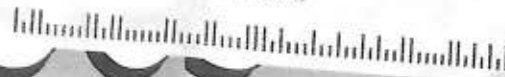


306th Echoes

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Eerie Tale from Home Front for Hennessy

By E.J. Hennessy

The old memory works pretty well, if it gets a little nudge now and then.

The Keith Conley story in *Echoes* (p.7, Oct 2000) did just that. The revelation that the Luftwaffe captain had lived in the Milwaukee area for 10 years rang the old bell (perhaps Marquette U!).

I would guess he came from a family of Bundsmen. Very big movement when I was in college. Plenty of BUND activity in the Chicago area that openly supported Nazi Germany. It figures that Milwaukee had at least as many Germans as Chicago had. We had a few incidents over demonstrations that suggested that people were more German than American, in fact.

Fast forward to September of 1943: When I came home on a 10-day delay en route to Lockbourne AAB where I would go through the B-17 Instructor's standardization course. My family occupied a roomy 3-story home in the South Shore area. The third floor consisted of a bedroom, living room, bathroom and a couple of storage areas under the eaves—two unfinished attic "rooms" with flooring and electricity.

My parents had hired a live-in maid/housekeeper who occupied the top floor. She was a German immigrant named Helga, naturally, single, about 28 or 29. Her parents lived in an old German section of Chicago.

I was the first 8th AF B-17 pilot to come home from the war, so there was great fanfare with big coverage by newspapers and radio. I was swept into daily bond rallies (war bonds-remember!) where I told them about the air war—easy duty in the sense that the audiences knew nothing so anything I said was hot news to them. But it really got in the way of the family time and quickly became an unwanted yet inescapable duty—without orders.

Then came the ongoing publicity from the coverage of the rallies. A couple of days before I had to leave for Ohio, Helga was a no-show in the family kitchen. My mother went upstairs to see what was going on—and found out. Helga had shot herself sometime during the night with a .38 cal revolver. Her own, the family had no weapons.

Pretty shocking situation—a large squad of detectives from the Hyde Park Station were all over the house and her family, as it turned out. The detective lieutenant in charge felt sure that Helga's family—Bundsmen—had armed her and ordered her to do me in as a protest against bombing Germany. By now, of course, Helga was like part of my family and the detectives theorized that she was so upset by her orders that she shot herself instead. A fairly common German solution, traditionally.

It had a certain amount of logic, but it was never proven despite days of grilling her family while I was busy at Lockbourne.

Needless to say, my family, including two sisters, were terribly upset. As for me, by this time I had learned that a miss was as good as a mile over Europe and I did not lose any sleep over it even though it was tough on the family. I must say that it sharpened the awareness of a lot of Chicagoans to imagine that the war had moved into the neighborhood. I guess that was the upside—after my "assassination" was diverted.

My Dad became very interested in BUND activities around Chicago—constantly amazed at the strong national ties it demonstrated.



Lowell Burgess, 369th pilot, made a contribution to the new museum at Seymour Field in Indiana, a longtime USAF Reserve base. It included his father's WWI uniform, shown above. We aren't sure whether Lowell had had the bomb hidden under a bed for years, or not.

More Colorful Reunions May Be in Offing

Some of our reunions may not have been too colorful, but we can cure that in Minneapolis—and in future reunions.

The idea was tried out on the officers and directors at their last session in San Diego, and they liked it. Now, those attending will be the final judges.

In some parts of the U. S., and on service bases the ribbons for medals and awards are worn at major events. It is also a very British custom, and can be seen elsewhere on the continent. But, Americans are often reticent to use those colorful ribbons on civilian dress.

Now, the idea will be that at the Saturday evening banquet in the Thunderbird Hotel in Minneapolis men will be encouraged to wear their WWII

turn to page 2



Maj. William B. Sory traveled in some comfort in this enclosed jeep. Work on this snazzy model was done by Richard Leist and others in the engineering group. Sory was with the original Group and began as squadron engineer for the 367th. He progressed through several other assignments to become Group director of maintenance in Apr 45. Sory came from Fresno, CA, and died 13 Jun 64. Leist is about to open the door of the jeep on a rainy day at Thurleigh.

5-9 Sept Should See YOU in Minneapolis

306th Memory Book On Way. Order Now!

Coming this fall will be a great new/old book for those with a continuing affection for the 306th, and another way for you to convey to children and grandchildren something of the life you lived for from four months to three years in the early 1940s.

The book will include all issues of *306th Echoes* since its inception 25 years ago, which will make a book of about 450 pages. When printed and bound the book will be 8 1/4 x 10 3/4 inches and about two inches thick. One of its significant features will be a 26-page index which will help you find subjects and people in which you are interested.

Production of *306th Echoes*—The book is well underway at this writing and will be available at least by the time of the Minneapolis Reunion. Not only will you see it there, but by placing your order early you can assure that your copy may be on its way to you before the Northern reunion event. The cost will be \$55 per book, including packing and shipping. Use the order form on page 6.

It will be an ideal Christmas present, and in your hands in plenty of time. It will also likely make you the envy of your Eighth AF friends from other bomb groups and the fighter groups.

Why should you order now? 1) It will help in the financing of this project, with the small profit on each book going to the association; 2) because of costs, particularly the binding, it is unlikely that we will have a second printing; 3) currently our printing order is for 500 copies, and if we have a significant pre-publication order we can expand that first order quantity without difficulty. But to keep that price we would have to go back with a re-order of second 500.

It is to be hoped that you are giving serious thought now to joining a lengthening list of 306th friends, some who date back to 1942 and others who have joined that special group in the years since, and are planning to be in Minneapolis 5-9 September of this year for our annual reunion.

The count on 1 April was already 24 persons, and while not growing daily, it is expected that that number will grow rapidly when you mail in your hotel reservation, which will be found on page 8 of this copy of *306th Echoes*.

It seems like a long time away, but time flies in the rarified atmosphere on Minnesota's north country, and we know you will want to be with us at Thunderbird Hotel and Conference Center, where arrangements are being made to greet you.

Needless to say, the many attractions of the half-mile-away Mall of America are licking their collective lips over your impending visit. Arrangements have been made and you will be royally greeted there.

While the hotel has a courtesy-van that will take you there, once every two hours, we are planning to have our own courtesy van on Thursday from 10 a.m. to 3 p.m. to get you there and back more expeditiously. While one could walk it, and this writer has, it is a bit of a circuitous route around parking lots and with a couple of busy roads to cross, so we advise motorized transport as the safest way to get there and back.

Our continuous service on Thursday will let you spend a half hour there, or as long as you want to roam through the four storied edifice, and even to ride the roller-coaster that zooms through the place frequently. There is much to see, much to do there, and with a map and some enthusiasm you can rather quickly zero in on places of special interest to you.

About five o'clock Thursday afternoon buses will begin to leave for the Log Cabin Theatre, about 30 miles west of the hotel where there will be a fabulous buffet dinner awaiting you and then on into the theatre. At this time of the year they will be producing an English farce, which many of us were first introduced to during the war, and which many of us have continued to watch on PBS television over the last several years. (We'll probably continue to watch them until the video tapes disintegrate).

