

306th Echo

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San Diego Registration Needed Now

To meet our registration deadline and assure rooms at the Sheraton Harbor Island at San Diego, you should be moving by phone, mail, Fax or e-mail to get your registration in place. The information needed by the hotel is that requested on the registration form on page 8.

At this writing there are already 122 persons registered, and we are hoping to triple that number for events that begin on Wednesday, 6 Sep. There is an early registration list elsewhere in this issue of *Echoes*.

We have tried to tell you earlier, and repeat again that San Diego is a great tourist area. If you have not been there before this is your opportunity to head out to the southern tip of California for great scenery, the tops in entertainment, and a fine place to be with friends from the 306th.

Our suggestion is that you tarry not a day longer in putting together your own vacation package that may also include the Los Angeles area, or even further north to San Francisco, or east as far as Tucson. One page 5 there is a map of the San Diego area centering on the hotel for those who drive, another map of the city of San Diego, and almost any airline you choose can get you there directly and quickly.

turn to page 2



The refurbished nose of the "Eager Beaver", the largest piece of a combat B-17 in the Mighty 8th AF Museum at Savannah.



Ginger and Marlen Reber with family and friends at the Savannah Museum on 4 Jul for the unveiling and presentation of the "Eager Beaver" nose.

Beaver Has New Home in Savannah

Fifty-eight years later the "Eager Beaver", one of the 35 original planes of the 306th Bomb Group, found new life and a home for its future in the Mighty 8th Air Force Heritage Museum at Savannah, GA, and appropriately on the 4th of July, a significant date in American history.

More than 50 persons were on hand, and several of them had also been at Westover Field, MA, in late August, 1942) when those original planes flew in from the Boeing plant in Seattle.

Leading the 306th veterans at Savannah was Col. Marlen Reber, a recent stroke victim, and the original pilot of this aircraft. Russ Strong said his research showed that Reber had flown this plane on at least a dozen missions, usually accompanied by Luther Bergen as navigator, Waverly Ormond as radio operator, and gunners Elwood Brotzman, Clyde Christian, Leith Lemmerhirt and Cliff Kemberling.

Of this crew, only Reber was there 4 Jul.

The program was opened by Judy Walker, director of development for the Museum, who led the pledge of allegiance to our flag. Russ Strong outlined some of the history of the plane, Reber reminisced about those long-ago days, along with

turn to page 2

ER Doctor Finds Own Humanity through His Veteran Patients

Written in mid-May to a friend, this piece made its way quickly to the Internet and has been widely quoted since then. The author kindly consented to our using it in *Echoes*. It came to the editor from his son, an Army officer, and assistance was also given by C. Dale Briscoe in making contact with the writer.

By Capt. Steven R. Ellison, MD

I am a doctor specializing in Emergency Medicine in the Emergency Departments of the only two military Level One trauma centers. They are both in San Antonio, TX and they care for civilian emergencies as well as military personnel. San Antonio has the largest military retiree population in the world living here because of the location of these two large military medical centers.

As a military doctor in training for my specialty I work long hours and the pay is less than glamorous. One tends to become jaded by the long hours, lack of sleep, food, family contact and the endless parade of human suffering passing before you. The arrival of another ambulance does not mean more pay, only more work. Most often it is a victim from a motor vehicle crash. Often it is a person of dubious character who has been shot or stabbed. With our large military retiree population it is often a nursing home patient. Even with my enlisted service and minimal combat experience in Panama prior to medical school, I have caught

myself groaning when the ambulance brought in yet another sick, elderly person from one of the local retirement centers that cater to military retirees. I had not stopped to think of what citizens of this age group represented. I saw *Saving Private Ryan*. I was touched deeply... not so much by the carnage in the first 30 minutes but by the sacrifices of so many. I was touched most by the scene of the elderly survivor at the graveside asking his wife if he'd been a good man. I realized that I had seen these same men and women coming through my Emergency Dept and had not realized what magnificent sacrifices they had made. The things they did for me and everyone else that has lived on this planet since the end of that conflict are priceless.

Situation permitting I now try to ask my patients about their experiences.

They would never bring up the subject without the inquiry. I have been privileged to an amazing array of experiences recounted in the brief minutes allowed in an Emergency Dept encounter. These experiences have revealed the incredible individuals I have had the honor of serving in a medical capacity, many on their last admission to the hospital.

There was a frail, elderly woman who reassured my young enlisted medic trying to start an IV line in her arm. She remained calm and poised despite her illness and the multiple needle-sticks into her fragile veins. She was what we call a "hard stick." As the medic made another attempt I noticed a number tattooed across her forearm. I touched it with one

finger and looked into her eyes. She simply said "Auschwitz." Many of later generations would have loudly and openly berated the young medic in his many attempts.

How different was the response from this person who'd seen unspeakable suffering. A long retired Colonel who as a young USN officer had parachuted from his burning plane over a Pacific island held by the Japanese. Now an octogenarian, his head cut in a fall at home where he lived alone. His CT scan and suturing had been delayed until after midnight by the usual parade of high priority ambulance patients. Still spry for his age, he asked to use the phone to call a taxi to take him home then realized his ambulance had brought him without his wallet. He asked if he could use the phone to make a long distance call to his daughter who lived 70 miles away. With great pride we told him that he could not as he'd done enough for his country and the least we could do was get him a taxi home, even if we had to pay for it ourselves. My only regret was that my shift wouldn't end for several hours and I couldn't drive him myself.

I was there the night MSG Roy Benavidez came through the Emergency Dept for the last time. He was very sick. I was not the doctor taking care of him but I walked to his bedside and took his hand. I said nothing. He was so sick he didn't know I was there. I'd read his Congressional Medal of Honor citation and wanted to shake his hand. He died a

few days later. The gentleman who served with Merrill's Marauders, the survivor of the Bataan Death March, the survivor of Omaha Beach, the 101 year old World War I veteran, the former POW held in frozen North Korea, the former Special Forces medic now with non-operable liver cancer, the former Viet Nam corps commander. I remember these citizens. I may still groan when yet another ambulance comes in but now I am much more aware of what an honor it is to serve these particular men and women.

I am angered at the cut backs, implemented and proposed, that will continue to decay their meager retirement benefits. I see the President and Congress who would turn their back on these individuals who've sacrificed so much to protect our liberty. I see later generations that seem to be totally engrossed in abusing these same liberties won with such sacrifice. It has become my personal endeavor to make the nurses and young enlisted medics aware of these amazing individuals when I encounter them in our Emergency Dept. Their response to these particular citizens has made me think that perhaps all is not lost in the next generation.

My experiences have solidified my belief that we are losing an incredible generation and this nation knows not what it is losing. Our uncaring government and ungrateful civilian populace should all take note. We should all remember that we must "Earn this."

Rangers Lead the way!

San Diego Your Target.....from pg.1

In fact, the airport terminal is almost directly across the street from the hotel, a walkable distance, but one encumbered by a lot of fast moving vehicular traffic. To ease this problem, the hotel vans will be on the prowl for you and your luggage.

John Endicott, our hardworking chairman, informs us that our four-star hotel has refurbished every room in the place. You'll love the lobby and our spacious, many windowed room in which to meet and greet your friends and where you can sit and chat for hours.

John tells us that if you are planning to take one of the tours to an aircraft carrier that you choose a date other than Thursday as that is about filled. If you have never been aboard one of these cities afloat that normally boasts a citizenry of about 4000, you have missed a treat. Carriers are indeed amazing.

He also reminds you that when you join the 306th through at the world-famous San Diego Zoo that you should know that the Kangaroo Ride, which carries you as it jumps from eye-popping exhibit to the "wow" places along the way that it's cost is included in the ticket price. It makes 8 or 9 stops, and you can get off to see an area and then get back on the next train that comes along and don't miss a beat while saving your feet.

