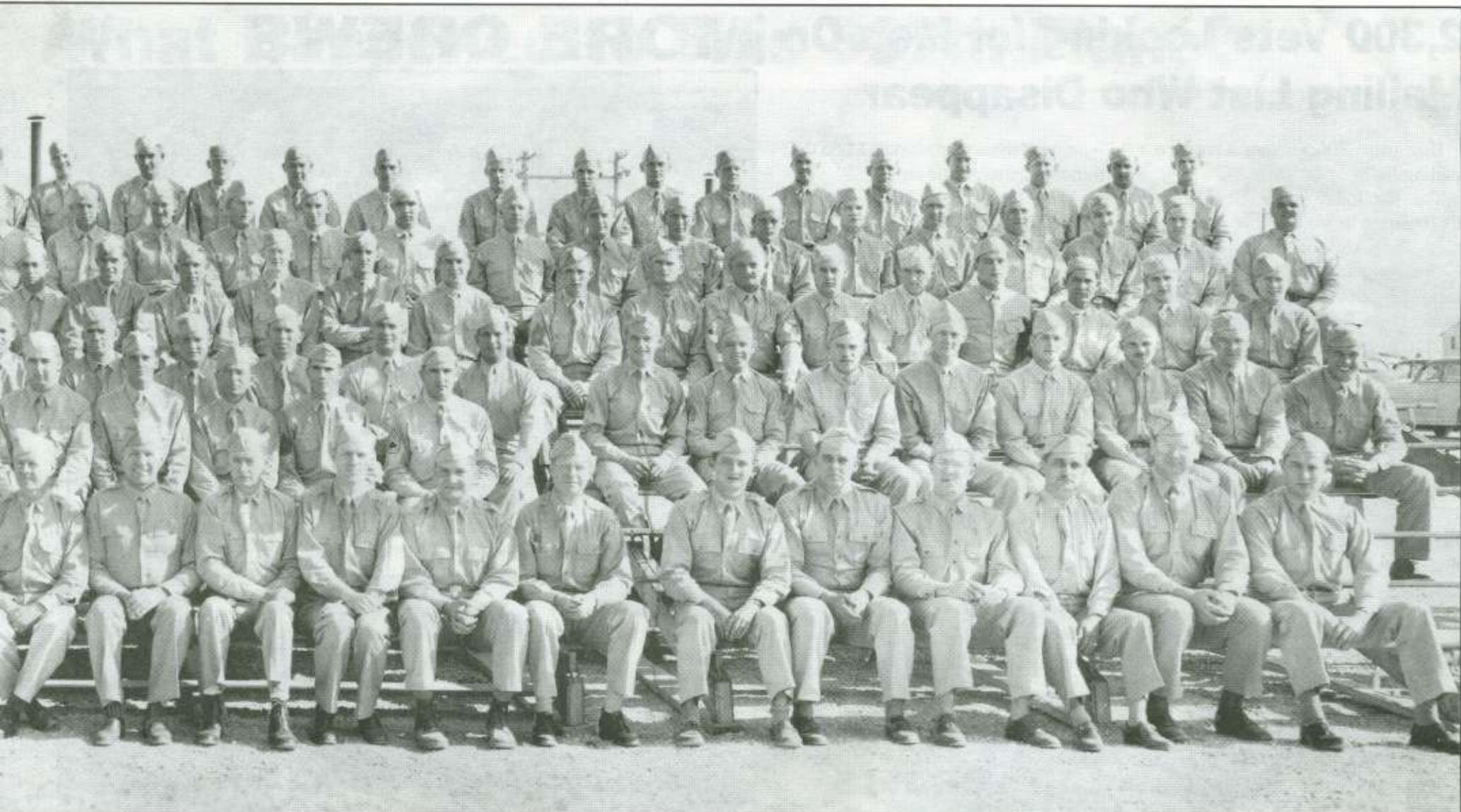
He has been heavily involved with our space program, teaching astronauts various aspects of navigation. He has also been a professor of oceanography at Texas A&M and Florida State Universities.