Friday we are planning some Trolley Tours of the Minneapolis area, with three units leaving in the morning from the hotel, returning for lunch, and then taking another hundred people in the afternoon. Friday dinner will be on your own—the Thunderbird food is excellent, there are other hotels within easy walking distance, and the Mall will be open later than you will care to stay.

Let's back track a moment. If you are planning to arrive by plane, the airport is only about a 10-minute ride from our hotel, both being in Bloomington on the

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The 1208th Quartermaster Company took care of many of the needs of the 306th at Thurleigh, and on 24 Dec 44 turned out in force to have its picture taken in front of one of our aircraft. We have no way of determining who the three officers standing in the middle were, nor do we have

identification on the entire group. A printout of our Association roster last June showed 23 men from the 1208th on it, along with three widows. There are 51 EMs in the picture and the three officers.

Reunions, from page 1

ribbons. Now, don't scoff at the idea, as we have a plan to put into use then.

There will be several ways for you to appear with ribbons:

1. You have a strip of ribbons that came off a blouse and they have lain in a box since you came home from the wars. These would be appropriate.

2. Most men received medals or decorations upon leaving the service, or they got them at Thurleigh at some time. These would be appropriate.

3. You may want to purchase a set of miniature ribbons, which are often used in place of the full size medals or decorations. These would be appropriate.

Or, 4. You don't have any medals or ribbons now, or you may never have received them at an appropriate time while you were in service.

We have a plan which we think will enable us to supply a strip of ribbons for use the evening of the banquet on a moment's notice, which then can be affixed to your shirt, suit coat or sport jacket, and which you can take along home

with you.

Many of us upon receiving a medal also got in the box a lapel pin. I have worn my DFC lapel pin in the lapel of a blue sport coat for the past year. In that time I have had only one person ask me about it and that was when I was leaving a restaurant. One man passing me on his way in asked "How did you get your DFC?" I was a bit startled, but told him.

As for the author, he will wear a set of miniature medals. The DFC, Air Medal, ETO ribbon and the Victory Medal will cost about \$40.00.

My medals will come from *Medals of America*, 114 Southchase Blvd., Fountain Inn, SC 29644-9019. You can order by phone: 800/308-0849, FAX 800/407-8640, email www.usmedals.com.

Another catalog I have is Saunders US Military Insignia, Inc., 5025 Tamiami Trail East, Naples, FL 34113-4126. By phone 941/775-2100. FAX 941/774-3323, email hjelusmi@naples.net.

Either of these will be happy to talk with you and to send you a catalog.

Home for Your Artifacts

The quest is on and will continue for some years, in all probability for keepsakes you have held for 50-60 years. A permanent home can be theirs in the new museum being developed at Thurleigh. This effort on the flying field we knew so well back in the early '40s will now provide a permanent structure for the 306th.

If this museum is like many others it will attract visitors from all over the British Isles, and those two and three generations of people who followed us as lovers of the 306th and of the aerial warfare that saved England and the Western World from the incursions of the Nazis.

Your time to participate is fleeting, and those things which you have treasured need a place to go. Send them while you can to the address in the box below:

**The Historian HQ,
3rd Air Force
Historian's Office
Attn: Dr. Sleigh
APO 09459**

You Tell the Family

When an inquiry came from Edward Emery, brother of Robert E. Emery, a 368th waist gunner and POW, it brought to light notes made on 23 Apr 45. Emery reported into Thurleigh on the above date, having been shot down 24 Apr 44 on the raid to Oberpfaffenhofen, Germany, which cost us 10 a/c in a big fighter attack over Southern Germany.

Emery, a month's veteran of the combat scene, wound up in Stalag Luft 17B in Krems, Austria, and was among about 10 men who escaped from the camp, and at least this one man made his way out, into Allied hands and back to England.

Emery died some years ago. He came from Maine, and his brother now lives in Worthington, OH, a suburb of Columbus.

The much younger brother tells that Emery talked very little about his experiences, generally only to his father. He left

five children, and the now retired Edward has taken it upon himself to collect as much information about Robert's combat experience as he can and to prepare packets for each of his nieces and nephews so that they may know more about their father. When Robert died the youngest of his children was only an infant.

Searching through the mission report of 24 Apr, and other files, the Group Historian has been able to send along a dozen pages of varied information on Robert Emery.

It is another example of what might have been accomplished if he had only talked to his family. And that always raises the question: Have you told your children, your grandchildren and your spouse about your service experience? YOU are THEIR hero!

Deaths

Sermon Ray Bunch, a general supply clerk with the 1628th Ordnance Co., died 10 Feb 01 in Henderson, NV, where he had lived for nine years. He also served during the Korean War, and leaves his wife, Vera, 4c, 4gc.

Richard A. Butler, 367th pilot, died 10 May 98 in Springfield, OH. He came to the 306th 16 Jan 43, a transfer from the RCAF where he had served two years. He was MIA 14 Oct 43, Schweinfurt mission on Black Thursday, and soon a German POW. He also retired as a Lt. Col. USAF Reserve. He leaves his wife, Dorothy, 3s, 4gc.

Donald C. Carey, 369th bombardier (Ethan Allen crew), died 14 Feb 01 in Sarasota, FL, where he resided. He joined the Group 15 Mar 44 and ended his combat tour 7 Sep 44. He leaves his wife, Anita.

Donovan S. Clemetson, 369th navigator (Allen Babin crew), died 29 Dec 00 in Janesville, WI, and Babin's plane was the last 306th to go down during the war, 10 Apr 45 on a raid to Oranienberg, Germany. This was Clemetson's 23rd and because he was in the front of the plane was not captured after bailing out close to the front lines. Early crew members to jump became POWs. He was a U-Wis graduate post-war and became a metallurgical and project engineer for Parker Pen Co., retiring in Dec 82. He leaves his wife, Sylvia, 4c, 7gc.

Robert R. Denny, 368th pilot, died 24 Oct 00 in Bethesda, MD, after a long career in journalism, television and public relations. He also became a novelist with two books published, both on flying, and the first "Aces", based on the 306th. He had joined the Group 29 Jun 44 with his crew, completing 35 missions 19 Jan 45. He was a Washington reporter, followed with 25 years in public relations for a major advertising agency. Later he pursued TV writing and production, including the PBS film, "How Hitler Lost." He retired in 1990 and then wrote his two novels, the second being "Night Run", a story of Russian women pilots. He leaves his wife, Susan, 2s, lgs.

Gordon H. Everett, a property clerk for the 1208th Quartermaster Co., died 26 Dec 00 in Loma Linda, CA. He had been a house painter, and his wife had died earlier.

Burl W. Ford, 423rd gunner (James Sylvester crew), died 26 Jan 01 in Clinton, MS. He arrived with the Group 8 Aug 43, was MIA 14 Oct 43 at Schweinfurt and became a POW-with John Jackson's crew. He leaves his wife, Ginny.