There are no gambling cruises to Mexico being sponsored through the reunion. If you want to find new ways to lose your money you can inquire at the hotel's concierge desk on how to get south



Balboa Park is a lushly landscaped oasis in the heart of San Diego, where interests from art, music and theatre to history, sports and science can be entertained in the 14 museums housed there in some of the most beautiful architecture ever assembled in one place.

of the border quickly and easily. Plan on a round trip so that you can enjoy other festivities with the rest of us.

If you have looked on the Internet for information, as suggested in the April issue, here are some updates: Old Town Trolley www.historictours.com; Balboa Park www.balboapark.org; and Old Town www.cal-parks.ca.gov.

Eager Beaver.....from pg.1

Wallace Boring, 368th squadron navigator and currently president of the 306th Association, and Lee Kessler, a member of the board of directors, and the original painter of the Beaver emblem on the plane. Kessler had also been at the Museum three weeks earlier to touch of the Beaver, using some of his original paints from 1942.

Reber also wanted to present Kessler with \$5.00 for this paint job, as he had originally paid him \$5 for the job in 1942. This time, however, Kessler gave the one-time pilot \$2.50 in change because he had only worked on one side of the nose.

The section, about eight feet long, and including the windows along the navigator's station are there, and the DFC which

the plane was awarded is also shown. The plexiglas nose is long gone.

The plane had last flown in 1945 when it was delivered from Patterson field to Williamsport, PA. There it was used at the Technical School for a few years, gradually slipped into disuse, was stored outside, subjected to the vagaries of the weather, and was vandalized.

At long last most of the old aircraft was scraped and sold for \$150, but the nose was kept. It was around the school for years, and was finally repainted and hung on a wall there. We became aware of it some years ago, but had no place to put it.

After the museum opened, interest was rekindled in this piece of memorabilia hanging on a wall at the Williamsport institution, and Reber made a trip to Pennsylvania to discuss its acquisition for the museum. It also took more effort by Reber and others. Then entered the scene two sons of Jack Valluzzo, 369th, who ran the Tech Supply room at Thurlough. Fran, who is skilled in legislative work, wrote letters, made calls and visits, and his brother, Tom supported him. Finally, word came that the now Technical College would release the nose to the Museum.

The officers and directors of our association voted a gift of \$5000 to the Museum to pay for having the piece shipped, for refurbishing the nose and for preparing a proper exhibition space.

Jeffrey Bilderback, the Museum's director of exhibits and collections, took over and got the nose ready for ceremony we saw the other day. It will now go into a case and be placed in an area of exhibits by other bomb groups and fighter groups. (Only a small portion of the 8th AF units have such displays at this time.)

But the real import of this nose and its Beaver image is that it is the only large piece of a B-17 in the possession of the museum at this time. With only 20 or so Flying Fortresses still around, both flying and non-flying, the price for such an item would be well in excess of a million dollars. And that is only if you could find one that someone would sell. (By late '44 B-17s were costing the government about \$125,000 each.)

How Charts Became So Good

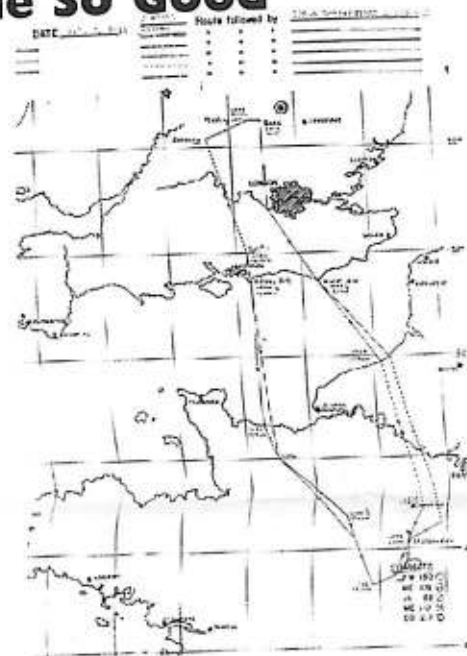
Charles B. Kaelin, now 91 years old, was one of the older men roaming around at Thurlough. He was there and he kept busy.

He and Gilbert B. Hahn, a draftsman in Group operations, had the responsibility of drawing the excellent navigational charts which became an integral part of the after-action reports submitted by the 306th to Bomber Command and Air Division headquarters.

Kaelin, who makes his home in Canton, OH, came forth recently after a second or third appeal to find out who drew the good charts, as opposed to some that have survived which were awful. He and Hahn were assigned to Group Operations as draftsmen-cartographers.

After briefing for each mission they got the various coordinates for navigational beacons being used over England, the English coast out, the Continental route in and for each turn along the way as the bombers made their way to the Initial Point of the bomb run as well as the target. They immediately went to work on the "milk" paper provided by 8th Air Force, digestible in the event the lead plane went down and there was the need to swallow the chart.

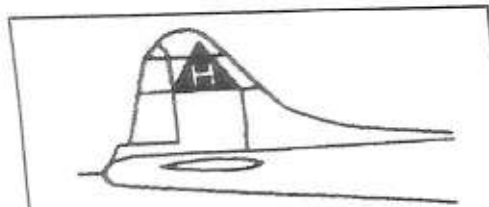
They also began preparing the full chart with all current pertinent data, and at the conclusion of the mission lead nav-



igators would then provide them with the actual track flown, and important events of the mission, including times for turns, fighter attacks and flak barrages.

The first part of the map completed was in black ink, the track home might be in red and other data in blue, etc.

We have shown in Echoes on occasion some of the meandering routes entailed in hitting targets in the far eastern part of Germany, and with this piece show a north-south route that put our planes into Southern France.



Wallace Boring, president; Paul Reieux, vice president; Russell A. Strong, secretary; Robert N. Houser, treasurer; Leland Kessler, Frederick Hudson, Donald R. Ross, Claiborne Wilson, directors; Alfred J. Switzer, past president; John J. Endicott, 2000 reunion chairman; Ralph Franklin, British representative, National School Cottage, Keysoe, Beds., MK44 2HP, England; Telephone from U.S. 011-441234-708715.

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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The 306th Bomb Group Historical Association is a Federally tax-exempt organization and as a veteran's group is classified as 501 (c) (19).

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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A role of 16mm film duplicates the 306th card file of nearly 9,000 men, including data extracted from various 306th records, and personal data on some of the men. 1995 edition.

Mission Reports

Copies of official reports on each mission you flew, including intelligence summaries, track charts, formations and crew interrogation reports. Data for some missions may be missing from the files. Three missions for \$5.

ORDER FORM

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369th Combat Diary	\$17.00
423rd Combat Diary	\$17.00
306th ECHOES' Microfiche: 1975-1994	\$15.00
1992-1994	\$ 5.00
Men of The 306th	\$20.00
Casey Jones Project	\$10.00

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

Medals Still a Problem; Who Gets What?

Medals were a problem during WWII, and they still remain a problem to this day. It isn't the combat ribbons that are the real problem, but some of the other colorful bits of military lore.

As to combat decorations in actually facing the enemy, or being in the combat theatre, there doesn't seem to be a great problem, but even during WWII there were "battles" over who got what. A strip of colorful cloth above your left pocket made most uniforms look a bit better, but there seemed to be a lot of jealousy surrounding the awarding of medals for combat that had to be processed by ground-bound personnel.

Mack McKay, when interviewed by Gen. Ira Eaker before returning to the States in 1943, told the general that medals were not really worth anything, but would have value in later years for talking to your children and grandchildren.

The frequency with which combat ribbons were awarded in the 306th was inversely to the order in which one placed them on the uniform: Air Medal, Distinguished Flying Cross, Silver Star, Distinguished Service Cross and Medal of Honor.

And the frequency with which they were awarded varied from time to time throughout the war. Some would say that the medals were cheapened by giving too many of them. And, others would contend that more should have been awarded.

Medals have again raised their colorful heads in the present-day Air Force, and *Air Force Times* in its 26 June issue says "Air Force leaders say it's time to reconsider the way war fighting medals are awarded."

