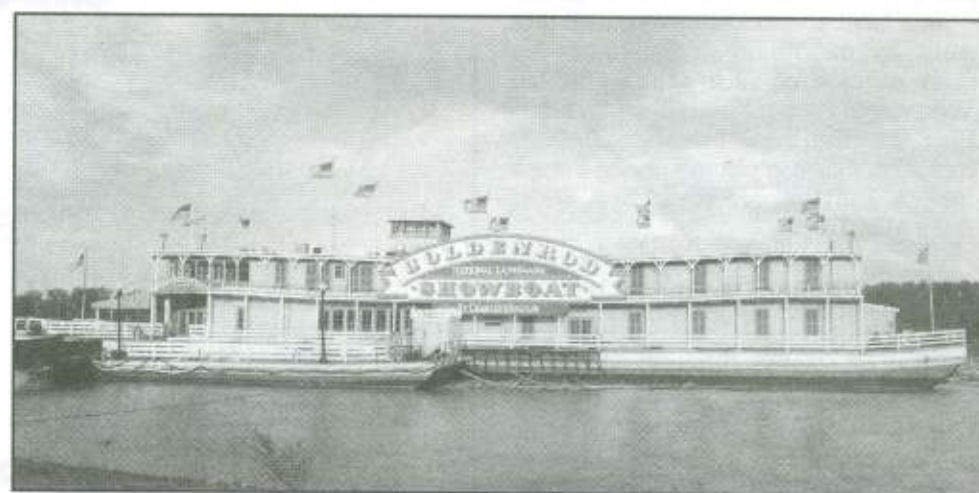


306th Echoes

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

Forward & Address Correction



One of the highlight experiences for the St. Louis reunion will be the trip to the restored community of St. Charles, MO, which was one of the shipping points for those "young men" who followed Horace Greeley's admonition to "Go West, Young Man, Go West!" These are two street scenes and a view of the paddlewheeler, which will be an important gathering point for our reunioners.

Numbers Climbing Daily For St. Louis Reunion

With the numbers growing daily who will be attending the 306th reunion in October, it behooves every one else to get their registrations into the Henry VIII Hotel and to the Reunion chairman to assure that there will be places for everyone.

If you want to be there at the start, you ought to check in to the hotel on Wednesday, 13 October, and plan to stay until Sunday morning, 17 October. In that way you will get to participate in the busy schedule on Thursday, and wind up with the annual reunion banquet Saturday night.

Events are also planned for Friday and Saturday, and people need to find time and stake out some seating in the spacious lobby area, as well as in the general meeting room, for all of the visiting you will want to do.

Even though you and your old friends have lived for years on opposite sides of our big country, this is the time and place to come together on the shores of the Mississippi River. You will find people you worked with or around, people you may have flown with; or, you may just make some entirely new 306th friends with whom you and your spouse will hit it off nicely.

Time has had a way of cutting into our aging group, so there are a lot of "sin-

gles" around, including flying people of all stripes, all kinds of ground personnel, and an increasing number of widows. Probably some of this group has heard their late husbands' stories so many times they can just sit right in and be a part of any round table discussion of the '40s among the Limeys.

If you haven't made a reunion yet, this is the one you ought to come to. St. Louis has a charm all its own, there is plenty to see, we've got a smashing program that will take you here and there; and don't give those excuses like you are too old, you've forgotten about the whole thing, and it's a long way to go. We can probably find people older than you, who have excellent memories, and who have come from parts of Europe, Alaska, and wherever.

The registration forms are on the back page of this Echoes, as they were in the last issue, and as they have been now for 25 years. Get out your ballpoint, your check book, an envelope and a stamp and prepare for the best October therapy you have had in years.

There's a map in this issue that will get you through the vagaries of St. Louis traffic, if you are driving. The hotel is very close to the Lambert International Airport, if you are flying. So, your movements in St. Louis can be handled very easily. The Henry VIII hotel has a Tudor design, and looks like it could be dropped in parts of Oxford, England and not be out of place. It has good food, and there is an outside restaurant that appears to be in the Hotel's parking lot, but also has a good menu.

If you haven't been to St. Louis in recent years, it is an interesting place to visit, with a vibrant downtown, many handsome buildings, and of course lying on the west bank of the Mississippi River, presents a large complement of entertainment venues from which to choose. Yes, there is a riverboat or two for those who wish to try their luck at a variety of games.

Chairman Al Villagran says that some of the events planned are filling up, but that others still have room for you.

New Museum at Thurleigh To Hold 306th Memorabilia

A 306th Museum is an idea that has been bounced around for some years, but without any conclusion being reached.

It was tried on by the Group in 1984 at the Fort Worth reunion, and then two years later was stopped at the Dayton reunion, as closer investigation of such a British enterprise seemed to be beyond the scope of our Group activities. Both legal problems and costs were cited among reasons for dropping the idea.

But, now it has risen again under a different guise and without any substantial fiscal involvement by the 306th.

While it is perhaps to be regretted that this did not get underway earlier in our own lives so that we might more actively participate in it, there is still time for many to follow the venture, to provide a focal point for the history of the 306th Bomb Group in England and its activities at Thurleigh from 1942 and into 1946. It will certainly be a "landing point" for our children and grandchildren visiting in England in the years ahead.