Robert M. Frank, 423rd bombardier (Douglas Schrack crew), died 25 Jun 00 in Aberdeen, SD, where he had been a building contractor. He joined the Group 21 Aug 44 and completed his 35



Paul Reieux, president; Lowell Burgess, vice president; Russell A. Strong, secretary; Robert N. Houser, treasurer; Frederick Hudson, Leland Kessler, Donald R. Ross, Frederick P. Sherman, directors; Wallace Boring, past president.

Ralph Franklin, British representative, National School Cottage, Keysoe, Beds., MK44 2HP, England; Telephone from U.S. 011-441234-708715.

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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).

Left Seat, Right Seat: Who's Driving?

One of the interesting questions to be raised about any mission is the element of command. Who was in charge? In the case of the 306th Bomb Group who was the mission leader? Who was designated by the group to take its planes and men into combat?

We have searched the combat records and have tried to determine who was really the mission commander. It isn't always easy to determine this from the written records, but we do know that in WWII it would have been a rated pilot, and he would have been working from one of the two pilots' seats. Early on it seemed to be assured that the man in the left seat would be both the pilot and the mission commander for the Group. And in the right seat would be the co-pilot.

The vagaries of records led us finally to believe that the only way to get things right is to list the men in cockpit as left seat and right seat. In a few cases good records were not available and we were left hanging as to who was who. For instance, a few times there were no records at National Archives for a mission and we might be able to find the mission leader in the Squadron Diary, but not the co-pilot. As time went on the man in the right seat might be a person from another squadron. We have decided to run our list showing a question mark (?) when we don't have the data. In that way, you may have a chance to set the record straight, and the editor has a chance of correcting the records.

Date	Mission	Left Seat	Right Seat
1942			
9 October	Lille, France	Col. Charles Overacker	Capt. James Johnston
7 November	Brest, France	Col. Charles Overacker	(?) Kelly
8 November	Lille, France	LTC William Cleveland	Maj. William Lanford
9 November	St. Nazaire, FR	Col. Charles Overacker	Capt Henry Terry
14 November	St. Nazaire, FR	LTC Delmar Wilson	I Lt Clay Isbell
17 November	St. Nazaire, FR	LTC William Cleveland	Capt. James Johnston
18 November	LaPallice, FR	LTC William Cleveland	I Lt Pervis Youree
23 November	St. Nazaire, FR	Maj. Harry Holt	I Lt Lewis McKesson
12 December	Rouen, France	Maj. William Lanford	Capt. William Friend
19 December	Romilly, FR	LTC Delmar Wilson	Maj. James W. Wilson
30 December	Lorient, FR	Maj. James W. Wilson	Capt. Maurice Salada
1943			
3 January	St. Nazaire, FR	Maj William Lanford	Lt Aaron Cuddeback
13 January	Lille, France	Maj James W. Wilson	Lt William Warner
24 January	Lorient, FR	Maj James W. Wilson	Lt. Pervis Youree
27 January	Wilhelmshaven	Col. Frank A. Armstrong	Maj. Claude Putnam
2 February	Hamm, GY	Maj James W. Wilson	Capt Maurice Salada
4 February	Emden, GY	Capt Henry Terry	I Lt John Magoffin
16 February	St. Nazaire, FR	Maj Claude Putnam	Capt. Mack McKay
26 February	Wilhelmshaven	Capt Henry Terry	Capt. John Howard
27 February	Brest, France	Col Frank Armstrong	LTC Claude Putnam
4 March	Hamm, GY	Capt Mack McKay	Capt. John M. Regan
6 March	Lorient, France	Maj James W. Wilson	Capt. John M. Regan
8 March	Rennes, FR	LTC Claude Putnam	Capt. Robert Riordan
12 March	Rouen, FR	Maj Henry Terry	Capt. Robert Riordan
13 March	Amiens, FR	Maj Mack McKay	I Lt Marlen Reber
18 March	Vege sack, GY	(?)	(?)
22 March	Wilhelmshaven	Maj Mack McKay	Capt. John M. Regan
28 March	Rouen, FR	Maj Henry Terry	Capt. Robert Riordan
31 March	Rotterdam, TN	Maj John Lambert	Capt. Robert W. Smith
4 April	Paris, France	LTC Claude Putnam	Capt. William Raper
5 April	Antwerp, BE	Maj James W. Wilson	Capt. John M. Regan
16 April	Lorient, FR	Capt William Raper	Capt. George Buckley
17 April	Bremen, GE	Maj John Lambert	Capt. Robert W. Smith
1 May	St. Nazaire	LTC Claude Putnam	I Lt. William McKearn
13 May	Meaulte, FR	LTC James W. Wilson	Capt. Richard O'Hara
14 May	Kiel, Germany	Capt William Raper	Capt. George Buckley
15 May	Heligoland, GY	Maj Henry Terry	Capt. Robert Riordan
17 May	Lorient, FR	LTC Claude Putnam	Capt. Marlen Reber
19 May	Kiel, Germany	Maj John Lambert	Capt Pervis Youree
21 May	Wilhelmshaven	LTC James W. Wilson	Capt. Richard O'Hara
29 May	St. Nazaire, FR	Capt William Raper	FO Carl Brown
11 June	Wilhelmshaven	Maj Henry Terry	ILt John Magoffin
13 June	Bremen, GY	Maj John Lambert	Capt Raymond Check
22 June	Huls, Germany	Capt Marlen Reber	ILt Reginald Robinson
25 June	NW Germany	LTC George Robinson	Capt Richard O'Hara
26 June	Triqueville, FR	Maj Henry Terry	ILt Roy Vinnedge
28 June	St Nazaire, FR	Maj John Lambert	I Lt James Hopkins
29 June	Villacoublay, FR	Capt Marlen Reber	(?)
4 July	Nantes, France	Maj William Raper	Capt Dinwiddie Fuhrmeister
10 July	Caen, France	ILt Roy Vinnedge	Lt. Byron Bryant
14 July	Villacoublay, FR	Capt Maurice Salada	ILt Frank Kackstetter
17 July	NW Germany	Lt Robert Fryer	Lt Wesley Peterson
24 July	Heroya, Norway	I Lt Roy Vinnedge	Lt Byron Bryant
26 July	Hannover, GY	Capt Maurice Salada	Lt Emil Rasmussen
28 July	Kassel, Germany	Capt Dinwiddie Fuhrmeister	Lt Emil Rasmussen
29 July	Kiel, Germany	Capt George Paris	2Lt Edward Maslanka
12 August	Gelsenkirchen	ILt Frank Kackstetter	2Lt John H. Lewis
15 August	Flushing NE	Maj Maurice Salada I	Lt Frank Kackstetter
16 August	LeBourget, FR	Col George Robinson	Maj John Regan
17 August	Schweinfurt, GY	Maj William Raper	Capt Thomas Witt
19 August	Brussels, BE	Capt Thomas Witt	ILt Laek Robinson
24 August	Villacoublay, FR	Maj Robert Riordan	Capt David Wheeler
27 August	Watten, FR	Capt George Paris	I Lt Joseph Belser
31 August	Amiens, France	I Lt George Reese	2Lt Edward Maslanka
3 September	Romilly, FR	Capt David Wheeler	ILt Alphonse Maresh
6 September	Stuttgart, GY	Col George Robinson	Capt Louis Cook
7 September	Brussels, BE	I Lt George Reese	2Lt Robert Eckles
9 September	Lille, France	Col George Robinson	Capt Dinwiddie Fuhrmeister
15 September	Romilly, FR	Capt Charles Schoolfield	ILt Edward Murphy
16 September	Nantes, FR	Capt Dinwiddie Fuhrmeister	Capt. Kenneth Reecher