Air Force Secretary Whit Peters says the heart of the medals issue is that the Air Force is changing the way it fights. Because so many important functions can be handled from established bases in the U. S. or elsewhere, far removed from the scene of destructive action, to whom do you give medals?

The major theatres of WWII remember, we were in the ETO, and our support forces were in England while our combat crews ranged from Southern France to Norway and as far east as Poland, everything was easily defined with dates and geography.

Now, in trying to award a Kosovo Campaign Medal, the rules excluded many who were stationed outside the Balkan region and Italy.

"To qualify for the medal, military members must have served in or flown missions over Italy, Serbia, Kosovo, Montenegro, Albania, Macedonia, Bosnia, Croatia, Hungary, Romania, Bulgaria, Slovenia or much of the Adriatic and Ionian seas. Service men in combat and support roles are equally eligible.

"Under those rules the mechanics and technicians whose bomb-carrying B-52s airborne in England were ineligible, but Army mechanics in Albania whose helicopters never went into combat were." Also ineligible were airmen in units that supported Allied Force from Germany, France, Turkey, England and the United States.

The Air Force sees its operations as being quite different from the other Armed Services because of the distance factors.

It's a very involved and not easily soluble problem, but we don't have to worry about this, and remember that there is still "cleanup" going on over the failures to award numerous WWII medals as evidenced even with our 306th veterans.



This is the plaque now hanging in the editor's office, awarded in the annual competition of the Printing Industry of the Carolinas. It was entered by our printer, Mullen Publications of Charlotte, NC. It was entered in the web printed magazines and periodicals.

Targets That Brought Groans

Berlin and Merseberg drew the greatest groans from the combat crews at early morning briefings, and not without reason. The flak at both places was horrendous, and it was often difficult for the planes to extricate themselves in any way other than flying long distances under constant fire. Albert Price, a British expert of WWII air warfare, and author of "The Last Year of the Luftwaffe, May 1944 to May 1945" (1991, Arms and Armour Press, London), tells the story of Merseberg and its gigantic Leuna synthetic oil refinery thusly:

"The first large-scale attack, by 224 Flying Fortresses of the Eighth Air Force, had taken place on 12 May even before the main offensive against German oil industry had begun. That initial attack brought a halt to fuel production. As can be seen from the accompanying table, during the next six months the plant came under attack twelve more times. The bout between the Leuna refinery and the US

bombers can be likened to a prize fight. Time after time the plant was hit hard and

Attacks on the Leuna synthetic oil plant, 12 May-28 September 1944

Date	Force	Effect
12 May	224 x B-17	Production halted, repairs started.
28 May	63 x B-24	Repairs disrupted, resumption of production delayed.
3 June		Production resumed, rose rapidly until by the end of June it reached 75 per cent.
7 July	51 x B-17	Production again halted, but within eleven days it had returned to 51 per cent.
20 July	155 x B-17	No production for three days, then it resumed and rose to 35 per cent within five days.
28 July	652 x B-17	Heavy damage, production halted.
29 July	569 x B-17	Further heavy damage.
24 August	185 x B-17	Repair work disrupted before production resumed.
11 Sept.	111 x B-17	As above.
13 Sept.	141 x B-24	As above.
28 Sept.	301 x B-17	As above.

Note: Percentage production figures are relative to the level before the first attack on 12 May.

Obituaries

Richard R. Bale has died, according to a returned copy of *Echoes*. He was a 423rd bombardier and POW (Harold Richard crew). Bale joined the Group 1 Dec 43, and became a POW 20 Feb 44 on a mission to Leipzig. He had lived for some years in Colorado Springs, CO.

Curtis M. Barber, 423rd copilot and POW (Marvin Freeman crew), died 17 Jan 00 after having a stroke that invalidated him four years earlier. He died in Aransas Pass, TX, his home for 46 years and was retired as a chemist for Reynolds Metals Co. He leaves his wife, Bertha, ls, 2gc, 2ggc.

Richard L. Breed, 367th pilot, died Dec 99 in Garland, TX. He joined the Group 21 Aug 44, and completed his 35 missions 21 Jan 45. He completed studies at Cornell and Syracuse Universities, and retired in Jun 87 as manager of engineering for Convex Corp, Richardson, TX. He leaves his wife, Sue.

Gerald J. Coghlan, 369th radio operator (John Davis crew), died 6 May 00 in Garden City, NY. He had suffered with cancer for a number of years. Coghlan joined the Group 11 Jun 44 and completed his tour in Nov. He leaves his wife, Jean.

Armand A. Cournoyer, 369th ball turret gunner and POW (Richard Wong crew), died 28 Sep 99 in Yarmouth Port, MA. He came to the Group 27 Nov 43 and was MIA 3 Feb 44 on a mission to Wilhelmshaven. He leaves his wife, Marjorie.

Vernon V. Michaeletz, 369th engineer, died 6 May 00 in Edina, MN. He joined the Group without a crew 20 Feb 44 and flew 31 missions. He leaves his wife, Laura, 2c, 4gc.

Ernest H. Miller, GP Medic and then in the radar shop, died 29 Jan 00 in Pioneer Memorial Home, Erskine, MN. He lived for some years in Thief River Falls, MN, as well as in Oregon. He leaves 2d, 6gc, 6ggc.

Lloyd B. Officer, 369th radio repairman, died in Jun 88.

Matthew F. Palenica, 423rd radio operator and POW (Albert A. Adams crew), died 9 Dec 99 in Peoria, AZ. He had retired in '82 as a manufacturing superintendent for TRW Nuclear division. Palenica was MIA 6 Mar 44 on a raid to Berlin. He leaves his wife, Dorothy, 2c, 3gc.

Maj. Charles F. Pettit, 369th navigator (A. John Bowley crew), died in 1995 in San Antonio, TX. His wife survives.

Col. Kenneth E. Reeher, 367th pilot and squadron operations officer, has died in Lake Oswego, OR, where he had made his home many years. He was transferred from the 92nd BG 29 Oct 42. In 1944 he was sent to Russia to assist with the shuttle mission operations. He leaves his wife, Lorane.

Edgar R. Smith, 369th pilot, died 22 Jun 00 from a wide ranging cancer in Pottsboro, TX. He and Wallace Peckham were in primary, basic and advanced pilot training together, and came back together on a combat crew that was assigned to the 306th. After the war he became a manager for Lavender Electronics in Sherman, TX, and also flew for the owner of the company. He was involved in the early operations of the Casey Jones Project, leaving the 306th 26 Oct 45. **Smith's wife, Irene**, suffered a heart attack and died 4 Jul 00. They leave 2c, 10gc, 8ggc.

306th Family

Florence Van Deurzen, widow of Leo Van Deurzen, bomb storage section chief and 423rd first sergeant, died unexpectedly 5 May 00 in DePere, WI. He had died nine weeks earlier, 27 Feb 00. She had been hospitalized for obser-

vation and it was then that she suffered a fatal heart attack. She also leaves 5c, 4gc, 1ggc. This information came from James Van Deurzen, 10250 E. Mathewson Rd., Mazomanie, WI 53560.

Peg Kessler, wife of Lee Kessler, 368th engineer and POW, died 14 May 00 in Canton, OH, from cancer. She had been a regular attendee at reunions for a number of years.

The 306th flew all but a couple of these raids, and while having some tough times in the Leipzig-Halle area, which includes Merseberg, lost only two aircraft: John Machosky's 368th crew on 11 Sep and Clayton Nattier's 369th crew on 13 Sep.

