

# 306th Echoes

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## Thinking of Savannah; Hotel, Museum Are Interesting Centers

No! No! Don't start packing your bags! But it is time to begin thinking about another 306th reunion, the 2003 event, which will again be held at the Mighty Eighth Air Force Museum in Savannah. We've been there before, but it is changing each time the editor visits there. They are telling our story better each year, and they are sticking to the facts.

If you haven't done the mission briefing and the actual mission, complete with sounds and pictures that are pretty realistic, you'll need to catch up on that. And if you have not been through it in the last five years you should be ready to go again.

Bringing along your kids, or your grandchildren and taking them through this part of the adventure will set them to asking more questions, while forcing you to go through those events that included you one more time.

If you haven't been feeding the family on your stories lately you need to polish things and tell them how you really fought the war. Oh, you say you didn't really fly any missions? Well, this is your chance to explain how you helped winning the war by being a part of the 306th, and the Mighty 8th. You did have an important role to play, and as the resident war hero at your place, you've got to give them lots of information. You were important then—and your the big hero to your family again.

Remember that the Mighty 8th is not hidden in some southern backwater of north Georgia, but the museum is right out on I-95, with high visibility. Don't miss it, and to help you get there you will see lots of big billboards on I-95, whether you are going north or south, and also on I-10. All the boards tell you very succinctly how to turn off the interstate and from I-95 only a quar-

ter mile to go to reach the Museum.

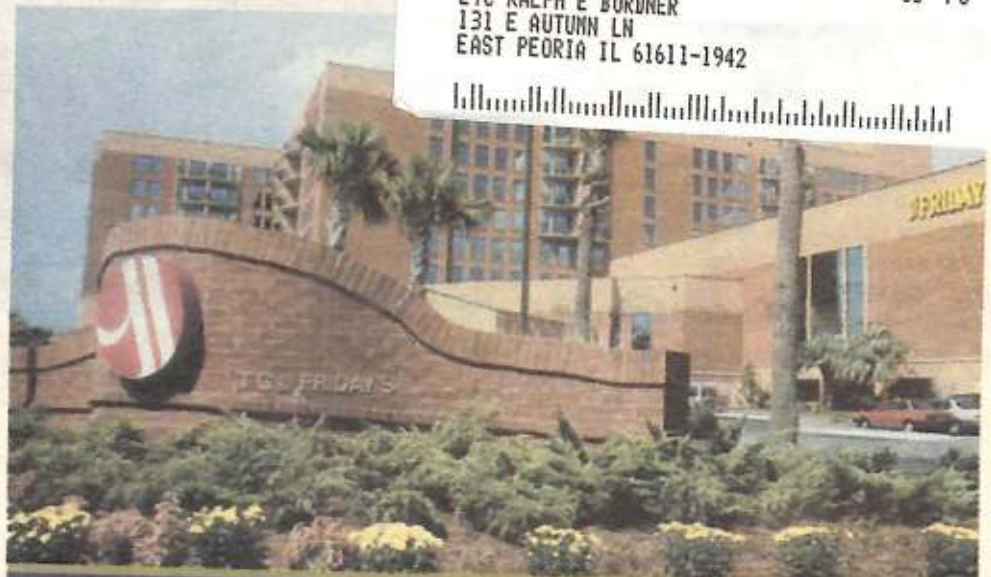
The big reunion hotel is the same one we used in 2002 and if you want something else there are lots of hotels around the museum now, and plenty of places to eat as well.

Remember, we were also in Savannah in 1998, and this may be the last time our Group will go to Savannah. Next year it will again be time to begin our trek across the U.S. so that people who haven't made it yet will have another chance to commune with the old gang from Thurleigh.

My wife and I also like to visit the 8th Air Force Store near the Museum entrance. And as we are meeting in early December, you certainly will want to look around for some emblemated items for Christmas gifts. There the soft goods keep changing each year, and they have an excellent collection of books for you to tempt yourself with, and salad dressings, patches, jackets, sweat shirts, and many decorated items that you can ship home, and then wrap once you return.