Thus, he has gathered some background on very esoteric aspects of space flight and advanced navigation. Besides that, he is one very curious individual, and has even been scheduled to go on a space mission, but age(!) outran him and he never came close again to such an opportunity.

He is also more current on the B-17 than most of us, having been the navigator on the crew of the Confederate Air Force's "Sentimental Journey", on more than one assignment. He and his wife are active members of the CAF's Arizona Wing, and he reports from his first three-week stint on the air show circuit, "I can tell you that there is not a bit of question about the feeling of *deja vu* when one climbs into the 'Sentimental Journey.' Fifty years disappear in an instant!"



42-31700, which we believe was a 368th plane, was banded up rather well. We don't have a date or details, but suspect it ran into problems in Mar 44. Anyone have any further clues?



ence indicate that it might be the early members of the 39th Service Group, which went to England, and later became the 449th Sub Depot. We would like to have any help with this picture you may be able to provide.

A Perfect Mission

To: Officers and Men of the 306th Bombardment Group

The Commanding Officer wishes to confer his most sincere congratulations and hearty commendations upon the officers and men of the 306th Bomb Group for the superb execution of a combat mission over enemy occupied Continental Europe on 12 March 1943. Even when measured by the exacting standards dictated by the intensity of enemy opposition in this Theatre, it was a perfect mission. Every airplane detailed took off exactly on schedule, proceeded in perfect formation along the prescribed route and according to the specified time schedule. The target was perfectly bombed and obliterated. Every airplane returned to base without damage or injury to personnel.

The perfect execution of this mission reflect greatest credit upon Major Henry W. Terry, 369th Bomb Squadron, for his superb leadership; Lieutenant Gerald D. Rotter of the 369th Bomb Squadron for his bombing skill, and upon every combat crew member in this Group for perfect cooperation. But the credit does not stop there. Highest credit also is due to the patient effort and technical skill of maintenance crews, bomb and ammunition loading crews, operations and intelligence personnel, transportation personnel, mess personnel, airplane servicing crews, and all of the others who work most of the night before every mission to make everything ready. Many of those crews go largely without praise, but we all know their contribution to successful missions is indispensable.

The Commanding Officer regrets that at the present time he is not in a position to reward each of you something more tangible than his praise and admiration. Our greatest reward is in the absolute knowledge that each of you is doing his share toward winning the war, and that the enemy is sorely feeling the weight of our blows.

Samuel J. Cobb
2nd Lt., AC
Actg Asst Adj.

Dorin - Tanno, a 306th Marriage

It is quite unusual to have a marriage within the 306th family, when both parties are on our mailing list for *Echoes*.

We have received a note from Norman J. Tanno informing us of his marriage to Rae Dorin, who was the widow of Robert Dorin, born Isidore Dorushkin, and who changed his name after the war.

Bob Dorin had died in Nov 96, after which his wife elected to leave Florida and live in California to be near her daughters. Norman's wife Ann died in Sep 97. When Bob went to California at the end of '97 to visit his son, he got in touch with Rae.

The Dorin and Tanno families had remained in contact in the postwar years. Norm put the matter succinctly, that after seeing Rae in California and then returning to Ohio, the trips back and forth increased and there were "huge" telephone bills.

Now the new Tanno family is living in Laguna Hills, CA, at 4003-1C Calle Sonora Oeste. Their zip code is 92653 and their telephone number is (949) 586-3271.

Both men were on the Habert Underwood crew which joined the 423rd 29 Aug 44. Tanno completed his tour 15 Apr 45 and Dorin finished up 9 Jan 45.