Those making reservations for the Savannah event and the number in each party continues below:

Seen in Savannah	
Frank Alston 2	William Landrum 3
John Brinkman 3	Clarence McMahon 1
Christy Britt 3	Marlen Reber 10
Wallace Boring 8	Gilbert Roeder 6
Forest Goodwill 2	Russell Strong 2
Graford Jennings 2	Alfred Switzer 4
Lee Kessler 1	Fran Valluzzo 1
Gus Krajcik 2	Tom Valluzzo 1
	Clay Wilson 2

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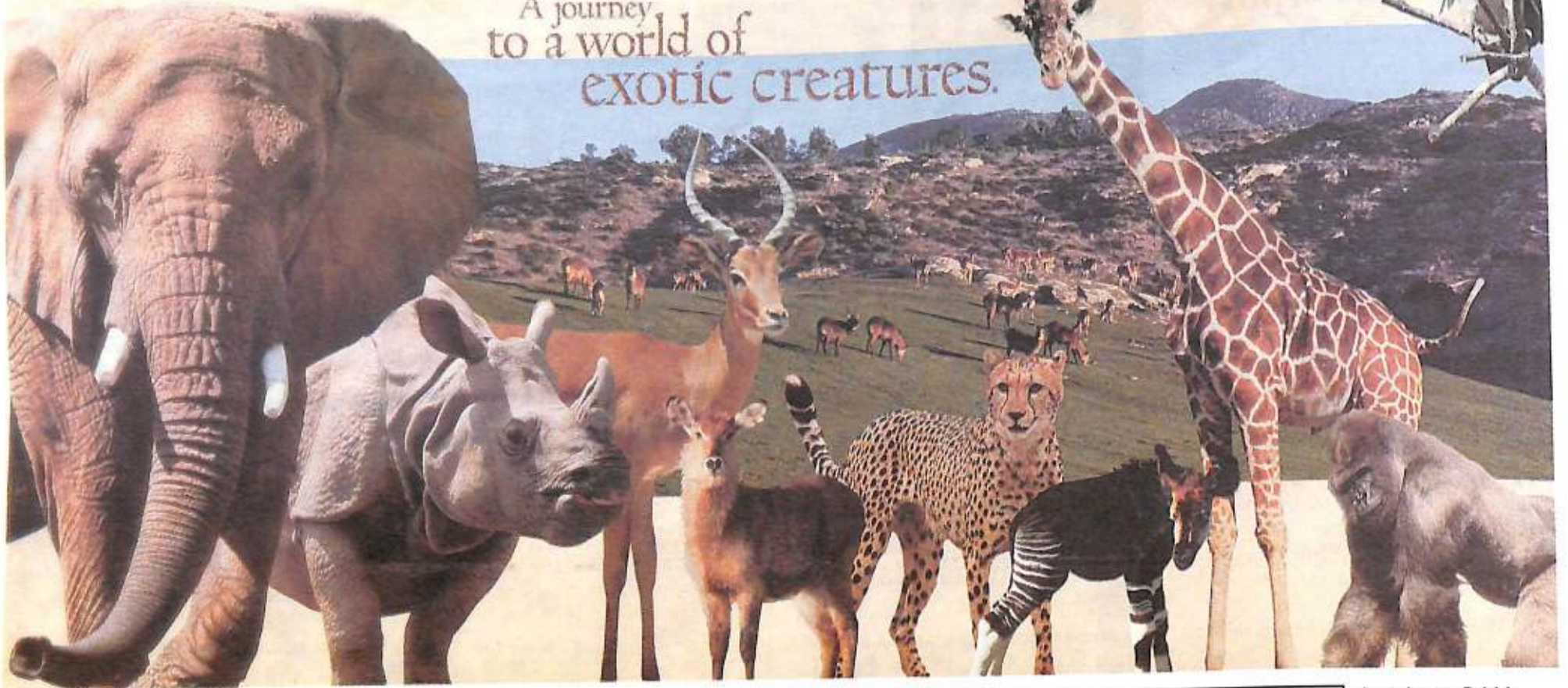
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*The Serengeti?
At the Wild Animal Park.*

A journey
to a world of
exotic creatures.

*More than the imagination
takes flight here.*



San Diego a Paradise for Tourists of All Kinds

San Diego is an entertainment paradise. Not only is it the second largest city in California, but it is home to a tremendous entertainment industry that can easily serve you with day-long and night-long events in tremendous variety.

As well, there are things to do and places to go, other than those depicted in the scheduled events around the San Diego area.

From Old Town San Diego to the latest in shopping malls, whether like those to be found in many cities, or to the Fashion Valley, which in itself has six national department stores, a host of specialty carts, those special occasion shops for books, music, cards, gifts and toys.

If this doesn't please you can go to the Gaslamp Quarter for accessories and clothing, etc., furniture and antiques, galleries, "the good life", or for food featuring sushi bars to brew pubs to gourmet dining. Of course, seafood is rather the order of the day in such a coastal situation.

The San Diego Zoo is always a great draw, whether it is animals or horticulture, for its international reputation encompasses both. For people our ages, the zoo can be a tough place to walk, but there is a variety of transportation opportunities that will get you where you want to go, pick you up on another round of the place, and drop you into another area where you can spend your own time in seeing that which intrigues you.

After the zoo, or perhaps on another day, you may want to do the Wild Animal Park, an adjunct of the Zoo and 32 miles north. (There is also a two-park ticket available for wild buffs. My favorite way to get around here is on the 55-minute guided monorail tour, taking you out into the vast fields where you see large herds grazing and watching the tourists go by. They also list a "Roar & Snore" overnight camping experience, which runs through September, that may be what your grandchildren want to do. You should make a reservation early for this unusual trip by calling 1(800)934-CAMP.

We've included in this layout a map of the San Diego area, which may help you in deciding how you will use your time there. Our hotel, is on Harbor Island, right across the street from the main terminal of the San Diego International

Airport. In the last *Echoes* we listed e-mail addresses for information on many attractions, which may prove helpful to you.

Special note should be made of the proximity of our hotel to Balboa Park, which houses a number of museums, that may be to your liking, as well. These include Photographic Arts, San Diego History, Reuben H. Fleet Science Center, Aerospace, Art Institute, Automotive, Model Railroad, Man, Art, and Natural History.

From the exit of the Coronado Toll Bridge to Tijuana is 15 miles, and one can arrange transportation to and from if your desire is to become a tourist in this tiny corner of Mexico, or if is the Spanish food or the casinos that is to your taste.

And, whatever your taste may be the San Diego area is likely to be able to fulfill it.

McCalebs Bolster Peace Initiative

The McCaleb Peace Initiative at Missouri Southern State College, made possible with a \$150,000 gift from H. Kenneth McCaleb, 367th navigator and POW, and his wife, Margaret, has begun functioning. Three student/faculty teams who will work for the next year finding ways to bring about peace and to prevent war.

It was originally cast to provide two grants annually, but when the McCalebs saw the tremendous response from the campus community, they gave an additional \$10,000 to provide more grant money.

The subjects to be explored in this first year are: "South Africa's Truth and Reconciliation Commission: A Model for Peacemaking"; "In Search of Peace... and what do we learn from World War II", and "In Search of Peace in Kosovo."

Each of the teams will conduct interviews and research studies in the States, and then travel to South Africa, Germany and Kosovo for additional interviews and research.

The teams will write series of articles for use in "The Chart", the campus newspaper which was originated and named by McCaleb as an undergraduate prior to WWII, and later these papers will appear in booklet form.



An unknown British police officer stands in front of the remains of a B-17, which was destroyed 30 Jun 44 by the explosion of time fuzed bombs which were returned from a mission and stored in the bomb dump. Later, on 5 Jul, the remainder of this particular collection remaining in the bomb dump was blown up, providing a few moments of excitement.



General MacGhee Named

Maj Gen David F. MacGhee, Jr., son of the 306th's Col. David F. MacGhee, 369th navigator of Dale Briscoe's crew and 369th squadron navigator, has left the Air Combat Command at Langley, VA, where he was director of Aerospace operations to become the commandant of the Air War College at Maxwell AFB, AL.