*If you are a history bug you will like the highways and byways around Savannah. This is where a war began a century and half ago, and you won't want to miss the sights and sounds of that event.*

We'd also suggest that before you leave for Savannah you will have time to read for review purposes, "Midnight in the Garden of Good and Evil." There are plenty of reminders of the book still "floating" around Savannah, and you will hear mentions of it if you take a carriage ride around some of the 27 squares of Savannah. This is an old Southern city which just oozes with folklore. You'll need to try some of it on for size this time. And if your spouse or daughters were once Girl Scouts you may want to look up the Lowe house on one of the close in squares.



In the space just above this collection of type there is a series of pictures giving a peek of the Marriott Riverfront hotel in Savannah, which will again be the official residence for the 306th. Since our last stay there the interior has been completely refurbished.

Across the bottom of the front page is a view of the splendid rotunda that greets visitors to the Mighty 8th Air Force Museum. One of the shiny plaques you see on the left is for the 306th, there is a banner in the rotunda as well. You will be greeted in this rotunda. The cafeteria in on the left of the picture and the Museum Shop is on the right.



# Obituaries ★★ The Brass



The above is a photo of First Combat Bomb Wing personnel, which probably was taken during the last two weeks of Jun 43 showing commanders of bomb groups and other staff personnel. The names and table of personal data include: date of birth/date of death, assignment at about the time this picture was taken, highest rank held:

**Prof. William T. Burke**, 367th navigator (John Pinchback crew), died 24 Nov 99 in Lake Worth, FL. He came to the 306th 13 Feb 45 and flew through to the end of the war. He then returned to college, finishing his BA and PhD degrees at the U-Rochester. He became a biochemist. Burke then joined the faculty of the U-West Virginia Medical School, the Flower & Fifth Medical School, and in 1967 moved to Southampton College on Long Island, NY as professor of biology and director of the natural science division. He was dean of the college from 1973 to 1980, and continued teaching until retirement in 1993. He received many honors in higher education, both for his teaching and his cancer research. He leaves his wife, Kay, 6c, 13 gc.

**Robert D. Dwiggin**, 369th waist gunner, died 12 Apr 02 in Jamestown, NC. He joined the 306th 31 Oct 42 and was the 20th EM to complete a combat tour for the 306th, finishing 26 Jun 43.

**Stanley A. Falkowski**, 369th gunner (Ethan Allen crew), died 18 Jan 03 in Bayonet, FL, where he was in poor health for many months. He came to the Group 14 May 44, completing his tour in August. He and his wife had no children but raised three nieces and nephews who were orphaned early. He was a quality control engineer for Continental Can Co. She died a year previous to Stan.

**Jack Montagino**, 367th waist gunner (Williams McNeil crew), died 26 Dec 02 in Valley Stream, NY, where he had owned a heating/air conditioning business for many years. His wife died in May 02 and he leaves 3c, 5gc.

**William Mutz**, 367th bombardier (George Mapes crew), died 18 Jan 03 in Bayonet, Point FL, where he has been critically ill for some months. His business career was with Chase Manhattan bank. He arrived at Thurligh 9 May 44 and completed combat in August. He leaves his wife, Athena, 3c, 2gc.

Joseph J. Nazarro  
George L. Robinson  
Charles Marion  
Maurice Preston,  
William Gross  
Claude Putnam  
William Hatcher  
Bartlett Beaman

Back row:  
Unk  
Delmar Wilson  
William M. Reid  
Clemens Wurzbach  
Frank A. Armstrong  
Robert B. Williams  
Howard M. Turner  
Julius K. Lacey  
Budd J. Peaslee

21 Mar 13/25 Jul 80  
23 Apr 12/18 Nov 94  
10 Jul 10/23 Nov 86  
25 Nov 12/25 Jan 83  
29 Aug 08/2 Feb 72  
7 Oct 15/ 1 May 65  
/27 Jan 47  
20 Jul 91/14 Nov 47

CO, 381st BG  
CO, 306th BG  
CO, 303rd BG  
Dir, Ops, 3rd BD  
XO, 101 Prov CBW  
Asst A-3, 8BC  
CO, 351st BG  
XO, First CBW

General  
Colonel  
Colonel  
M/General  
B/General  
B/General  
Colonel  
B/General