Now, what has happened is that this proposal has come from the fertile mind of Jonathan Palmer, a onetime Formula 1 racing driver and BBC commentator on the racing scene.

Palmer has had an operation called The Motorsport Experience at Bruntingthorpe in the Market Harborough/Leicester area to the north of Bedfordshire, and has now leased considerable space at Thurleigh where he will be moving this enterprise. Once he had begun to concentrate on Thurleigh he got in touch with Ralph Franklin, seeking information on our WWII activities there. Out of this interest, which really began as a photodisplay in the reception area he was working on, escalated into a 306th Museum.

A small building, basically with three rooms, located on the south edge of Galsey Wood, will be renovated by Palmer for use by the 306th and will become a place where 306th memorabilia will be displayed and be available for viewing by visitors. Of course, many details on the entire enterprise are yet to be settled, and the 306th participation has only very recently been even introduced to the officers and directors.

To those who have forgotten, or probably never knew about Galsey Wood, will find it on an accompanying map. It was located north of our perimeter track, and was near our bomb dump.

Quoting from a proposal first made in 1997 by Palmer PromoSport:

"The main activity will be driving events offering a range of activities for private, usually corporate, clients. These are aimed at providing an enjoyable day during which driver skill is improved on a range of vehicles, such as high performance road cars, vehicles for skid control training, and smaller sports cars. Other events may be run for motor manufacturers - for purposes including sales training, press experience and promotion.

(Turn to page 2)



Jonathan Palmer, racing entrepreneur, and Ralph Franklin look over display sheets which Palmer's organization provided to Franklin for his use in speaking to school children and other audiences in the Greater Bedford area.

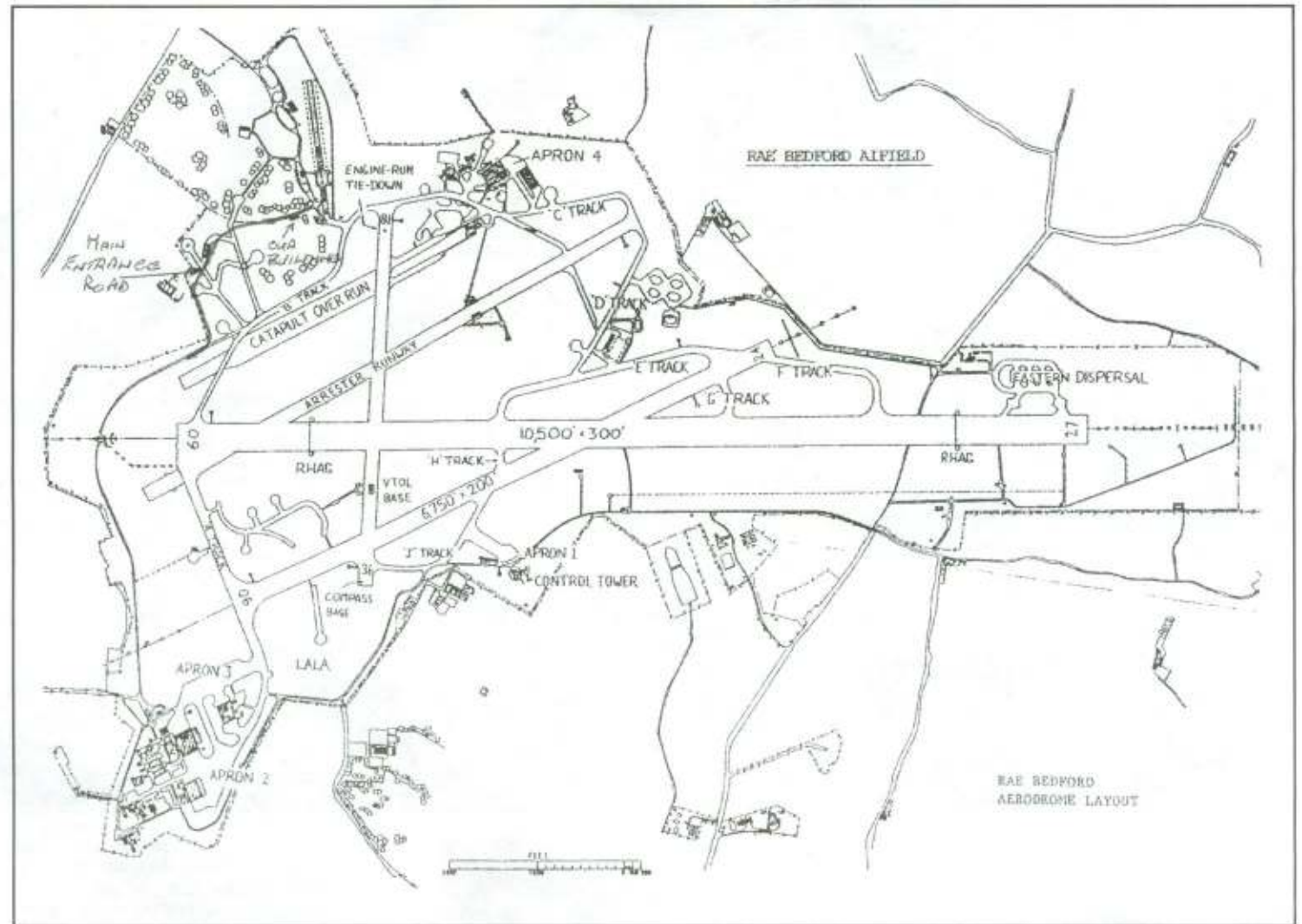
New Museum (from page 1)