John Mills Dies

John Mills, a longtime British friend of the 306th who also had close ties to the 92nd Bomb Group Association, died 24 Apr 00 at his home in Kempston, a suburb of Bedford. He and his wife, Diane, had been frequent attendees at 306th reunions in years past.

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 _____

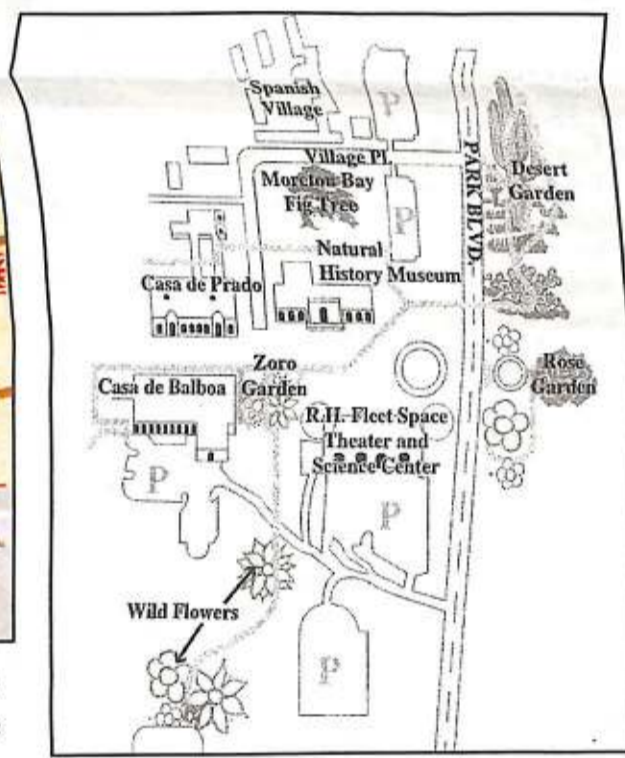
TELEPHONE NO. _____ 306TH UNIT _____

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

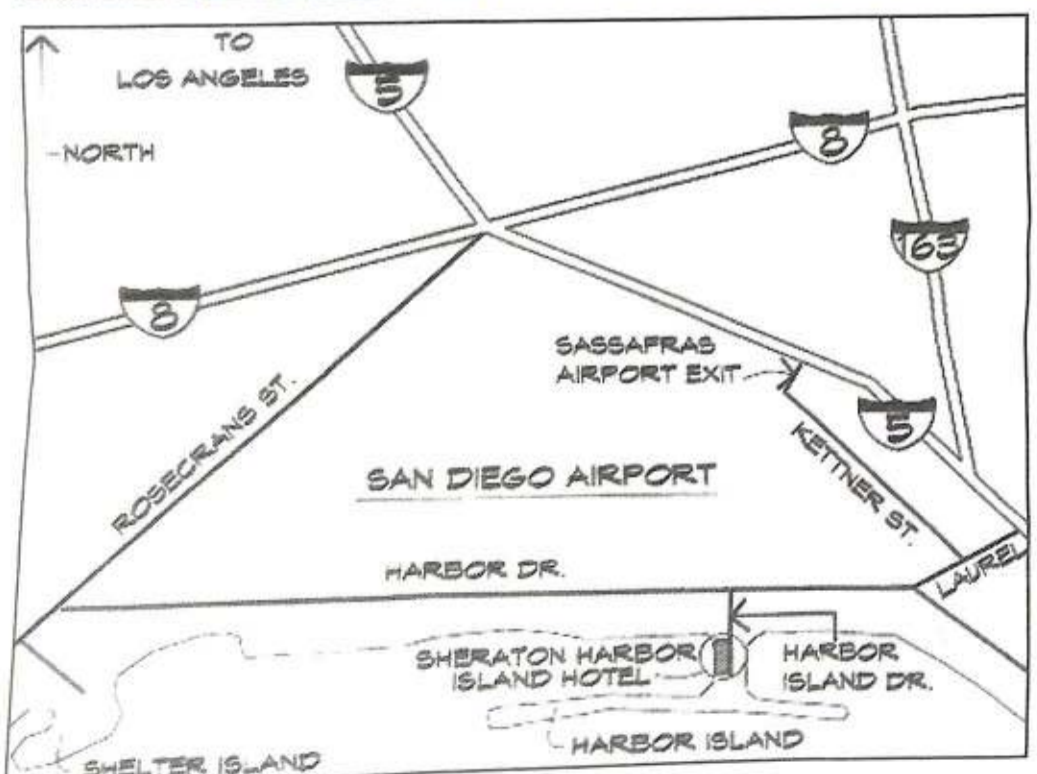
DATE _____



One of the ships of the San Diego Maritime Museum, located on North Harbor Drive



Balboa Park provides a number of interesting exhibits in an urban setting.



2nd Schweinfurt

306th members continue to serve well the Second Schweinfurt Memorial Association, an organization made up of those men who flew that ill-fated 14 Oct 43 mission which cost the 306th 100 men in 10 planes. J. P. Noack, 369th pilot and POW, has been elected vice president. George G. Roberts, 367th radio operator, is the treasurer. Much of the early impetus for the group was provided by James J. Vaughter, 369th bombardier, who has served two terms as president.

Memorial Gifts

Recent contributions to the 306th Bomb Group Association include the following:
 Cyril F. Busch 369 from Carol J. Busch, his wife
 M. E. Christianson 368 from Emma Christianson, his wife
 William F. Giglio 369 from Elizabeth Giglio, his wife
 Richard C. Grimm 367 from Sam and Beatrice Alewitz, a crew member
 John R. Kalb, Keith Jackson and Clay Ganes 367 from Adolph Visconti, barracks mate
 Werner H. Kennedy 367 from Esther V. Kennedy, his wife
 Harold L. McKenney 423 from Patricia McKenney, his wife
 Albert F. Rehn 368 from John Wilson, his copilot
 J. E. Threlkeld 423 from Joseph R. Threlkeld, a nephew

Loveland One of 213 Escapees

Two hundred and 13 American air-men escaped from German prison camps during WWII, of whom Glenn Loveland of the 423rd was our lone member of this Group. The total of those who evaded capture was 2,692, according to the Eighth Air Force Bibliography by Kenneth P. Werrell.

Gifts may be made in memory of 306th personnel or family by sending your check, so designated, to the 306th Memorial Fund. Please send it to the Association treasurer, whose address appears on page 2 of this paper. Gifts made during the preceding quarter will be noted in each issue of Echoes. Expenditure of these funds is at the discretion of the Board of Directors.

Registrants for our San Diego reunion, as of 4 July 2000 include:

367th

Clements & Virginia Amundsen
John & Marjorie Corcoran
Bill & Polly Feeser
Robert & Helen Fredericks
Hugh & Evelyn Phelan
Lawrence & Mary Ristuccia
Bob & Ruth Rockwell
Ed & Jo Ronczy
John & Shirley Street
Russ & June Strong
John & Kay Young

368th

Wallace & Betty Boring
Janis Boring
Shanon Collins
Anthony & Patricia Conroy
Lowell Goldman
Russell Houghton
Robert & Doris Houser
Robert Long & Louise Brule
Karl & Edith Madsen
Delbert McGinnis
Clifford Rasmussen
Bill Rasmussen & Margy Ross
Donald & Janice Ross
Bob & Jeani Stevenson
Reginald Thayer & Morgan Smith
Henry & Gloria Trimmer
Harold & Nadyne Williams

369th

Bertram & Shirley Bergmann
Dudley & Dolores Burton
Dale & Beti Briscoe
Charles & Loretta Clark
Stan Endrusick
Richard & Pat Gonzalez
Forest & Hazel Goodwill
Edward Hennessy
John & Betty Hickey
Alfred Johansen
Erwin Keepman
Lyle & Laura Moore
Ed & Mary Peterson
Aldo & Peggy Romanin
Fred & Jo Sherman
Donald Snook
George & Elizabeth Stephens
Roy & Dannie Trask
Robert & Carol Wood