CHANGE OF ADDRESS

Edgar L. Aiken 368
3800 Risher Rd SW
Warren, OH 44481-9177

Daniel J. Barberis 423
95 Goose Bay Dr
Bridport, VT 05734-9329

Humphrey Black CJ
312 Woodland Way
Greenville, SC 29607-1751

Brennan, Neil H 368
9300 Torch Bridge CtNW
Rapid City, MI 49676

Robert H. Christenson 369
17709 Delaware Ave
Redford, MI 48240-2345

Herbert J. Clingerman 369
4624 Sandy Lake Rd
Carlton, PA 16311

George C. Dickerson 367
207 Cross Pointe Ct. #3C
Abingdon, MD
21009-2805

Ralph E. Ellsworth 369
102 Magnolia St
PO Box 735
Magnolia, IA 51550

Clyde A. Fistler 423
1026 N Jefferson Ave
Mason City, IA
50401-2032

Merle K. Geving 367
1370 White Lake Dr
Duluth, MN 55803-9712

Kenneth E. Jacobson
11603 Ladera Vista Dr. #25
Austin, TX 78759-3999

Stanley T. Johnson 423
3909 Heritage Hills Dr.
A-218
Bloomington, MN
55437-2655

James T. Justice 369
1361 Swallow Ln
Birmingham, AL
35213-1621

Dominic D. Leo 423
8559 W Pershing Ave
Peoria, AZ 85381-4858

William C. Maddox 367
PO Box 266
Clanton, AL 35046-0266

Frederick D. McCartney
423
615 Esplanade, #604
Redondo Beach, CA
90277-4130

Robert G. McKay 367
20100 Lorain Rd. Apt 308
Fairview Park, OH
44126-3430

Frederick W. Mitchell 367
3400 US Hwy 50 E,
Trlr 78
Carson City, NV
89701-2827

Walter D Morris 367
2660 N Forest Rd. #208
Getzville, NY 14068-1530

A W Nickell Jr 368
579 Buckingham Ln
Lexington, KY 40503-2719

Charles F. Pettit 367
4917 Ravenswood Dr.
#1408
San Antonio, TX
78227-4300

William J. Pitblado 367
202 Fifth St SW
Roseau, MN 56751-1465

Joseph D Puskar 367
7800 Magnolia Beach Rd
Panama City Beach, FL
32408-7014

Romulus R Roberts 423
1709 NE 15 Ave. #1
Ft Lauderdale, FL 33305

John L. Schupp 367
2776 Via Del Dac, #5
Green Valley, AZ 85614

Fred P. Sherman 369
2859 N Cedar Hill Dr
Fayetteville, AR
72703-0223

Albert J Stalder 368
1164 Hawthorne Loop
Roseville, CA 95678-6956

Norman J Tanno 423
4003 Calle Sonora Oeste,
#1C
Laguna Hills, CA 92653

Charles J. Thelen 367
6520 Pine Valley Dr
Santa Rosa, CA
95409-5886

Andrew W Tolmachoff 369
1491 Iris St
San Luis Obispo, CA
93401-3034

Edward N Tutun 423
237 Guinea Rd
Stamford, CT 06903

306th Family

Mrs Mark Arrieta 368W
1048 W 12th St
Medford, OR 97501-3330

Mrs William J.
Baumgartner 367W
890 W Loveland Ave.
Apt B2
Loveland, OH 45140-2239

Mrs. Martin J Kilcoyne
367W
2303 E 3rd St
Greenville, NC
27058-1606

R Troy Landrum 367GS
PO Box 487
Terrell, TX 75160-8340

Mrs Bedal Diaz 369W
1401 229th Ave NE
Redmond, WA 98053-6553

2,300 Vets Looking for Men On Mailing List Who Disappear

How many 306th veterans are on our mailing list?

The list today totals slightly over 3050 names, as we continue to add primarily wives/widows and children to the list. And, there are several new additions of 306th veterans noted elsewhere in this issue. We know there are others out there, we just don't know who or where.

The editor became curious, always had been a bit that way, concerning just how many men who served with the 306th were on our list. Finally, a month or two ago he got busy and counted them — the total is now just slightly, that's from 1 to 10 names, under the 2300 he counted on one day.

As a careful counting of the 306th card file several years ago put the total of men serving in the 306th at about 7700, we think we still have a pretty good number.

We know that we are losing men almost weekly, and there are certainly some on the list who are deceased. Neither family nor the Postal Service has seen fit to notify us, so they continue to stay on our mailing list. We don't want to hurry anyone away, we would just like to have as accurate a list as possible.