23 September	Nantes, FR	Capt George Paris	I Lt Coyle Logue
27 September	Emden, GY	Capt David Wheeler	Maj. Robert C Williams
2 October	Emden, GY	Col George Robinson	Capt Frank Kackstetter
4 October	Frankfurt, GY	Col. Budd Peaslee	Capt George Paris
8 October	Bremen, GY	Capt Thomas Witt	I Lt Douglas White
9 October	Cdynia, Poland	Capt Frank Kackstetter	ILt John Lewis
10 October	Munster, GY	Capt Joseph Belser	I Lt William Katz
14 October	Schweinfurt, GY	Capt Charles Schoolfield	Capt Charles Flannagan
20 October	Duren, GY	Capt George Buckley	Capt. K. L. Gurney
3 November	Wilhelmshaven	Fred Rabo	K I Menzie
5 November	Gelsenkirchen	Capt Louis Cook	I Lt Coyle Logue
13 November	Bremen, GY	Capt David Wheeler	Capt. Charles Flannagan
16 November	Knaben, Norway	Capt David Wheeler	Capt Charles Flannagan
26 November	Bremen, GY	Capt Dinwiddie Fuhrmeister	I Lt Fred Rector
1 December	Solingen, GY	Capt Frank Kackstetter	ILt John Lewis
5 December	LaRoche, FR	Maj John M Regan	Capt. George Paris
11 December	Emden, GY	Col George Robinson	Maj. Robert Riordan
13 December	Kiel, GY	Capt Thomas Witt	LTC Robert C Williams
16 December	Bremen, GY	Capt John Lewis	(?)
20 December	Bremen, GY	Capt Joseph Belser	LTC William Raper
22 December	Osnabruck, GY	Capt Charles Schoolfield	I Lt Howard Sharkey
24 December	NE France	Col George Robinson	Maj. George Buckley
30 December	Ludwigshafen	(?) Flesh	Maj. Maurice Salada
31 December	Cognac, France	Capt Joseph Belser	Capt Toy Husband

This is the list for you to study, including the first 96 missions the Group flew in combat. It was a great learning experience for everyone concerned. The author was told by one of the originals that only on one mission did they fail to fully load bombs on the planes. After that first such experience it never happened again. But literally every mission was a learning experience as different things happened and on most missions there must have been one complete neophyte to whom everything was a new experience.

But the 306th and the 8th Air Force did a job, and one should remember that while the 306th was not the first group on hand, that it did serve longer than any other group and remained at one station for the entire conflict.

It is assumed that at this point you have read through the entire list of names. The author is pleased that only five names need to be added, but also accept the fact that a name or two may be wrong. But, we reserve the right to fall back on the written word rather than relying on minds which have added 61 years since these events took place. Please make known your recollections where you think there is an error. Several names just don't seem to fit, and that's because these men probably came from a headquarters unit and never appeared on a 306th roster.

Now as to the next two issues, my count shows that 176 missions were flown during 1944. That's why they don't appear in this listing. We will try to have them all ready for the July issue, and complete the task with the 66 missions flown in 1945, between 1 January and 17 April.

The author particularly enjoyed watching the flow of names throughout the history of the 306th. We hope you do, as well.

Deaths, from page 2

missions 17 Jan 45. He leaves his wife, Barbara, 2c.

Martin Gabrielson, 423rd crew chief, died in 1978 in Bethel, CT, reports his son.

Orville C. Huddle, 368th engineer (Frank Kryzston crew), died 18 Apr 01 in Salem, VA. He joined the Group 21 Apr 44 and finished his tour in August. He leaves his wife, Helen.

Louis E. Kelch, 369th ball turret gunner and POW, died 29 Aug 00 in Hillsboro, OH. He arrived with the Group 24 Feb 44 (Kurt Ahlstrom crew) and was MIA 11 Apr 44 on a mission to Stettin. He leaves his wife, Doris, 3c, 12gc, 5ggc.

Henry Kelling, 368th engineer; (Duane Clocksin crew), died 8 Feb 01 in Leander, TX. A 1939 graduate of Texas A & M, he was office manager for Anderson Clayton Co. He had joined the Group 16 Feb 45 and flew 23 missions. He leaves 3c, 3gc, 3ggc.

John W. Lewis, 423rd ball turret gunner (John J. O'Brien crew), died 2 Aug

00 in Concord, CA, suffering from Alzheimer's Disease. He came to the Group 12 Apr 44 and completed his tour 8 Aug. He leaves his wife, Gladys, 4c, 4gc.

Grover Lowe, 369th gunner (Lowell Burgess crew), died 11 Nov 00 in Madison, IN. He came to the Group 12 Apr 44 and finished combat in August. He leaves his wife, Joan.

George J. Mapes, 367th pilot, died 13 Jan 01 in Meadows Place, TX. He joined the Group 9 May 44 and ended his tour with 32 missions 25 Aug 44. He later earned two degrees from the U-Houston, including an MEng. He retired from Brown & Root Corp., in 1984 as an instrument and control systems engineer. He leaves his wife, Foncyne, 4c, 8gc, 3ggc.

William J. McKearn, 367th copilot and pilot, died 3 Jan 01 in Delavan, WI, where he had spent several years in a nursing home with senile dementia. He was in the original Group and was the

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Going Places

So you think that men got thrown around while serving with the 8th? Now give a little consideration to a plane, 42-3061, an F model which got to Thurleigh 5 Feb 44 and was never assigned to a squadron.

Perhaps that was because it bore the name of Skunk Face 11. And the 306th was the fourth group it had served with, having begun with the 95th, then the 379th and the 91st. From our place it went on to the 92nd, and it ended its career with the 384th on 18 May 45. Perhaps it was all because it did special duty as the radio relay ship for the First Bomb Division and at the end the First Air Division.

Combat Ends For Crouch in Mission to Antwerp

By James W. Crouch

On the Antwerp raid, our 306th Bomb Group led with the 368th Squadron as leader, the 423rd to the right and high squadron, and our 367th to the left and low squadron. Capt George Buckey was squadron leader with two wingmen. First Lieutenant William H. Parker led the low flight, with First Lieutenant Kelly G. Ross on the left low position, and our crew with First Lieutenant Clarence Fischer in Purple Heart Corner on the right low position. All three aircraft in the low flight were to be wiped out that day in a span of about twenty minutes of intensive combat.

After crossing the Channel our Spitfire fighter cover left us and we could see German fighters high and in front of our group.