423rd

Harry Alleman
Norman & Lorie Armbrust
Greg & Lillian Armbrust
Gary Armbrust
David & Marjorie Ellen
Daniel & Grace Barberis
Les & Evelyn Berry
Bill & Ruth Carnicom
Hal Chase
Joseph & Wynan Clark
Wally & Isabelle Dryden
Albert & Marie Figone
Bud & Peggy Gates
William & Mabel Guilfoyle
Joe & Pat Hathaway
Herman Kaye
Bob & E. Amos Kreamelmeyer
Robbie Lanyon
Norman Outcalt & Sibyl Masterson
Jack & Bernardine Persac
Daryl & Helen Phillips
James Reiox
Bill & Theresa Finch

449th

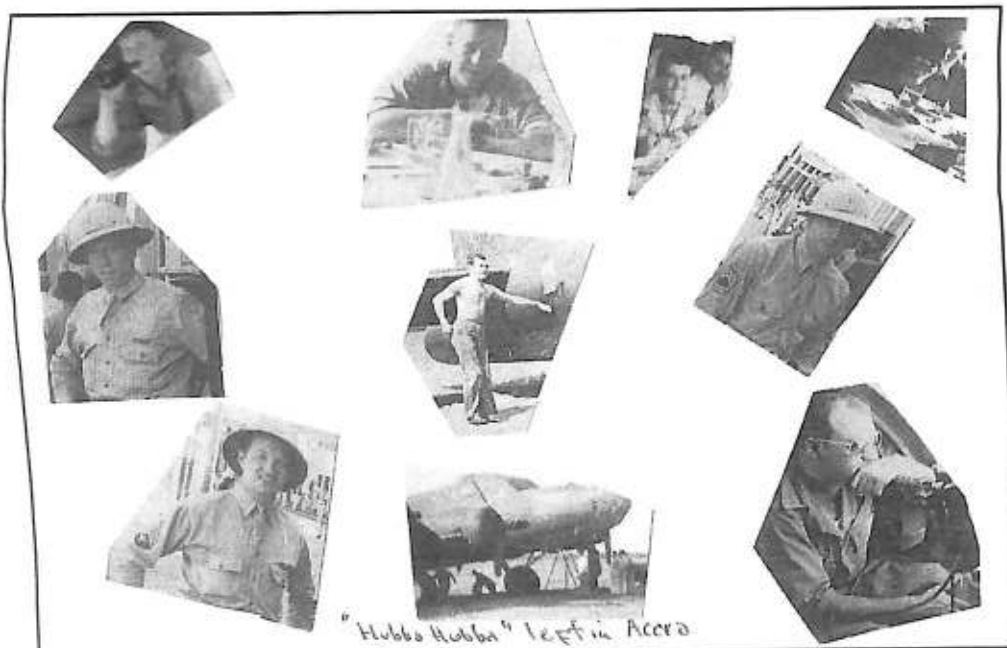
Orvil & Irma Starr



423rd - Fr: Kenneth Blackshaw P, Wesley Gunkel N, John D. Wilson CP, David Gorrell B. Back: Roy Nokes wg, Edward Tutun ro, Duane Brunner bt, Robert Maphis tg, Forrest Yorgason e, Charles Yeager wg.



423rd - Fr: Guy Burnett P, Vernon Rasmussen CP, Charles Haendler N, George Blahnik B. Back: Eli Burnett e, Edward Favors ro, R Donald Cox bt, Edward Bell wg, James L. Peltz wg, John Buckley tg.



367th - Bottom: John R. Chapman g, Henry Compton bt. Center: Clinton Collins g, Clarence Fischer P, F. Douglas Bowles ro. Top: Glenn Blakemore e, George Bryan B, Paul Spaduzzi N, David Farrell CP.



423rd - Fr: Ralph Jones CP, David Steele P, Orman Hamilton N. Back: James Smoot tg, Clarence Durham wg, Peter Piotrowski bt, William Hull wg, Leon Bamforth e.

New Directory

By the time you receive this July issue of *Echoes* a new edition of the 306th Directory will be available. Send a check for \$10 to the secretary to receive your copy by return mail. The previous issue was compiled 10 Jan 00. Since that time several hundred updates and deletions have taken place. As of this writing the mailing list stands at 2,973, with an estimated 2,250 men of the 306th still involved.

Our Hotel

A quick overview of the Sheraton Harbor Island hotel shows it nestled at the water's edge of spectacular San Diego Bay. It offers panoramic views of the bay and the downtown city skyline.

It is an AAA "Four Diamond" hotel and also carries a Mobil "Four Star" award.

The hotel is a short drive from major shopping destinations, such as Horton Plaza and the newly-renovated and expanded Fashion Valley. And Tijuana, Mexico is only a 15-minute drive south. Their concierge staff can help you with tickets other tours and reservations.

Among the nearby sites the hotel boasts of are: Beaches, Bicycling, Fishing, Whale watching, Cruise Ships, Yachting, Boating and a myriad of water sports.

All guest rooms in the hotel boast of self service mini-bars, same day dry-cleaning, complimentary newspaper delivered to your room daily, in-room iron and ironing board, color cable TV, pay-per-view movies, coffee makers with complimentary Starbucks coffee, hair dryers, key-card security, modem capabilities, private patios or balconies.

There are also available a spa and fitness center, full-service marine, four lighted tennis courts, sand volleyball, bicycle rentals and a full line of personal water craft.

On the food side:

Harbor's Edge is a brasserie-style restaurant featuring an eclectic menu and serving breakfast, lunch and dinner, Lobby level, 6:30 a.m.-10 p.m.

Aroma Cafe offers a chance to wake-up to the mouth-watering aroma of freshly baked breads, muffins, gourmet desserts and coffees. 6:00 a.m.-10 p.m.

WaterWorks Restaurant. Poolside casual dining, 11 a.m.-10 p.m.
24-hour Room Service

Brit Unfazed by Our Prop Loss

As we headed out over the North Sea, I noted a conversation between Henry Hanson, my pilot, and Robert Maxwell, our flight engineer, concerning the #2 engine, which was windmilling and uncontrollable. Just before the Dutch coast, Hanson decided to abort the mission.

Al Clarke, the bombardier, and I were ordered out of the nose, as there was a fear that the prop might come off and slice through the plane. It did come off, but only nicked a part of the tail.