"Driver training for a number of local organizations will be an important part of the program. This will be a community based activity, aimed at the emergency services and local schools... Currently, for example, the Police and Ambulance services have no facility for emergency response training except on the public roads and the existence of the circuits at Thurlleigh will provide a much safer alternative. Local schools will have the opportunity to combine safety theory with practical driver training prior to taking to the public road."

In a large promotional publication prepared by the Palmer organization, one finds mention of such vehicles as the Volkswagen Passat, Nissan Terrano, Lotus Elise, Caterham Super 7 and Formula 2000 cars. Also shown in pictures are the Subaru Impreza RallySport, Mercedes SLK Sprint and a Man Truck.

The speed merchants of our day who roared around in B-17s at 150 to 160 mph would have liked an opportunity to have turned around the perimeter track a time or two in one of the above mentioned cars.

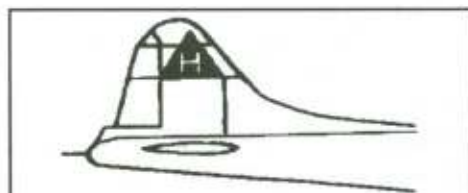
An entrance to the airfield will be provided for persons going to the Museum, and signage on the surrounding roads will lead one there. Palmer's interest in the museum venture is evident, and it will provide an additional opportunity to spread more information about the 306th and its activities in another age.



Reunion Registrants

- Amundson, Clements & Virginia 367
- Bailey, Walter and Marguerite 368
- Banas, Charles & Carley 369
- Barberis, Dan & Grace 423
- Berry, Les & Evelyn 423
- Boring, Wallace & Betty 368
- Briscoe, Dale & Beti 369
- Brown, Richard & Virginia 369
- Burroughs, Winston & Rose 367
- Carlile, Wm GP
- Carnicom, Bill & Ruth 423
- Christianson, Em 368W
- Clark, Charles & Loretta 369
- Clark, Joseph & Wynon 423
- Connolly, L. J. & Mary 368
- Conroy, Anthony & Patricia 368
- Daniel, Robert & Pat 423
- Demorest, Harold & Nina 423
- Elrod, Lloyd & Pat 423
- Endicott, John & Gaynelle 423
- Farris, Harold & Kathleen FR

- Feely, S. M. & Jean 4th
- Fredericks, Robert & Helen 367
- Gates, Daniel & Peggy 423
- Guilfoyle, Wm & Mabel 423
- Hamilton, Jack & Friend 369
- Hickey, John & Betty 369
- Holland, Richard & Sybil 367
- Hoolko, Nicholas & Dorathea 367
- Houghton, Russell 368
- Houser, Robert & Doris 368
- Howard, Gilbert & Rosabelle 367
- Hudson, Frederick & Samantha 369
- Hutchinson, Howard & Elaine 423
- Jennings, Graford & Margaret 368
- Jones-Parra, Betty 368S
- Jones, John & Arlene 369
- Kaye, Herman 423
- Kessler, Lee & Marguerite 368
- Kolger, Wm & Helen 369
- Krajcik, August & Dorothy 368
- Langley, Clifford & Shirley 369
- Lanyon, Robbie 423W
- Long, Robert & Louise Brule 368
- Madsen, Karl & Edith 368
- Meaux, Allan & Genevieve 369
- Minnick, Hartwell & Charlsie 423
- Nattier, Clayton & Jean 369
- Nesbitt, Archie & Nadyne 367
- Padan, Mary & Friend 368S
- Peters, Lucien & Marie 369
- Phelan, Hugh & Evelyn 368
- Phillips, Daryl & Helen 423
- Ransdell, Bill & Pud 369
- Reber, Marlen & Ginger
- Reioux, Paul & Margaret 423
- Rockwell, Robert & Ruth 367
- Roeder, Gilbert & Friend 368
- Ronczy, Edward & Josephine 367
- Schubert, Roy & Rosemary 369
- Sherman, Fred & Jo 369
- Strong, Russ & June 367
- Switzer, Alfred & Bert 369
- Tinklenberg, John & Alice 423
- Tzipowitz, Harry & Jean 369
- Vickers, Robert & Helen 367
- Williams, Harold & Nadune 368
- Wilson, Wymond & Arleda 369
- Wood, Raymond & Carolee 369B
- Wood, Robert & Carol 369
- Wood, Lyle & Laura 369F
- Yerak, Raymond & Reggie 369
- Young, John & Kay 367



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).