As the FWs started their attack on us, I saw a Spitfire flying directly in front of our B-17. It would pull up when the German fighters came in on us, and then return directly in front of our plane. I first thought this must be the bravest fighter pilot in the world. Later I realized it was a captured English Spitfire flown by a German pilot to radio our exact altitude to anti-aircraft guns below. This lasted about two minutes and accomplished its purpose.

When we flew over Ghent, we were hit by flak. The shell exploded in our left inboard engine, setting the engine on fire, and the left landing wheel was hanging by one small landing gear strut. Head-on attacks by waves of German fighters destroyed our engine instruments and set fire to our outboard right engine. I was hit above and behind my left leg by shrapnel from a 20 mm shell.

I later saw a Spitfire on the ground at the German airfield where I was held prior to entering the hospital. First Lieutenant Robert W. Seelos, who piloted the fourth 306th plane to be lost that day, also saw the Spitfire at the airbase.

While head-on attacks resulted in some success for the Luftwaffe and predominated, considerable skill was required. Their maneuver started from high above the front of a bomber formation to attain maximum speed as they bore in. Some German pilots did a half roll to use their aircraft engine and armored belly for protection.

The nose of the B-17 was particularly vulnerable to head-on attacks when in formation. It was unable to take evasive action, especially during the bombing run when optimum accuracy required about a minute of straight and level flight.

Our B-17F was equipped with .50 caliber machine guns except for the nose, where a .30 caliber was provided in addition to a .50 on either side. It was considered useless by the men up front, who preferred to stay with the .50s. One problem, the .50 caliber side guns in the nose could not be fired straight ahead. This meager firepower did little to deter enemy frontal attacks.

The cruising air speed of the B-17 is 155 mph. I noticed that the formation was leaving us and descending from 26,000 feet. We were able to increase our

Through the Eye of the Needle #3 of 10

James W. Crouch, author of the third in this series from the book mentioned in the title block above, was a copilot who came to the 367th with the Joseph Downing crew in early 9 December '42. When Downing went down in Feb '43, Crouch was not with him, and ended up as the copilot for Clarence Fischer. The mission of which he writes was flown 5 Apr 43. Still to be featured in future issues of *Echoes* are: Leland Dowden, Don Eldredge, Robert Hermann, John Ryan, Robert Seelos, Myron Sorden and James Vaughter. Used by permission of the Stalag Luft III organization, per. Gen. Albert P. Clark.

air speed to 165 mph, but could not gain on the formation.

The lead plane in the formation was hit by a head-on attack. A 20mm shell exploded and tore into the leg of the group navigator, Lieutenant Robert Salitnik, who died from the wound a few days later, back in England. In the resulting confusion, the lead flight turned from the target, descended and gained speed, leaving the rear of the lead group exposed to fighter attacks. The quick change to lower altitude and higher speed played hob with bombing accuracy, with disastrous results.

We were pulling two burning engines, had fallen behind the formation and were strictly on our own, when we were hit from high on our right side by two German fighters. I could hear their shells bursting like hail on a tin roof. Our top turret gunner, Sergeant Walter R. Kuczynski, was blown from his turret into the lower catwalk passageway to the nose.

We ordered our crew to bail out. I went down into the cat walk and helped Sergeant Kuczynski snap his chest type parachute to the harness he was wearing. When he bailed out, the jolt of the chute opening almost broke his back.

I went out the nose escape hatch and my parachute descended at about the same rate as our B-17 as it flew in a large circle. I thought it was going to fly into me. It missed me about 150 feet. The two engines were burning, the left wheel was hanging, the top of the fuselage over the bomb bay was completely torn off, and the large vertical part of the tail assembly had a gaping hole. I did not see our plane hit the ground. Three Belgians at Aartselaar later told me it finally tumbled over four times before it hit. There were two explosions, first the fuel tanks, and then the bombs.

I landed in a plowed field and did further damage to my wounded leg when I tried to hold it up upon hitting the ground. I ran into a barn and saw a young boy and an older woman. I asked them to help me find a doctor and the boy tried to stick me with a hay fork. I left the barn and ran toward a group of houses. Suddenly a very short man appeared running along beside me.

He spoke in English and said, "You may as well give up, you can't get away, too many people have seen you."

I asked him if he would help me and he refused. I told him to get away from me and he dropped back about 15 feet. I turned, as if to chase him, then turned and ran behind some houses that were facing the road.

I saw several nursery glass greenhouses for growing vegetables, and a house where there were two women, one inside a half door, and one outside the door. I asked them where I could find a doctor, and turned to see if anyone was following me. When I turned back to the two women, they had disappeared into the house and the door was closed.

From there I went to the home of some more friendly Belgians who hid me under their house until dark. They brought a man who could speak English. He told me the Germans were searching every house for me, and I must leave or the Belgians could be killed.

After dark, I left their house and managed to mingle with a very vocal group of young men. We walked through a line of German soldiers to a main road. They turned right and I turned left. I was later told the Germans and their collaborators searched the village for 15 days looking for me.

I was wounded in my left leg by six pieces of shrapnel from the German 20mm shell that exploded behind our instrument panel. I could not stop the bleeding. My knee was injured and had locked. I spent the night in a wagon bed in a farm barn.

The next day I tried to find a doctor, with no success, and decided to find a farm house and ask for help. I spoke to no one, but could have reached out and touched at least 500 people. Many of them were German soldiers, guarding bridges over water or railroad tracks.

My luck ran out when a Belgian collaborator pointed me out to a German soldier guarding a railroad bridge I had already crossed. He saw the blood on my pant leg.

I was taken first to Fort Breendonk Concentration Camp, where non-cooperating Belgians were interned, then to a German air base where they tried to interrogate me, and finally to a hospital where surgery removed the shrapnel.

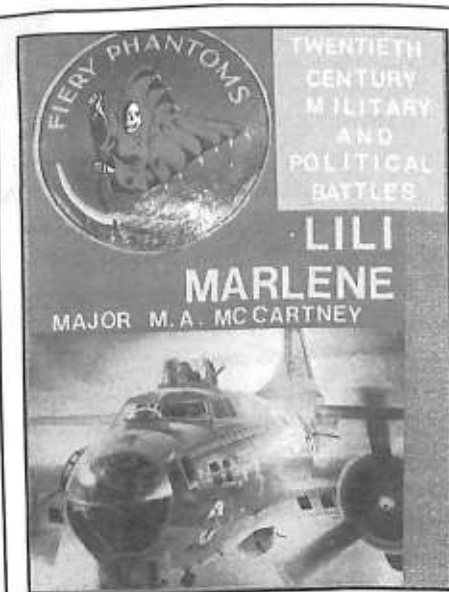
I was held in the same hospital as some prisoners from Fort Breendonk Concentration Camp and other airmen injured in the Antwerp raid. With me was Sergeant Magee from Lieutenant Seelos' crew. He had been hit in the eye by shrapnel. The eye was removed. Sergeant Douglas Bowles from Lieutenant Kelly Ross' crew had a piece of shrapnel at the base of his spine. It was not removed and he appeared to be in no pain.