Over the years we have subtracted a few names by "their" request from our list, and since the last issue of *Echoes* in January we have had notes from two men that they no longer want to receive the paper. We can't account for any real reason why they want off, but we have obliged them and done so.

What is more likely to happen today is that a widow receives a paper, and we get a plaintive note or telephone call from one of the children wanting to know if they can't join us too.

And that brings us to finances. We've never billed any dues for being on our mailing list — as I always figure that we've got people out there who are trying to exist on not much more than Social Security benefits, and we don't want them to miss an issue either.

The generosity of the rest of you has enabled us to keep our feet above water and to get each issue out, with the treasury getting a major assist almost every year from reunion funds.

BUT, that didn't happen this last year. We had a fine reunion at Savannah, but there were some miscalculations along the way and 1998 became the year that we got no boost at all from the reunion. Bob Houser, our treasurer, says we are still making it all right, but he'd like to see a bit more left in the bank account. With that in mind, we urge each of you on the mailing list (306th veterans, widows, children, and a host of friends who tell us they enjoy *Echoes*) to make a contribution this year that will get us out of this bind.

Many thanks!

Each issue of *Echoes* now produces a group of men who cannot be reached by mail and from whom we receive no change of address. Our attempts to trace this group usually meet with failure.

Can you help us find them?

Some of those now marked MISSING from the January issue are:

Ira C. Fatheree 368
6700 Wait Ave
North Highlands, CA 95660

Charles E. Kruger 369
4036 NW 28th St
Oklahoma City, OK 73107

Prof G. E. Lenski 367
404 Westwood Dr
Chapel Hill, NC 27516

Robert E. Snow 367
9 Intervale St
Quincy, MA 02169

Notify the secretary if you locate a proper address, or have other information about any of these individuals.

Lessons for Top Leaders

Eliot A. Cohen, professor of strategic studies at John Hopkins University, has recently written in "Foreign Affairs" magazine:

Throughout the 19th and 20th centuries military power has become increasingly intertwined with civil society. The electric generators that keep a defense ministry's computers running and its radars sweeping the skies also send energy to hospitals and water-purification plants. Bridges indispensable to the movement of military forces also carry food, medicine and other goods to civilian populations.

When American presidents use air power, they should either hurl it with devastating lethality against a few targets — say, a full scale meeting of an enemy war cabinet or senior military staff — or extensively enough to cause sharp and lasting pain to a military or a society.

The sprinkling of air strikes over an enemy will harden him without hurting him and deprive the United States of an intangible strategic asset.

Dozen Early 423rd Men

This was a dozen members of the 423rd Squadron in July 42 before they left sumptuous barracks at Wendover, UT. The picture was sent out to a dozen men whom the editor thought could be of help, after having received the original print from Frank Saunders, with himself and three others identified. After getting "votes" in from five men, we submit the following identification of the entire picture.

Left to right: Frank Saunders, Jim Keanley, Rush Poulan, William Warner, Roy Kelley, Earl Youree, J. W. Wilson, Maurice Salada, John Leahy, Lewis McKesson, John Brady and Mack McKay.

MORE CREWS



367th: Front, Charles F. Manning P. unknown, Norman Schneider N. unknown; Back: William Nasser e, Vincent S. Johnson ro, Harry Gile bt, Edwin R. Dewey wg, John A. Cox, Jr, tg, Vincent Donohoe wg.



367th: Front: Ralph Shaw bt, Ed Ronczy N, Larry Ristuccia wg, unknown, Ed Dickhaus wg. Back: Charles Crunican B, Fred Lauer tg, Robert C. Sage P. unknown, Donald Carter e.



423rd: Front, Habert E. Underwood P. William D Carder CP, John G. Weber B, Isidore Dorushkin (later Robert Dorin) N. Back: Frank T. Davelli e, Leonard E. Kelly wg, Henry P. Meszar bt, Irving Barkan wg, Norman J. Tanno tg.



Strangely missing from this picture was Robert C. Williams, but he does appear in another picture we have of the "Original Cadre of the 423rd Squadron", or so it is identified. We

can't quite put the two pictures together, and can only name four of the men in it. If you want to help, ask the editor for a copy of the 423rd Cadre picture and you can work on it.