The Mighty Eighth Air Force Heritage Museum

Sustaining Donors Wall



Sustaining Donors Wall



Gold Level

The Heritage Museum has benefited from your generosity. We know that each contributor gives for a different reason but all embrace the mission of the Museum. That mission is to preserve the stories of the men and women of the Eighth Air Force and to share their Heritage of Values with future generations. We thank each of you for your support.

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 _____ | | |

Obituaries

Maurice E. Christianson, 368th copilot (William Breslin crew) and pilot, died 30 Jun 99 in Dallas, TX, having suffered from Parkinson's Disease for several years. He arrived with the Group 29 Apr 44 and completed his 32-mission combat tour 20 Aug 44. He was a retired captain from American Airlines, where he flew 747s. In 1989 he was elected vice president of the Association, and the following year became president. He leaves his wife, Em, 3c, 2gd.

Lawrence F. Christofori, 368th bombardier and POW (Robert MacDowell crew), died 12 Jan 97 in Plymouth, MA. He had been a plant manager for Knapp Shoe Co., before retirement. Lawrence leaves his wife, Elizabeth, 4c, 5gc.

Charles A. Edinger, 369th engineer and POW (James Ferguson crew, died 25 Jun 99 in Palm Bay, FL, where he had lived since 1984. He was a retired maintenance supervisor for Eastern Airlines. He leaves his wife, Dorothy, 2d, 4gc.

Ira C. Fatheree, 368th electronics officer, died 10 Nov 91 in North Highlands, CA, according to information from Abe Grondin. Fatheree and Grondin had a familial connection that they learned about some years ago, and it was only after a lengthy correspondence that they discovered they had both served in the 306th at the same time. Fatheree came to the 306th in Jan 45 and was transferred to the 305th in Jul 45. He was a SAC electronics officers at his USAF retirement in May 63 and then became port electrician for the Port of Sacramento.

William G. Jung, 423rd radio operator (John Endicott crew), died 31 May 99 in Baltimore, MD. He flew seven missions in Apr 45. Jung leaves his wife, Marge, 3c, 8gc, 1ggc.

Paul H. Martin, 367th pilot, died 11 May 99 in Breckenridge, TX. He arrived with the Group 17 Jul 44, and completed his 35-mission combat tour in Dec 44.

Col. Ray C. McDaniel, 368th copilot (Raymond Tripp crew) and pilot, died 10 Mar 99 in San Antonio, TX. He came to the Group 27 Nov 43 and finished his combat in Jun 44. He was one of 10 men wounded on the mission of 26 Mar to St. Omer, France, to bomb a Noball target, which also cost the Group one a/c and a bombardier. McDaniel was a USAF retiree in Mar '70. He leaves his wife, Mary.

Warren W. Middleton, 369th navigator

(David Ramsey crew), died 12 May 99 in Alameda, CA, where he had lived in recent years. He joined the 306th 3 Apr 44 and completed combat in Jul. Middleton wrote an interesting piece which appears elsewhere in this issue of Echoes, but also did a neat, little 27-page story of his combat, with a couple of pictures, listed his combat tour, and leaves a legacy for his family. Middleton had a flair for writing that enhanced the book considerably. He leaves his wife, Shirley, 4c, 7gc, 1ggc.

Thomas P. Moore, chief clerk in the Station Ordnance office and later assigned to Group headquarters, died 13 Apr 99 in Madison, NJ. He graduated from New York University with a degree in accounting, and worked for Whitehead Metals and Perkins-Goodwin in New York. He leaves 2c, 2gc.

Floyd F. Owens, 369th gunner (John G. Davis crew), died 4 Mar 99 in Goodland, KS. He became a POW 16 Aug 44 on a mission to Bohlen, Germany (w. Young Newsom). He leaves his wife, Eileen, 6c, 12gc and 6ggc.

Charles A. Sheffield, 423rd engineer and POW, died 31 May 99 in Camden, SC, where he had lived for many years. Arriving 15 Jan 43 with Richard O'Hara's crew, Sheffield went down on a mission to Kiel 29 Jul 43 (w. Berryman Brown). He retired as a foreman for Hermitage Mills. He leaves his wife, Bessie, 1d, 2gd and 2ggc.

David R. Siedenburg, 367th copilot (John McAllister crew), died recently in Cortland, NY, where he had been an investment broker. He was a graduate of Cornell University, and leaves his wife, Joan, 3c, 3gc.

Robert E. Snow, 367th ball turret gunner (Paul Martin crew), died 20 Feb 99 in Quincy, MA, where had lived the past four years. Arriving 17 Jul 44, he completed his combat tour in Mar 45.

John A. Stone, 367th crew chief, died 13 Jan 95 in Anchorage, AK. He had resided for some years in Keewatin, MN. He leaves 5c, 8gc, 1ggc.

The editor regrets the error in Harold Taylor's name in the April issue of Echoes, and the date of his death should have read 9 Jan 99.

396th Family

Mildred Alleman, wife of Harry G. Alleman, 423rd engineer, died 21 May 99 in Mont Alto, PA.