The next evening, April 7, a German officer, with two armed soldiers, came into the hospital ward and told me there was a Belgian mob that wanted him to hand over the American officer. Nearly a thousand Belgian civilians had been killed by the inaccurate bombing. He said he must turn me over to the mob. I reminded him that I had evaded capture and had talked to several friendly Belgians, but did not know their names.

I told him that anyone can win or lose a war, but if we won he would be hung for turning a wounded American officer over to a mob. He stared at me for a long time, and I returned his gaze without blinking. He turned around and left, and that was the last I was to see of him and his two soldiers. But I did not sleep well for many nights.

I was held in the hospital ward for about two weeks. Two German sergeants arrived to take me and Sergeant Bowles to Germany.

En route, we found ourselves in a large railroad station in Belgium, crowded with people in a hurry. I let the Germans get ahead of me and then tried



Marcel McCartney, a onetime 368th bombardier (1 Jul 44-18 Nov 44), has spent a great deal of time in the last several years preparing what is being published as a two-volume history of the war and what he labels as "a small group of ultraconservative politicians most responsible for our wars, while attempting to destroy our present form of government."

To interest you in this major publishing effort, McCartney has prepared and furnished for this copy of *306th Echoes* a one page flier which is included herein.

The flier's presence in this issue of *Echoes* should not be regarded as an endorsement of this publication by the 306th Bomb Group Association nor of the editor of this newspaper.

to run through the crowd and escape. I did not realize how weak I was. I could not run. I hobbled about 30 yards when I heard the Germans calling to me.

I turned around to face them, and to my surprise they had not even drawn their pistols. They knew when to transfer prisoners —when they were not physically able to escape.

A month after arriving at Stalag Luft III I was taken to the prison hospital and treated for blood poisoning in the wound. Due to a high fever and medication, I was unconscious for two days. The wound healed a month later.

I am glad to report that all officers and enlisted men on my crew survived the war in Europe and returned to their homes. Our ball turret gunner, Sergeant Lee Sanders, evaded capture for two months before he and a group of airmen were caught in Paris. I had evaded capture for a day, and pilot Clarence Fischer had been free just long enough to acquire civilian clothes.





367th - Front: Paul V. Osburn N, Edgar L. Bratrud B, Alfred D. Hawley CP, Robert W. Ashley P.
Back: Arthur Cruff eng, Durwood Offord tg, Charles G. Smith bt, Paul Kling wg, Gene Holland wg, Mortimore Schofield ro.



367/369 - Fr: Charles E. Slepicka wg, Robert L. Weir bt, Gerald A. Weber tg, Charles J. Kruger eng, George D. Carey ro. Back: A. John Bowley P, Isidore Zukowski CP, Ernest P. Lambert B and Charles F. Pettit N.



367th - Front: Aloys W. Fuessel P, Robert V. Stoll CP, Carl G. Eyer N, Porter H. Stiles B. Back: Henry Pertuit eng, John T. Shea swg, Jack R. Snyder ro, Earl S. Schade bt, Zenas C. Riley tg and Milo Anderson wg.



367th - Front: Louis F. Matichka P, Willis S. Nelson CP, Walter D. Morris B, William D. Stevens N. Back: Robert B. Goodwin eng, Warren H. Johnson wg, Robert T. Morris ro, John F. Watt wg and Jesse P. Watts tg.



368th - Front: Edgar Raack bt, Vincent Foster tg, Vincent H. DeCesare eng, William C. McCrorie ro. Back: Gerald A. Wiley CP, Walter Latscha N, Richard M. Weiser P, and Raymond Mundy, gunner.



369th - Front: Rudolph Horst III P, Frank Wright CP, John Joplin N, Henry Schmitz B. Back: William Osgood eng, Arthur Cook ro, Laurel Kloster bt, Edward Justice wg, Edward Ryan wg and Joseph Threlkeld tg.



369th - Carroll Biggs' enlisted crew: Lee Prugh wg, George Economos eng, Matthew Moore bt, Gerald Swift ro, Walter Garr wg and Luther Victory tg.



369th - Charles Mull's enlisted crew: George Morehead bt, Edward Karpinski tg, Clifford Piper ro, Richard Argo wg and Charles Wood wg.



The D-Day View

A steady stream of small boats, landing craft and other water vehicles make their way to and from the Normandy beachhead on 6 Jun 44, this view seeming to be about in the center of Omaha Beach landings. The 306th flew three missions on D-Day without losing even a single plane, and probably bombed well back of the area shown above.

Deaths, from page 3

18th officer to complete his 25-mission tour. Following service he worked for The Beloit Corp, a heavy equipment manufacturer. Bill leaves his wife, Gladys, 4c, 4gc.

Elbert V. Mulleneaux, 369th copilot, died 14 Apr 44 in Albany, NY. He had joined the Group 29 Apr (Francis Bennett crew).

Warren R. Pinney, 369th gunner (Earl Saunders crew), died 7 May 96 in Winner, SD. He came to the Group 30 Apr 44 and finished his 32 missions 16 Aug 44. He was an equipment specialist with US West Communications for 40 years, retiring 1 Dec 85. After he left the 306th he became a remote gunner on B-29s. He leaves his wife, Phyllis, 4c, 7gc.

Carroll E. Putt, 367th navigator (Joseph Hess crew), died 15 Jan 01 in Winter Springs, FL, where he made his home. He joined the Group 22 Sep 44 and in the later part of his tour was often the Group lead navigator. Putt also served during Korea and Vietnam, retiring as a lieutenant colonel 1 Aug 71. His last assignment was director of air defense for the 13th AF in the Philippines. He leaves his wife, Helen, 2c, 2gc.

Frederick P. Riggle, 4th Station Complement and 423rd squadrons, died 13 Apr 89 in Lawrenceville, IL, where he had been a retail grocer. In the '45 station championship basketball game, won by the 423rd, he led all scorers with 19 points. His wife and one child died earlier, and he left lc, 5gc.

Bernard J. Rupp, an instrument

inspector for the 369th squadron, died 5 Feb 01 in Cedarburg, WI.

LTC Ralph O. Sheppard, 368th navigator (Alfred Sykes crew), died 1 Feb 01 in Largo, FL. He spent 27 years in the USAF and then taught for 16 years in Panama. He leaves his wife, Diana, 3c, 4gc.

Wm. Sherman Smith, 367th bombardier (Arthur Crapsey crew), died 1 Apr 01 in Mt. Vernon, OH, the last survivor of his crew. He joined the Group 19 Nov 43, and was injured when a 20mm shell tore into his flak vest, 22 Dec 43, when Crapsey was badly wounded. He flew nine missions, returning to the US in May 44.

Everett C. Swanson, 423rd crew chief during Casey Jones, died 4 Oct 97 in Peoria, IL. He was with the 306th from Jan to Sep 46. He leaves his wife, Marise, 4s, 2gc.

LTC Oliver E. Tilli, 369th copilot, died 26 Apr 1968 in New York City, after a short illness. He flew at least five missions with Wm. J. Casey, and then seems to have disappeared from the 306th. He had enlisted in the Army Air Corps in 1939 and moved into the cadet program in late '41. He left his British wife, 3c.