6 Oct 11/23 Apr 99  
28 Apr 10/Deceased  
31 Oct 15/ 6 Jun 85  
24 May 02/20 Aug 69  
9 Nov 01/unk  
21 Feb 02/25 Jan 65  
18 Sep 04/15 Jul 92  
26 May 02/ 3 Apr 83

Ops, 8BC  
CO, 92nd BG  
CO, 91st BG  
CG, 101 Prov CBW  
CG, First Wing  
CO, 102 Prov CBW  
CO, 384th BG

M/General  
Colonel  
Colonel  
Lt. General  
M/General  
M/General  
Colonel

**Leon A. Risk**, 368th pilot, died in 2001 in Redlands, CA. He had come to the Group in Aug 44 and completed a long combat tour in Apr 45.

**Barney (Silverman) Stevens**, 369th copilot (Max Williams crew) and pilot, died 26 Mar 03 in San Diego, CA. He came to the 306th 21 Apr 44 and completed his 33-mission tour 7 Sep 44. He was a graduate of the U-Missouri and was president of the Berkline Co.

**Arthur Vann**, 367th bombardier (Milton Adam crew), died 2 Dec 2001 in Durham, NC, suffering from Alzheimer's Disease. He became a lead bombardier for the Squadron. He earned BS and LLB degrees from Duke University, lettering in football before the war and in baseball afterwards. As an attorney he specialized in criminal law. Art leaves his wife Joanne, 12c, 13gc, 4ggc.

**Willie S. Williams, Jr.**, died 4 Apr 03 in Middlesex, NC, where he had lived and worked most of his life. He came to the 306th out of OCS and one of his first assignments was as assistant Group transportation officer. Later he became the fourth adjutant of the 369th squadron and the fifth and last executive officer of the 423rd squadron. Returning to Middlesex after the war, he entered the insurance business and remained in it until retirement. He was a graduate of NC State Univ. and served on the NC Board of Education and was an NC Highway Commissioner. He leaves his wife, Mazel, 2c, 6gc, 2ggc.

## 306th Family

**Phyllis Verdick**, wife of Hubert A. Verdick, 367th pilot, died 26 Feb 03 in Squim, WA.



## 306th PUBLICATIONS

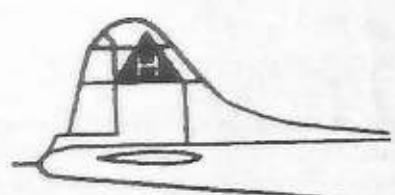
Published materials now available from the Group will help you follow the 306th through the combat period 1942-45:

- 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.
- Men of the 306th, on microfilm**  
A roll 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	
306th ECHOES' Book	\$55.00
Sept. 02 Directory	\$10.00
367th Combat Diary	\$20.00
368th Combat Diary	\$20.00
369th Combat Diary	\$20.00
423rd Combat Diary	\$20.00
Casey Jones Project	\$10.00
Men of the 306th (16mm film)	\$20.00

Make check payable to: 306th Bomb Group Association (prices quoted include postage and packaging charge)  
Name: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_