MUSEUM FOR THE 306TH

This small building will house the new 306th Bombardment Group Museum on our wartime airfield. This structure was erected by the Royal Aircraft Establishment during its long tenancy on the site after WWII. Jonathan Palmer, left, and Ralph Franklin

stand in front of the building, which is located on the south edge of Galsey Wood, which bordered our bomb dump on the north side of the perimeter track, and in the area where the 368th Squadron parked its airplanes. The brush will be cleared away, and a parking area exists at the far end of the building.

306th Gifts Needed Now

Our cash balance continues to sink, reports Treasurer Robert Houser, and he continues to urge each of us to make contributions to the 306th treasury, in part to overcome the disparity that continues to haunt us from the 1998 reunion at Savannah. Instead of providing a balance for this year's treasury, it balanced out at \$0 and we, thus, must operate rather stringently in order to keep our heads above water.

To that end, there is a reply envelope in this newspaper, which we hope you will use and the next issue of Echoes will also include such a reply envelope. If you don't make one of these your means of assisting us, we most certainly will need your help for succeeding issues.

No gift is too small, but if you have been having a good year in the stock market, you may want to make your contribution a few dollars more so that we can continue to serve you in the manner to which you have become accustomed.

So, do your part today to flood the 306th treasury with new money. Each year we seem to have about 700 people who make contributions. We need to double that number this year, and also need to "hear" from those on the mailing list who do not have an historical relationship dating back to the 1940s, but also from those who continue to want to be on our mailing list gratis.

Origin Of A Strange Name

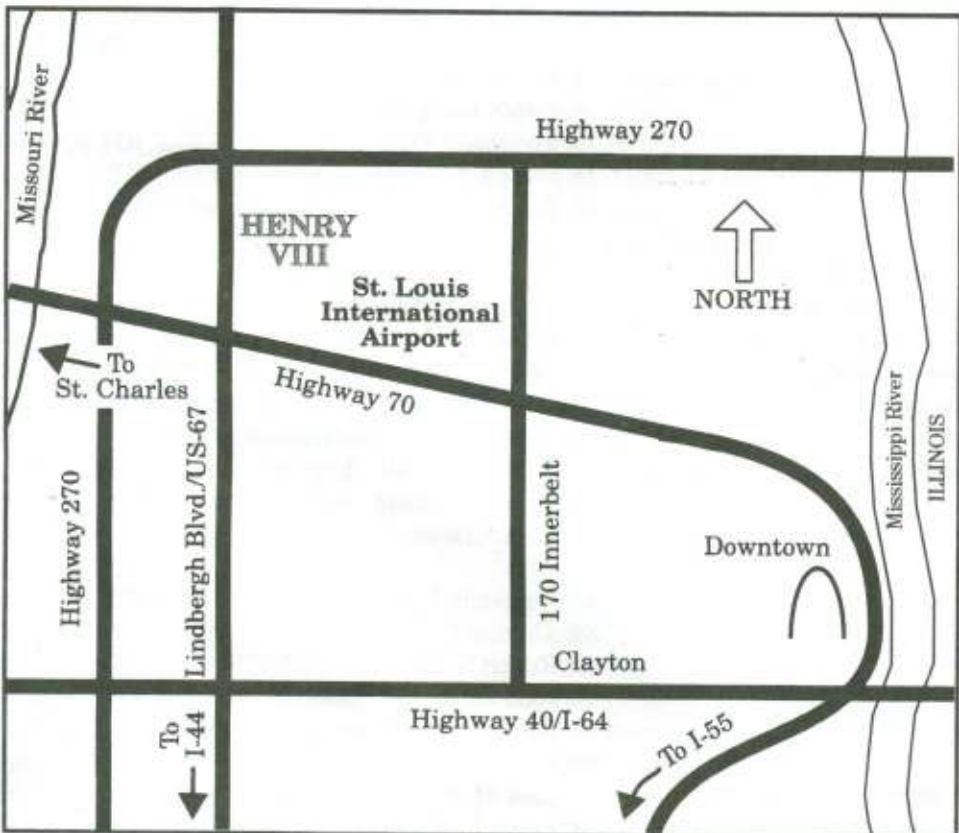
"Fightin' Carbar'n Hammerslaw" was the name of a comic strip about the time of WWI, says Bill Edwards who was assistant crew chief for this 367th plane. It was featured in the May issue of Echoes.

The name was selected by Victor Slevak, says Edwards. Slevak was a ground crew member who painted some airplanes in his spare time. FCH had been around for quite some time without being named, and one day Slevak stopped by to talk to John Stone, crew chief, and his workers, and Slevak told Stone that if he could name the plane he'd paint it. And that's where the name came from.

Stone had been assigned to the plane from the time of its arrival in Thurleigh. Edwards says he still has a clear memory of the plane leaving on a cold 5 December morning in 1944, a mission from which it did not return.

In the picture on page 3 of the last issue, Stone, Charles Adeimy and Edwards are standing left to right in front of the plane. The loss of a combat plane, especially without much of an explanation was always hard on the ground crew who had developed a months-long attachment to the aircraft as flying crews came and went.