Warren F. Wilson, 368th engineer (Leland Deck crew) and POW (w. Robert Farwell), died 22 Mar 01 in the VA Hospital, Tucson, AZ. Cause of death was not immediately determined. He chaired the Seattle Reunion in '93 and had been very active in the 306th

turn to page 7

The Mighty Eighth AF Heritage Museum made Parade Magazine in January

"Character education is a priority in many schools nationwide. Congress even appropriated millions in grants for states to provide programs, designed to promote community values in students. A museum in Pooler, GA, outside Savannah, also took the message to heart.

"The Mighty Eighth Air Force Heritage Museum—which commemorates the sacrifices of U. S. airmen from World War II to today—has become a living classroom for character education. Its exhibits are real-life examples of compassion, generosity and the 25 other traits in Georgia's character curriculum.

"Compassion, for instance, is taught through the story of an injured B-17 pilot and a German flier. Instead of shooting down the damaged plane, the German flew alongside and guided it out of enemy air-

space. Generosity is taught through the story of a supply drop to starving Dutch citizens. And all this happened while one in four airmen in the Mighty Eighth was being lost in raids over Germany.

"We can teach by example," notes Yivian Roger-Price, the museum's director of education. And her museum's accomplishments also serve as an example of character. When budgets cuts forced many regional schools to cancel field trips, the Mighty Eighth found sponsors like Wal-Mart to help cover the cost of a museum visit. Now this is the only field trip some schools will have. Last year, more than 10,000 students participated in the museum's character-education program, assisted by volunteers, mostly combat veterans.

"To learn more, visit www.mightyeighth.org on the Web."

306th Echoes – The Book

Available in August/September, you will be able to have your own copy of 25 years of *306th Echoes*, all reproduced in a book, including all pictures and the color pictures as well.

The cost for each of the new books will be \$55, including postage and handling. Produced as a paperback, with a heavy, varnished cover, the final size will be 8 3/8 x 10 3/4 inches. To make sure that you receive one of the first printing's 500 copies, place your order today.

I enclose \$ _____ for _____ copies of *306th Echoes, The Book*.

Name _____

Address _____

City, State, Zip _____

Make your checks out to the 306th Bomb Group Association. Send this coupon and your check to:

Russell A. Strong
5353 Cheval Place
Charlotte, NC 28205



The 876th Chemical Company was one of the units assigned to Thurleigh for most of the war. We don't know when this picture was taken, but it was obviously done on a cold day, as you will note coats and gloves. Our guess is before September of '43, as the plane was a F model. Back: Jim Weatherred, Sylvester Manicki, Walter S. Milanowski, Robert K. Ganner, Donald L. Rosser, Charles Lepo, Edward H. Ebel, - Kott, Harold Edelstein, Chester W. Sesko, Howard G. Thiessen, Barney Spross, Gip McKelroy, and Walter C. Thomas. Third row: Walter G. Steinacker, James S. Harris, Louis M. Cardoza, John O'Kerns, Louis Osiel, Melicio Salinas, Vesta R. Krempin,

Robertson, Hilberto B. Salas, Elmer W. Ross, Fred R. Raffaelli, Peter A. Berds, Raymond J. Swain. Second row: Marced C. Lujan, Francis B. White, Albert I. Evans, Lt. Abraham Grondin, Lt. Floyd Williams, Joseph P. Garrity, Warren F. Wiseman, Donald Plym, Robert J. Cebelak, John J. Rampala. Front row: Herbert D. Hewitt, Henry E. Pewitt, Harry W. Smits, Bernard M. Mertes, George A. Weitzel, Ewald W. Sass, Sam W. Smith, A. Cox, L. Hartnagel, Louis Pedone, Harry J. Kennedy, Clarence V. Schoechert, Alex J. O'Gradney, Daniel J. Smith. Also on our mailing list from the 876th, but not in this picture are Marion E. Frakes and John T. Spera.

Klette Tied to Onetime 306th Plane

#44-8588 was a plane assigned to the 306th for the work done in the Casey Jones photo project at the end of the war in Europe. It never flew combat for the 306th, but did have a combat career with the 91st Bomb Group, and there was assigned to the 324th Squadron, which was commanded for a year by Manny Klette, who flew his first 25 missions with the 306th. *Admiralty, et fact.* was the first man in the 306th permitted to fly more than the 25-mission tour.

This plane is mentioned because during its service in the 91st was named "Klette's Wild Hares." This name came about because its flying personnel were regarded as unmanageable, both on the ground and in the air. Ex-306er Henry Terry was named group commander and quickly called Klette and offered the job, if he wanted the challenge.

Klette immediately left his job with USSTAF and rushed off to Bassingbourne to try his hand at leadership as there was nothing that intrigued Manny more than a challenge. Not only did he stay "on their backs" on the ground, but also in the air.

And that is how Manny ran his mission total from 28 to 91, that was 63 missions between July 44 and the end of combat for the 91st.

In his combat Klette picked up a few decorations: Silver Star, DFC w 30lc, Air Medal w 140lc and a Purple Heart.

Now We Know Three!

Remember in the January issue the picture of men waiting in the mail line? Kenneth McBride, 423rd of Farmington, NM, was on the left edge of the picture, and he could identify the tall, smiling man third from the left, Dennis Mawhirter, 423rd, who died in 1982 in Corvallis, OR, and the shower-bound man in the center, as Alfred L. Bishop, 423rd, who died in 1964 in Corpus Christi, TX. And as many others might say, "some of the others look familiar." McBride also reports that one of his recollections of Mawhirter was that he married a British girl from a small town near Thurleigh and that in 1944 the Mawhirsers became parents of the second largest baby born in the British Isles (13+ lbs) according to records current at that time.

New Names

Bill Justice, 735 Albar Dr., Nashville, TN 37221-2691 369B

Edward E. Klutz, 200 Carolina Sands Dr., Carolina Beach, NC 28428 367S

George E. Lilja, 582 Senator St., Brooklyn, NY 11220 368

Charles W. Rodgers, 2526 W. Ridge Dr., Emporia, KS 66801 449

Al Rohan (nee Rohinski), 7299 Silver Leaf Ln, West Bloomfield, MI 48322 367

Sandini Helps in Search

Ed Sandini, a 369th pilot, is one of the most recent to respond to the plea of the secretary for information on someone who has "disappeared" from our mailing list, either without notice or with a cursor form from the Post Service that provides no forwarding information by mail.

The secretary asks all of you to please look into such matters when asked, because either by a phone call or stopping at an address which was the last good one we had, you can determine what the status of some "missing" person may be. And, some of the time you will be unable to supply any better data. But, we hope

each of you will make an effort when we need help.

Also, we remind you to read obituaries, and perhaps to check them against our most recent directory effort. This way you may be able to help in another way to keep our roster current.

Our current stock of directories is nearing its end, and the policy is to run 50 copies of the very latest directory available in the secretary's computer. We will have a new one to take to the 2001 reunion, if not before. By mail, the current directory is \$10.