Darky Made 'Finding' a Base Much Easier

Darky was one of a number of safeguards in place trying to bring the bombers back to their British bases.

When you didn't know where you were over England, or you had become confused and a bit lost while returning from the Continent, Darky was one of the helping hands extended to the bombers.

The pilot had a set procedure that had to be followed when making his first call to Darky. If you failed to use the right protocol Darky would ignore you, fearing that you might be a German plane trying to reach a target in England, such as one of our bases.

But, by following the exact protocol on your initial call put you in the network for serious help in getting you into a base. We put in the first call out quite a distance, were told to fly a heading and report back to Darky in half an hour or 45 minutes.

When we checked in the second time, we were given a new heading to fly and told we were 10 minutes from an American base. In 10 minutes the clouds broke a bit and there was Framlingham beneath us, waiting with open arms and a clear runway. The pilot settled our bird, down to one good engine by this time, on their main runway, and quickly into a parking place.



NEW MEMBERS

Karen McDonough Barkowsky, 369D
76 Hillside Dr.
Hanover, MA

Robert E. Kane, 369
8 Whittlebury, Rochester, NY
14612

Pascuale Romanelli, 368
1602 Stickney PI #108,
Sarasota, FL 34231

This is an artist's rendering of the front of the Henry VIII Hotel in St. Louis, MO, where we will gather in October for the 25th annual reunion of the 306th. Because St. Louis is a relatively easy place to reach, we are expecting a goodly number to come there by plane and car. An array of interstate highways service St. Louis, and the I-70 and I-270 both come within a mile of the hotel. It is also close to St. Louis International Airport, and the hotel will provide quick service both from the airport on your arrival and to the airport when you are leaving.

By the time we had exited our plane, a second 306th bird was in the traffic pattern, and as its main wheels touched the runway, a propeller bounced off and down the runway. We waited there for perhaps an hour until the tow target plane showed up and brought both crews back to Thurleigh.

Darky was a life saver for many Eighth stricken aircraft.

New Directories Ready for \$10

Updated directories, to 1 Mar 1999, are available from the secretary. Make out your \$10 check to the 306th BG Assn and send it along. This practice was decided upon by the Board of Directors at the 1998 reunion because of the expense of producing the directory every two years, and the lack of contributions to pay for the book. It is expected that during the normal two-year life of the old directories, we will have produced three updated versions in the same time span.

Unfortunately, we are now in a period when any given directory becomes out of date within a short span. And this offers another occasion to urge you, and to urge family members, to keep the updated personal information on each of you flowing into the secretary's files.

In a Recent Letter

In a recent letter from a German researcher seeking information on the Oschersleben mission of 11 Jan 44, he referred to the place where the FW-190 was built, which was one of the 8th's targets for the day, but not ours, as we went to Halberstadt. He made reference to the FW-190 as the "Butcher Bird", a term which your editor had never seen used before.

Greatest Disaster

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 By William Bradford Huie p. 180.

Thurleigh Note

A brief note from Claire Bell, head teacher at the Thurleigh Lower School, thanks the organization for its 1998 gift of \$500 to the school, which in turn produced an infusion of new books for their library. Again, at the 1998 meeting of the officers and directors, another \$500 to be used for augmentation of the library collection, as reading remains a major emphasis in this primary school. At least annually, the students, faculty and many parents make a pilgrimage to the 306th Memorial nearby, at which time each new group of students learns something about the 306th and its meaning to people living in the area.

If individuals wish to make their own gifts to the Thurleigh school, the treasurer will be happy to facilitate getting the money to the Thurleigh Lower School, which is on High Street in Thurleigh.