HENRY VIII HOTEL MAP



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 _____



The 38th Composite

We don't have them all, but we have most of the names for this 368th Squadron taken in May 1942 at Wendover, Utah, probably very shortly before they left for England—flying crew personnel by plane to Westover Field, MA, and ground crews by train to Richmond, VA, and then to Fort Dix, NJ.

Now, the unique thing about this picture is that the identifications were made on the back of our copy by typewriter, and someone (we'd like to know who) typed the corresponding numbers of each man on the face of the picture, but without using a ribbon. Thus, the names are embossed into the picture and can easily be read if one just tilts the print slightly. We are at loss as to any method of bringing these names to a point where we could use the cross referencing from the front to the back of the photo.

Below is a list of the numbered individuals, in most cases, but you will note blanks in our list. We have concluded that the only way we can "bring" the names and photos to you is to list the number of the man at the left end of each row.

There is only one anomaly in the numbering and that is #200, which appears on the man on the extreme left edge who runs off the edge of the print and who is kneeling down kind

of between row six and row seven.

Now, starting from the top, the man at the extreme left of each row is: Row 1, 1; row 2, 33; row 3, 65; row 4, 97; row 5, 130; row 6, 159; row 7, 182.

With that direction, and by counting from the left of each row, you can find others as you count once you have established an individual's number from the following listing:

1. James E. Grimes
2. Charles W. McColl
3. Robert J. Stanley
4. Thomas S. Hover
5. Woodrow C. Gurr
6. Charles C. Earleywine
7. John R. Geimer
8. Robert L. Covert
9. Charles W. Bone
10. William R. Payne
11. Joe P. Gabrish
12. Charles F. Fehr
13. Mike M. Jacovich
14. Byron W. Pirtle
15. Thomas O. Imeson
16. Frank J. Peters
17. Bernard Higgins
18. James O. Dyal
19. Thomas Dawson
20. Louie N. Brookins
21. Eric S. Anderson
22. Robert W. Cowan
- 23.
24. Frederick C. Morton

25. Joseph M. Spire
26. Marshall E. Baker
27. Paul Kastner
28. John S. Liskewicz
29. Robert L. Kingen
30. Leland J. Kessler
31. William Allan
32. Dale M. Fisher
33. Clyde A. Christian
34. Loran Pleasant
35. Charles O. Gehlert
- 36.
37. James T. Ehman
38. Farry F. Cox
39. William H. Jones
40. Jack Parker
41. Albert A. Bladon
42. Delbert C. Smith
43. Joseph G. Vincent
44. Andy Kendes
45. Joseph T. Shine
46. Orland Johnson
47. William E. Cherry
48. Arthur M. Chapman
49. John D. Denning
50. Clyde S. Meyers
51. Herman Kappel
- 52.
- 53.
- 54.
- 55.
- 56.
- 57.
58. Allan Smith
59. Earl L. Kerbow

60. Herbert Jackson
61. Jack L. Free
62. Charles G. Jordan
- 63.
64. Daniel Dolinka
65. George H. Fairbanks
66. Chester W. Aarts
- 67.
68. Raymond C. Clifton
69. Charles A. Edinger
70. Richard G. Hackworth
71. Jack M. McKee
72. James B. Stelzer
73. Thomas P. Piazza
74. Joseph A. A. Desroches
75. Stanley P. Stemkoski
76. Robert L. Wynn
- 77.
78. George P. Matthes
79. Francis R. Moore
80. Carl M. Johnson
81. Clayton W. Ryan
82. Clifford L. Sampson
83. Dorman T. Hall
84. Robert J. Troutz
85. Robert Dean
- 86.
87. Benjamin L. Darilek
88. Thomas P. McDonnell
89. Robert S. Gardner
90. John H. Davis
91. Alfred R. Rodrigue
92. Donald B. Helper
93. Jack M. Balls
94. Edgar L. Aiken

95. Mike M. Jacovich
- 96.
97. Leo U. Goodhue
98. Lynn W. Northcott
99. William B. Jackson
- 100.
101. Clyde C. Edward
102. Marvin H. Goss
103. Jacob Bell
104. Bert O. Puckett
105. Clifford C. Kern
- 106.
107. Louis D. Choletta
108. Kenneth D. Wise
- 109.
- 110.
- 111.
- 112.
- 113.
- 114.
115. Chester A. Omer
116. Marion H. Evans
117. Aaron Pinkus
118. Ralph L. Anderson
119. Bernard Pelzel
120. Maurice S. Ferguson
121. Paul Nelson
- 122.
123. Asa W. Nickell
124. Foster B. Jones
125. Orval V. Clark
126. Carl L. Pugh
127. Waverly C. Orm
128. Robert F. Nelson
129. Tolby Viers