Deaths, from page 6

Association. Wilson joined the Group 22 May 44 and was MIA 12 Sep 44 on the Ruhland, Germany, mission. He graduated from the U-Minn in 1949 as a mechanical engineer, and for many years was a flight test engineer for Boeing Co. He headed up the crew of the second 747 used by Boeing in sales ventures around the world. He made his home in Port Ludlow, WA, for many years and leaves his wife, Marilyn, 2c, 4gc.

306th Family

Maurine Shaw, wife of Ralph Shaw, 367th, died 19 Jan 01 om Lexington, NC. She leaves 4c, 8gc, 4ggc.

June Wood, widow of Gene Wood, 369th, (Donald Tattershall crew), died 13 Feb 01 in Los Angeles, CA. He had died 6 Aug 96. She leaves 4c, 4gc, 2ggc.

Minneapolis from page 1

south side of Minneapolis. The hotel has a courtesy van, which can be summoned by phone from the baggage area. They will ask if you have already retrieved your baggage. You can rent easy-to-use carts that will permit you to get to the area where the van will arrive, or cabs are readily available. There is also some refund on the cart if you return it to the handy station at either end of your trip.

If you are up to handling your own baggage at the hotel there are more than the usual numbers of wheeled racks to use. Elevators are handy and most of us will be housed on the ground level, or one floor up. If you need special attention because of walking difficulties, so indicate on your registration form.

Registration for the 306th on your arrival will be near the hotel registration, so first take care of your room, and then move on to the 306th desk before going to your room. That will assure you

of name tags, various tickets, etc. Also, we will have a person at the 306th registration who is knowledgeable about Minneapolis to help you in your orientation.

Saturday will have the annual meeting of the 306th at 9:30 in the morning in the hotel, which will run until someone "moves" for adjournment. Our hospitality room will also feature our "306th Boutique", where you can make purchases.

The annual banquet of the 306th will be held Saturday evening in the hotel ballroom, a spacious area that can be expanded to make sure that our people can be properly accommodated. Remember, that you can't all be accommodated at the same table, and that there must be a bit of give and take. The hotel staff and the 306th people will do their best to take care of you, but cooperation from your end is demanded as well.



Memorial Gifts

Recent gifts to the 306th Memorial Fund are in memory of:

Robert M. Frank, 423, from wife, Barbara Frank; Richard Grimm, 367, from Robert M. Gibbons; Jack Samway, 368, from wife, Marie Samway; Robert Semler, 367, from James R. Willard; Bill Standish, 367, from wife, Veronica Standish

Gifts may be made in memory of 306th personnel or family by sending your check, so designated, to the 306th Memorial Fund, and posting it to the treasurer, whose address appears in the column to the left. Gifts will be acknowledged in 306th Echoes.

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 with B-17, squadron # and group #

Circle size in listing below:

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

Group Golf Shirts

Embroidered with 306th logo on left pocket

Putty color	S, M, L, XL	\$20.00	2X, 3X add \$5.00
Natural color	S, M, L, XL	\$20.00	2X, 3X add \$5.00
Birch color	S, M, L, XL	\$20.00	2X, 3X add \$5.00

306th Hat

Royal Blue, w/scrambled eggs on brim and 306th logo \$15.00

369th Hat

Grey summer, embroidered w/369th BS, B-17, First Over Germany \$10.00

306th Patch 3 inch, w/First Over Germany \$5.00

306th Patch 2 in. without First Over Germany 5.00

306th Patch, w.Group logo, 5 in. 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

B-17 Gold pin for lapel or hat 5.00

306th decal w/First over Germany .50

306th Coasters, metal, black & silver, set of 4 in container 4.00

Total _____

Up to 2 lbs. Priority Mail 3.50
3.95

Grand Total _____

Ship to:

Name _____

Address _____

City, State, Zip _____

The 306th Reunion for 2001

Registration for Events at the Thunderbird! 5 thru 8 September, 2001

Wednesday, 5 September 2001

Registration for 306th people will begin at 1 p.m. \$25x _____ \$ _____
This is different than your room reservation which is made only with the hotel.

Thursday, 6 September 2001

Mall of America vans for 306th only begin operating at 10 a.m. and will continue non-stop, in both directions \$7x _____ \$ _____

until 3 p.m. The Mall will provide 1 coupon book for many shops and events as well as shopping bags

At 5 p.m. buses will pick us up at the Hotel for a trip to the Old Log Theatre for dinner and a play, "Run for Your Wife," a British farce. Return by 11 p.m. \$45x _____ \$ _____

Friday, 7 September 2001

9 a.m. River City Trolleys will leave the hotel with 93 passengers for a three-hour tour of Minneapolis, with some off-and-on the busses. Back at the hotel for lunch \$25x _____ \$ _____

1-p.m. the River City Trolleys will leave the hotel for another trip through Minneapolis. This will terminate at the hotel at 4. \$25x _____ \$ _____

Dinner on your own.

Saturday, 8 September 2001

9:30 a.m. Annual Business Meeting of the Association Ballroom

6:00 p.m. Cash bar and cocktail party outside the Main Ballroom on the Second Floor.

7:00 p.m. Annual Reunion Banquet. Make your selections

for entrees at the right: Prime Rib \$35x _____ \$ _____

Chicken Kiev \$32x _____ \$ _____

Grand Total, due with registration \$ _____

Deadline for reservations 25 August 2001

Name _____ Spouse/Guest Name _____

Address _____

City/State/Zip _____

Telephone (____) _____ Squadron/Unit _____

Special accommodations requested _____

Make check to Thunderbird Hotel with item noted "306th BG Reunion"

Mail To: Cashier
Thunderbird Hotel
2201 East 78th Street
Bloomington, MN 55425-1228

REGISTRATION FORM 306th BOMBARDMENT GROUP REUNION SEPTEMBER 5-9, 2001

Mail to: Reservations
Thunderbird Hotel
2201 East 78th Street
Bloomington, MN 55425

Name _____

Telephone: _____

Fax: _____

Names of Additional Person(s) Sharing the Room

For all reservations, please list each guest's name above. Suite rates are available upon request. Please call the hotel direct at 952-854-3411, extension 3383. Guestrooms need to be reserved by Friday, August 24, 2001. After Friday, August 24, 2001 reservations will be confirmed on a space available basis.

Special requests: _____ Non-smoking _____ Smoking _____

Arrival Date: _____

The Thunderbird Hotel and Convention Center requires an advanced deposit equal to the first night's room rate or a major credit card number in order to guarantee reservations.

Card Type: _____

Expiration Date: _____

Card Number: _____

Signature: _____

Advanced Deposit: Include one night's room rate plus 12.5% tax. Deposits are refundable if cancelled (24) hours in advance of arrival date.

Street Address: _____

City: _____

State: _____ Zip: _____

Please check the type of accommodations desired:

Number of Guestrooms:	Type of Accommodation
_____	(1) Guest \$88.00/Room
_____	(2) Guest \$88.00/Room