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 _____

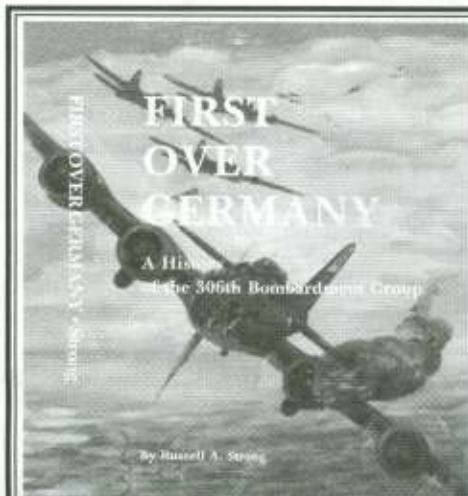
STREET AND NO. _____

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 _____



Often called one of the best WWII USAAF UNIT Histories - It's 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 _____

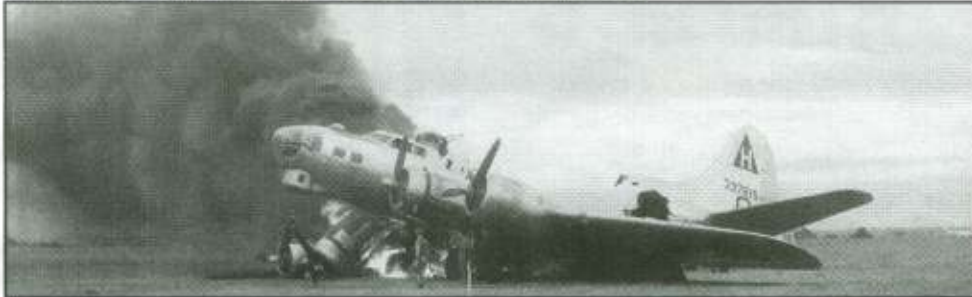
306th MAIL ORDER MEMORABILIA

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 Decal with First over Germany		\$0.50
306th "Black Thursday" Photo in Full Color		\$3.00
Shipping and Handling - Up to 2 lbs. per package		\$3.00
Shipment via Priority or 1st Class Mail		

	Shipping & Handling	\$3.00
	TOTAL	
NAME _____		
STREET _____		
CITY, STATE & ZIP _____		

Another Non-Combat Loss



26 Jul 44
1944 A/C 615-Q crashed on landing, burst into flames and ran off the 24 runway just opposite the tower. Copilot said that gas fumes were strong in the ship when they took off, increasing which flying so they decided to land. On final approach R/O said that flames were coming from #3 supercharger, soon the bombbay burst into flames. These spread rapidly and became intense. On landing, the ship nosed over then swerved off the R/W. Crew all got out safely with minor injuries, except the engineer who broke his leg.

All available fire trucks dispatched. All necessary calls made. Air Division notified that air-drome is closed.

2125 Fire completely under control. R/W changed to 18, wind S to SSW at 16.

In the third picture from the top, the wreck scene visitor is Lt. Bob Vickers, 367th bombardier.

REGISTRATION FORM

306th BOMB GROUP 1999 REUNION St. Louis, Missouri • 13-17 October 1999

THURSDAY, 14 October	#	Total
St. Louis Grand Tour. Depart 9 a.m. \$29 per person. Includes downtown, Laclade's Landing, Mississippi Riverfront, Old Cathedral, Old Courthouse and Market Square, with narrated tour. Stops will be made at the Gateway Arch and at Union Station for lunch and shopping on your own. The tour will conclude with a visit to the magnificent New Cathedral. Lunch on your own.		
Anheuser-Busch Brewery Tour, Grant's Farm and Bevo Mill Depart 9 a.m. \$38 per person. The Anheuser-Busch facilities tour include the world famous Clydesdale horses, fermentation, packaging and bottling, and the Brew House. Lunch (included) at the Bevo mill, an historic German restaurant. After which a tram ride will take you through Grant's Farm and its wild animal collection.		
Wine and Cheese Reception, 4-5 p.m. Hospitality Room		
FRIDAY, 15 October		
Mount Pleasant Winery Tour Depart 10 a.m. \$33 per person. After the Winery tour, including historic underground limestone cellars, where you will sample the wines. Lunch included at Church of Christ, which dates from 1861. Time for craft and antique stores in Augusta, MO.		
Golden Rod Dinner and Theatre. Depart 3:30 pm. \$42 per person. First visit historic St. Charles, MO, oldest city on the Missouri River. Dinner aboard an historic paddlewheeler that no longer paddles, followed by a production of the play, <i>Nonsense</i> , a comedy about three nuns. Limited to 200 people.		
SATURDAY, 16 October		
Women's Continental Breakfast and entertainment. 9 a.m. \$12.		
Annual Business Meeting of the Association. 9:30 a.m.		
Lunch and the afternoon are on your own.		
Cash Bar. 5-6 p.m.		
Seating for dinner, 6 p.m. Main Ballroom \$28 per person.		
Color Guard and presentation of colors, 6:15 p.m.		
Dinner Served, 6:30 p.m.		
USAF "Shades of Blue" Jazz Ensemble, 7:30 p.m.		
St. Louis Strutters (senior professional dancers) 8 p.m.		
Tommy Tucker's 5-piece dance band. 8:30-11:30 p.m.		
Reunion Registration Fee, which covers any incidental expenses incurred in the production of this 1999 event. \$25 per person.		
Grand Total		