ment In May '42

- | | |
|-------------------------|---------------------------|
| 130. | 165. Wilbur F. |
| 131. | 166. |
| 132. | 167. |
| 133. Louis M. Schulstad | 168. |
| 134. Charles L. Grimes | 169. |
| 135. James M. Ferguson | 170. |
| 136. Elbert G. Odle | 172. Raymond K. Banks |
| 137. Harold D. Munal | 173. |
| 138. John M. Regan | 174. William H. Kesky |
| 139. Robert W. Seelos | 175. Gene Fabiochi |
| 140. Frank Winton | 176. John J. Hogan |
| 141. Robert A. Gearhart | 177. Mahlon E. Snover |
| 142. Edwin H. Reeder | 178. John Yadosky |
| 143. William C. Melton | 179. Irving S. Karpman |
| 144. Raymond L. Artusy | 180. Arthur U. Friedman |
| 145. William A. Lanford | 181. Joseph Yuschak |
| 146. | 182. John P. Sampson |
| 147. Frank E. Ross | 183. Herman A. Davis |
| 148. Omar Gonzales | 184. George H. Lehman |
| 149. Edward T. Miazza | 185. Vernon M. Friend |
| 150. Carl G. Jones | 186. Harry F. Civils |
| 151. Victor H. Franko | 187. Rees R. Morgan |
| 152. John E. Bennett | 188. John L. Reynolds |
| 153. William E. Friend | 189. Joseph G. Mynatt |
| 154. Robert S. Stevens | 190. Dave Moskovitz |
| 155. Robert G. Hodson | 191. Henry C. Cordery |
| 156. William E. O'Brien | 192. Roland Magee |
| 157. Zimri L. Coffin | 193. Itelio J. Cruciotti |
| 158. | 194. Russell Naylor |
| 159. James F. Tyler | 195. Merwyn C. Greisinger |
| 160. Joseph M. Maretic | 196. Louis J. Corey |
| 161. Jerome Stutz | 197. Russell G. Houghton |
| 162. Edmund Becker | 198. Grant L. Morrow |
| 163. Gordon A. Trulock | 199. |
| 164. Phillip | 200. George F. Groeber |



This Is America

This is America, that tiny bit of land outside the 40th Combat Wing headquarters at Thurligh, which is now the property of the 306th Bomb Group Association into eternity. The British flag at the left and the American flag at the right fly daily over our memorial marker.

The latest addition is the chain fence suspended from the bollards placed there recently. A fence that did not keep out people was deemed to be better than a high fence that would have invited people to try to get in.

'Pop' Fuller Had A Taxi To Thurleigh

Among the legends around the 306th was "Pop" Fuller, the venerable taxi driver who got delinquent men back from Bedford to the base at all hours of the night. He and his wife operated the taxi business from their residence at 2 Lurke St.

Often men gathered in their front room to wait for Pop's return from another run out to Thurleigh. Mrs. Fuller's favorite name for everyone was "Ducky," says Ray Yerak, who was not only a taxi customer, but for a short period in 1944 dated their only daughter, Margaret.

Margaret had been dated early by Tony Santoro and Harry Hoser, but remained true to her British Navy friend, who came back for her and married her after the war. She has long been a widow, and the latest report on her is that she lives in Kempston.

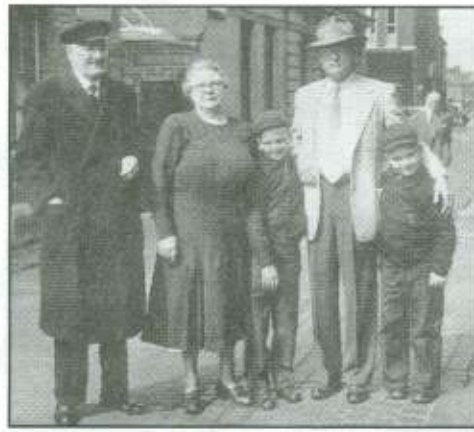
Pop was a hulk of a man, who never had any trouble keeping his new American friends in check, and they treated Mrs. Fuller with considerable affection.

Undoubtedly, many 306'ers visited them on their returns to England, probably led by those young Americans who took British war brides back to the States with them. Yerak was back in '74, but found that Mom and Pop were gone by then, but he did find Margaret and renewed that acquaintanceship.

The best picture of the couple came from a 1954 visit by J. Hurst Eberly, his wife and two sons. In fact, the Eberly twins, Hurst and Hudgins both retained good memories of the Fullers and their contribution to Thurleigh lore.

Hurst and his twin are both now deceased. Hurst and his British war bride were married in 1944 at St. Johns Church in Bedford. She continues to return to England annually to visit relatives.

Also listed among Pop's favorite 306th men were Jack Woods, Henry Terry, Joe Bowles and Harry Tzipowitz. Yerak says that it took about 15-18 missions before Pop began to call you by name.



This 1954 picture in Bedford shows "Pop" Fuller, Mom Fuller, J. Hurst Eberly, Jr., J. Hurst Eberly and Robert Eberly.

Briefing Room Scene For D-Day

It was 55 years ago on 6 June 1944 that the greatest seaborne invasion of an enemy shore took place, and you are looking at a photo taken early on the morning of that momentous day. Forrest Sweeney had this picture in his collection and has annotated with some of the names and faces he can still put together. Sweeney, Ross, Flannagan and Casseday are still living. Now we would like your assistance in identifying other men in the photo. Get out your magnifying glass and go to work.