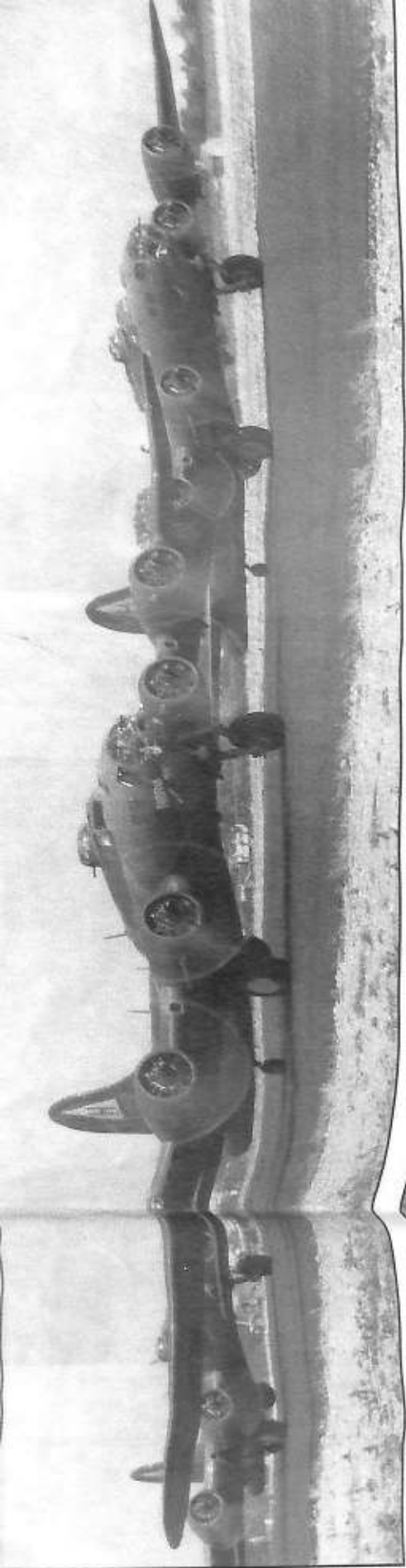
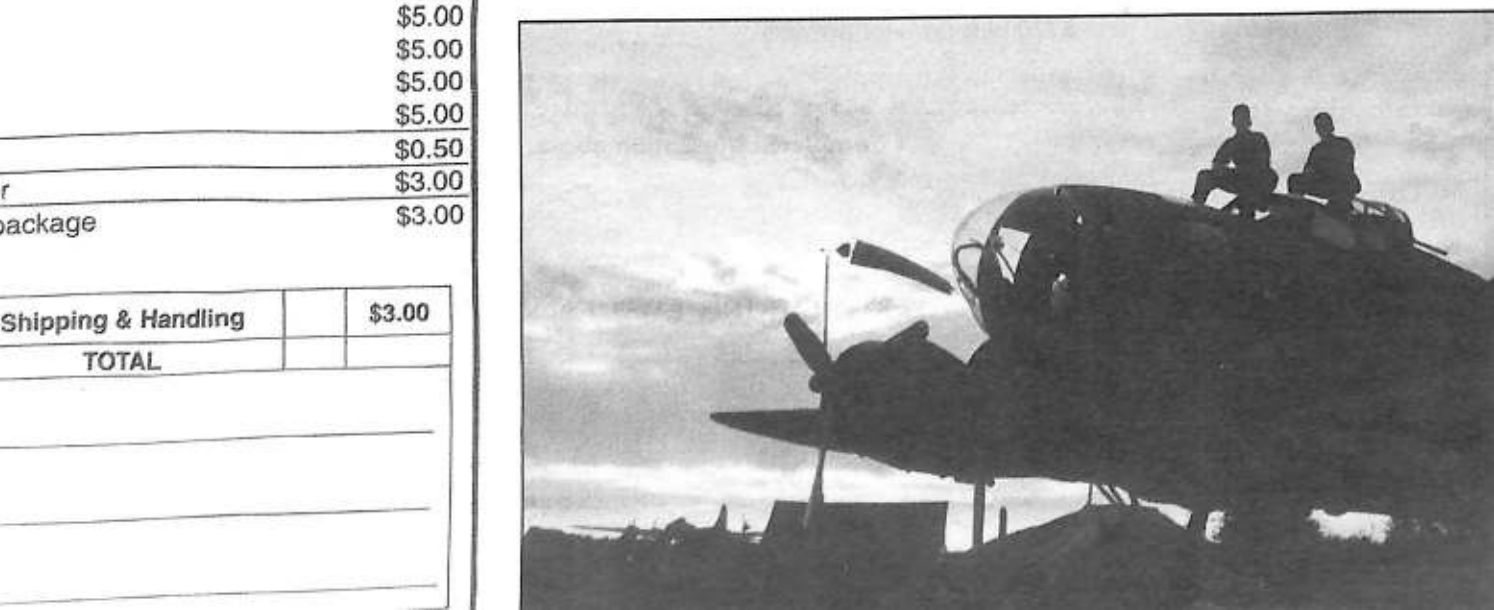
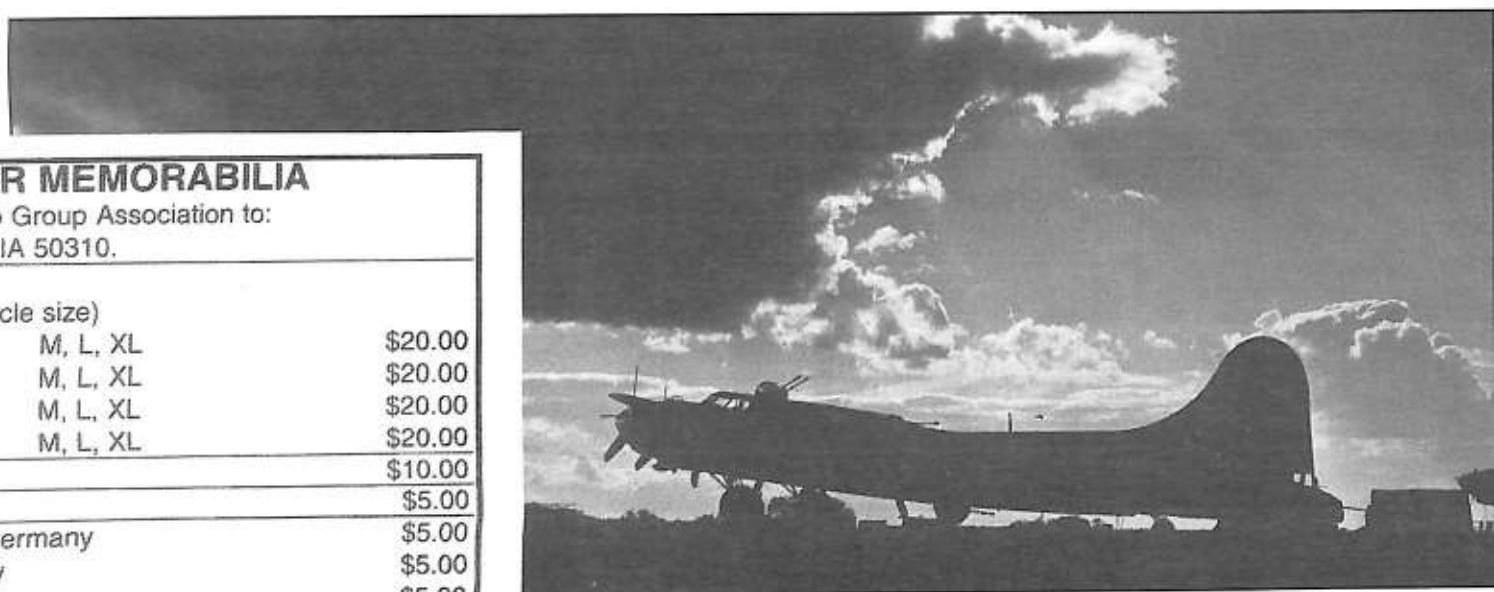
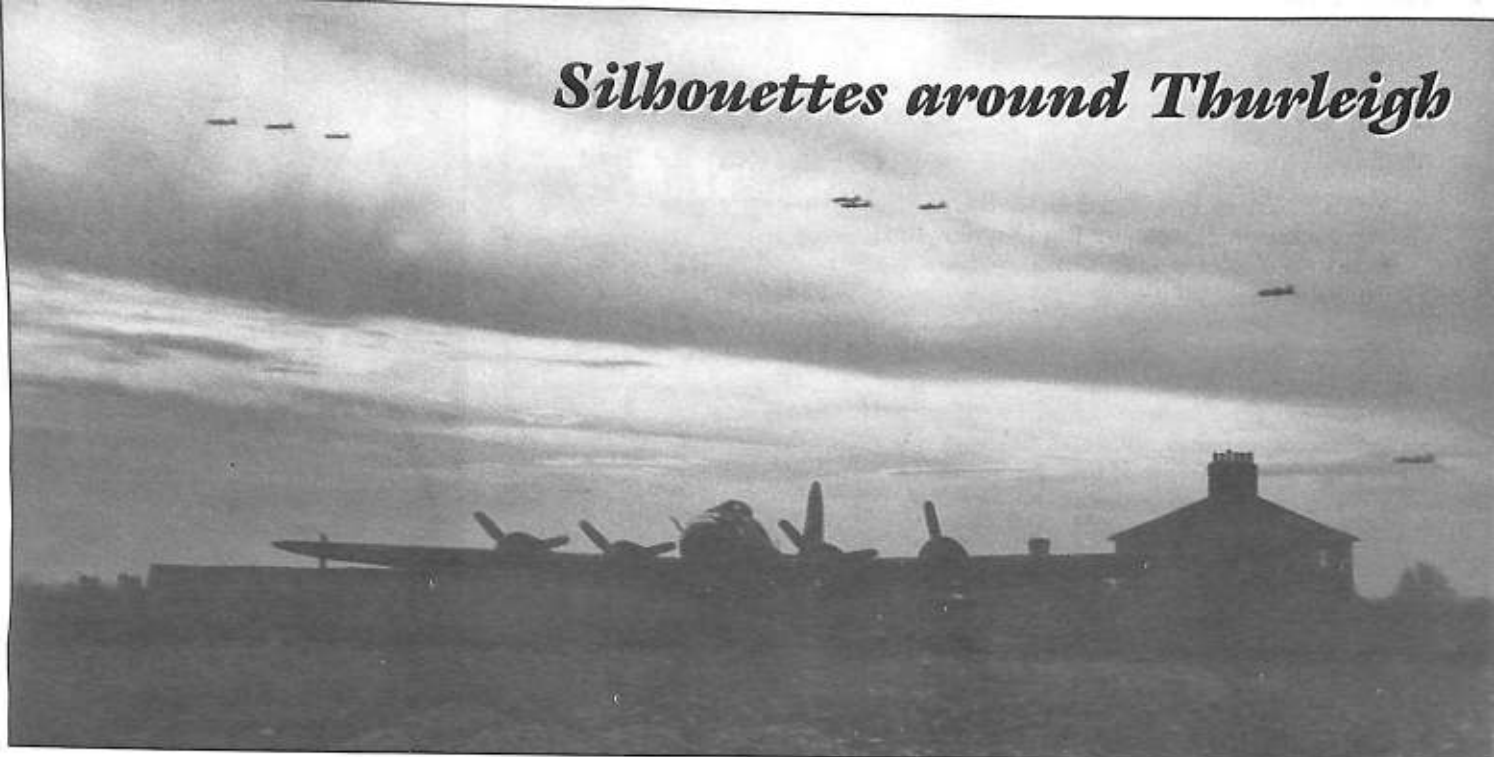
Hanson told the crew that they would land at the first available base, which proved to be an RAF base. Once parked, Hanson and I went into Operations for a chat with personnel there, explaining our predicament.