Deadline for reservations for four travel events is 1 August.
Make checks payable to the 1999 Reunion, 306th BG Assn.

Name _____

Address _____

City/State/Zip _____

Telephone: AC _____ MAIL THIS FORM AND YOUR CHECK TO:

Squadron/Unit _____ First reunion Yes / No A. C. Villagran
14268 Forestcrest Drive
Chesterfield, MO 63007

Number attended _____

This registration form covers events only. You must make separate reservations with the Henry VIII Hotel.

HENRY VIII HOTEL

ST. LOUIS, MISSOURI

WELCOMES

306TH BOMB GROUP

OCTOBER 13-17, 1999

RESERVATION FORM * FOR RESERVATIONS OR CANCELLATIONS CALL - (800) 325-1588 OR LOCAL - (314) 731-3040
RESERVATION MUST BE MADE BEFORE SEPTEMBER 13, 1999

Arrival Date: _____ Departure Date: _____

Name: _____ Name of Room Occupants: _____

Address: _____ Handicap facilities needed? _____ Yes _____ No

City, State, Zip: _____ Check or Money Order for: \$ _____ Enclosed

Telephone Number: (____) _____ Smoking _____ Non-Smoking _____

Credit Card for Guarantee: _____ AMEX _____ M/C _____ VISA _____ DC / CB

Card Number: _____ Exp. _____ Signature: _____

ROOM DESCRIPTION (PLEASE INDICATE CHOICE OF ACCOMMODATIONS)

Standard Room (2 dbl. beds) \$64 plus tax - # of persons _____ Suite (parlor and 1 bedroom with 2 dbl. beds, queen sofa sleeper) \$64 plus tax - # of persons _____

King Bed \$64 plus tax - # of persons _____

All accommodations have refrigerators and wet bars.

*Room rate will be available 5 days before and 5 days after the reunion for those who want to come earlier or stay later.

COMPLETE INFORMATION ABOVE * DETACH AT DOTTED LINE AND RETURN WITH DEPOSIT IN ENVELOPE PROVIDED

Mail To: Henry VIII Hotel
4690 N. Lindbergh Blvd.
St. Louis, MO 63044

FOR RESERVATIONS OR CANCELLATIONS CALL:
(800) 325-1588 OR LOCAL (314) 731-3040
CHECK-IN TIME: 3:00 P.M. CHECK-OUT TIME: 11:00 A.M.

BELOW PLEASE FIND PERTINENT INFORMATION REGARDING YOUR RESERVATION

To guarantee your reservation, we require one night's deposit by enclosing either a CHECK, MONEY ORDER OR MAJOR CREDIT CARD NUMBER with expiration date.

We regret we cannot hold reservations after 4:00 pm on the date of arrival without guaranteeing the reservation with one of the above methods. Deposits will be refunded only if cancellation notification is received at least 24 hours prior to arrival.

We will make every effort to honor requests for specific types and location of rooms; however, on occasion, we cannot meet such requests and reserve the right to provide alternate accommodations.

Reservations requested after DATE SHOWN ABOVE are subject to availability.