Heroes Of WWI Provided Backdrop For WWII

By Warren Middleton

Each generation of boys has its own special set of heroes. For me, growing up in the mid-twenties to mid-thirties, World War I offered an ample supply of those unique men who flew aerial combat over Europe. I still remember reading, wide-eyed, of the exploits and accomplishments of Frank Luke, the legendary balloon buster...Raoul Lufberry, the French-born American who went from the Foreign Legion into France's early air force...other French aces Georges Guynemer and Rene Fonck, who established a record by shooting down six German aircraft on May 9th and again on September 16, 1918.

The Guynemer memorial marble plaque at the Pantheon in Paris sums up the airmen's spirit of sacrifice "...will remain the purest symbol of the qualities of his race. Indomitable tenacity, ferocious energy, sublime courage: animated by the most resolute faith in victory, he bequeaths to the French soldier an imperishable memory which will exalt the spirit of sacrifice."

...and so many others! The Canadian Roy Brown who shot down Germany's ace-of aces, the fabled Baron Von Richtofen-the Red Baron...Billie Bishop who destroyed 25 enemy aircraft in 12 days and was awarded the Victoria Cross...Albert Ball, Jim McCuden,

the German ace, Werner Voss... and the Canadian William Barker who fought his epic battle single handedly, against more than 60 enemy aircraft... and the subject of my "brush with history", Capt. Eddie Rickenbacker, America's ace-of-aces, with 26 destroyed aircraft to his credit, and the Congressional Medal of Honor as one of many awards...and those aircraft! Their names sparked a young boy's imagination! Spad, DeHaviland, Sopwith Camel, Albatros, Fokker D-7, and the Fokker red triplane (so effectively used by Richtofen's Flying Circus), Nieuport, Gotha, Snipe.

We made models of all of them. Long before plastic, we'd meticulously carve the body out of balsa wood, assemble all the parts, paint each model with a high gloss model paint. My friend, Frank Hart, was a master at building these models. His bedroom ceiling was colorfully filled with hanging WWI combat planes. In later years he became a WWII Naval aviator, and was killed in 1944.

Captain Eddie Rickenbacker commanded the 94th American Aero Squadron-identified by the "hat in the ring" emblem painted on each combat plane. Many of its members were formerly of the Lafayette Escadrille, those eager young Americans who volunteered to fly

combat before our country entered the war.

I had completed my last (33) Flying Fortress mission over the unfriendly skies of Europe in the Fall of 1944. After spending a month in the rehabilitation center at the Don Cesar Hospital in St. Petersburg, I was assigned to Lockbourne Army Air Base in Columbus, OH. By Spring of 1945 I was functioning as public relations/public affairs officer.

In June of that year we were asked by the city to participate in a gala "Welcome Home" celebration for Captain Eddie Rickenbacker, who was born and raised in that city. The usual parades, dinners, reviewing of the troops were scheduled. As part of the activities, my wife and I were invited to meet with Captain Eddie and his wife to discuss plans. We were to meet in his suite at the Drexler-Warwick Hotel in downtown Columbus, I could not contain myself at the thought of meeting my boyhood hero.

We spent about a half hour discussing the military part of the ceremony. Then I asked him how the Spad handled when he was flying combat, and its speed and maneuverability!

That opened up a wonderful discussion. I hesitated asking too many details about the 23 days he spent on a raft in the Pacific just three years

before. He had been on a secret mission for the Secretary of War, Henry Stimson. The plane suffered mechanical problems and the crew ditched, spending three weeks in a rubber raft before being rescued. His book outlining the heroic and harrowing experiences became a national best seller.

During our conversation he asked about my bombing missions, particularly those over Berlin early in 1944. With a hint of a smile he muttered something about Billy Mitchell being absolutely right. It dawned on me that he testified for General Mitchell at the infamous court marshal trial. Rickenbacker went on to found Eastern Airlines after a great financial battle with General Motors.

One of my treasured possessions is a drinking glass produced by Federal Glass Co., identified as "Captain Eddie's first employer," and embossed with the colorful "hat in the ring" emblem.

Quentin Reynolds dedicated his great book, They Fought for the Skies, to Rickenbacker with these words... "To Captain Edward Rickenbacker who flew and fought with skill and courage, and who inspired the men of the First Pursuit Group to be the greatest air fighters our country produced in World War I."

That was my brief brush with history.

Flames, Foam, Trash -



Another Non-Combat Event

Another non-combat event washed out this B-17F, a 369th plane 42-3382, which was not on the mission for the day, and records are very scarce about it. As it was not "working", the crew or pilot are not identified in any available records. The report from the Tower log says: "fire broke out in the #2 engine and cockpit, #2 and then #1 engines stopped so an emergency landing was made in a field about five miles SSE of Thurleigh. Anyone lay claim to this aircraft? One laconic label on a plane record says "Salvaged".

| 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>Nunsense</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 _____ | | |
| Squadron/Unit _____ | First reunion Yes / No _____ Number attended _____ | |
| MAIL THIS FORM AND YOUR CHECK TO: A. C. Villagran 14268 Forestcrest Drive Chesterfield, MO 63017 | | |
| 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)
 King Bed \$64 plus tax - # of persons _____ \$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.