They put in a call to Thurleigh, and the conversation went like this: "I say, we've had a rather strange looking three-engined Flying Fortress land at our base here."

We appreciated the nonchalance of the Brit and had a good laugh over it while waiting for a truck to pick us up and return us to Thurleigh.

- Vincent Kiley, Navigator

Silhouettes around Thurleigh



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 _____

306th Bomb Group Bash -- San Diego 2000

September 5-9

Reunion Reservations

	Cost Ea	No	Total
Tuesday Sept 5 to Fri. Sept 8, 8-11am & 2-6pm Pick up packets in Hospitality Rm [Bayview Rm]			
Wednesday Sept 6			
Coastal Tour 8:30 am-1:00 pm Includes narrated tour and lunch	\$28	_____	\$ _____
Coastal Tour 1:30pm-5:30pm Narrated tour	\$20	_____	\$ _____
Carrier Tour 9:00 am-12:30pm [Limit 1st 90 res rcd] Includes transportation, tour and lunch	\$26	_____	\$ _____
Carrier Tour 2:00pm-5:00pm [Limit 1st 90 res rcd] Includes transportation and tour	\$20	_____	\$ _____
Thursday Sept 7			
San Diego Zoo 1:30pm-4:00 or 5:00pm Includes transp., admission & Zoo bus	\$35	_____	\$ _____
Carrier Tour 9:00am-12:30pm [Limit 1st 90 res rcd] Includes transportation, tour and lunch	\$26	_____	\$ _____
Old Town Trolley Tour 9:00am-4:00 or 5:00pm 8 Stops via down town San Diego, Coronado, Balboa Park and Old Town. Get on and off as you wish at the Stops.	\$24	_____	\$ _____
Friday Sept 8			
Sea World 1:30pm-5:00 or 6:00pm Includes transportation and admission	\$41	_____	\$ _____
Carrier Tour 9:00am-12:30pm [Limit 1st 90 res rcd] Includes transportation, tour and lunch	\$26	_____	\$ _____
Old Town Trolley Tour 9:00am-4:00 or 5:00pm 8 Stops via down town San Diego, Coronado Balboa Park and Old Town. Get on and off as you wish at the Stops	\$24	_____	\$ _____
Saturday Sept 9			
Ladies Program Shopping trip in Fashion Valley Shopping Center Bus leaves Hotel 9:30am returns 1:30pm	\$8	_____	\$ _____
Business Meeting 9:30am Harbor Island-1 Rm			
Reunion Banquet Ballroom 6:30 Beef () Chicken () Cash Bar in Foyer adjacent to Ballroom 5:00pm Reunion Registration Fee	\$39	_____	\$ _____
	\$25	_____	\$ _____
GRAND TOTAL	\$ _____		

Hospitality Rm open daily with cash bar open as warranted.

DEADLINE FOR TOUR EVENT RESERVATIONS IS AUGUST 5TH

Name _____ Spouse/Guest Name _____

Address _____

City/State/Zip _____

Telephone () _____

MAIL THIS FORM AND YOUR CHECK TO:

John J. Endicott

1050 Summit Trail

Escondido, Ca. 92025

Make check payable to: 306th BG Reunion

Squadron/Unit _____

Arrival Date _____ Time _____



Four original members of the 368th Squadron gathered in Savannah 4 Jul for the "Eager Beaver" event. All but Lee Kessler, left, completed combat tours. Kessler, on William Melton's crew, was engineer for Maxwell Judas when he became a POW. He had been the original artist for the Beaver. August Krajcik, middle was a gunner for John Regan, and Wallace Boring was on Otto Buddenbaum's crew and became squadron navigator. Marlen Reber, seated, took his crew to combat in the Eager Beaver.



Three of Marlen Reber's four sons were in Savannah with their father: Bob, Dallas, TX, Bill, Columbia, SC, and Mike, Dallas, TX. Only Steve of Pittsburgh, PA, was unable to attend.

SHERATON HARBOR ISLAND

1380 Harbor Island Drive

SAN DIEGO, CA 92101

306th Bombardment Group

Sept 5-10, 2000

For reservations or cancellations, call (800)325-3535, or local call (619)692-2285

Arrival date: _____

Departure date: _____

Name: _____

Names of Room Occupants: _____

Address: _____

Handicapped facilities needed? Yes No

City, State, Zip: _____

Check or Money Order for: \$ _____ Enclosed

Telephone # () _____

Smoking Non-Smoking

Credit Card for guarantee: Amex M/C Visa DC/CB

ROOM DESCRIPTION (Please indicate choice of accommodations)

Standard View (2dbl beds) \$110 plus tax - # of persons _____

King Bed \$110 plus tax - # of persons _____

For suites or other accommodations contact the hotel

Premium View (2 dbl beds) \$120 plus tax - # of persons _____

(King) \$120 plus tax - # of persons _____

Room rate will be available 3 days before and 3 days after reunion.

Complete information above, detach at dotted line and return:

Mail to: Sheraton Harbor Island
1380 Harbor Island Dr.
San Diego, CA 92101

For Reservations or Cancellations, Call:
(800)325-3535 or Local (619)692-2285
Check-in time: 3:00 P.M. Check-out time: 12 noon

PERTINENT INFORMATION REGARDING YOUR RESERVATION

To guarantee your reservation, we require one night's deposit by enclosing Check, Money Order or Major Credit Card #, expiration date and signature.

We regret that we cannot hold reservations after 4 p.m. 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.