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



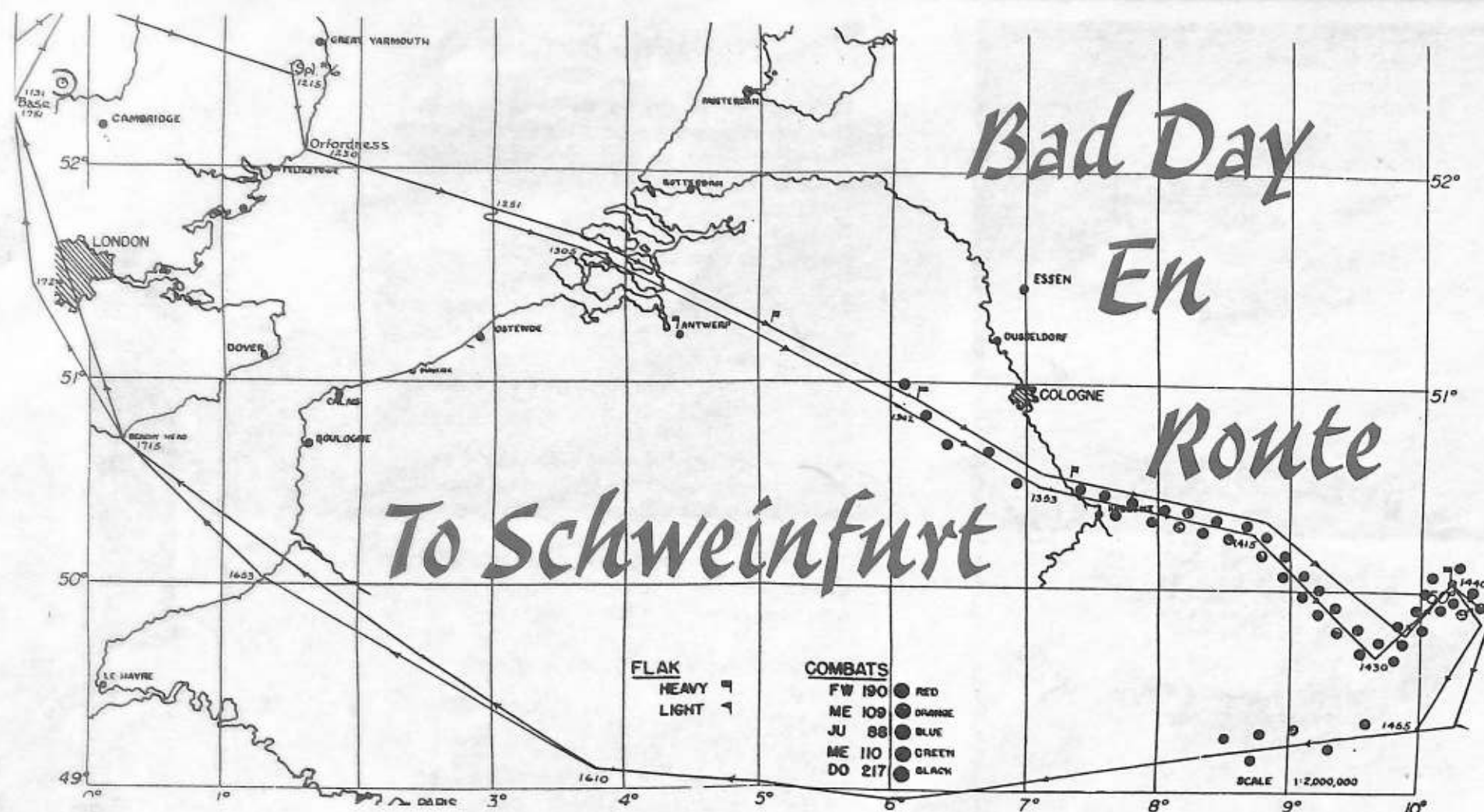
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## BLACK THURSDAY'S Child Has Far to Go

By James V. Vaught, 369th bombardier

About 15:20 on 14 October 1943, after we dropped our bombs on the ball bearing plants at Schweinfurt, our pilot Ralph Peters gave the order to bail out. Our B-17 had been riddled with 20mm shells and hundreds of flak fragments, and we have taken a direct hit from a rocket launched by a JU-88, a two-engine plane. With this engine number 3 engine running away, we had no choice but to abandon ship before the engine was torn loose.

The plane exploded shortly after the last crewman jumped. I was the first officer to bail out, it being Standard Operating Procedure for the bombardier to jettison the escape hatch and be the first out. To this day I cannot remember reaching down and hooking on my chestpack chute!

Our altitude was approximately 24,000 feet when I tumbled out the escape hatch. The wing commander had ordered the pilots to climb to 24,000 to 28,000 feet in an attempt to avoid some flak and gain an altitude where enemy fighters were not as effective. The climb put sufficient extra stress on our damaged engines to cause the runaway prop.

We had been briefed many times to free fall when at high altitude over enemy territory, to prevent being shot at by the enemy fighters. This didn't register with me, and I pulled the ripcord at the count of three. When enemy fighters began flying by me so close that I would see their faces quite clearly, I was wishing that I had been a little bit smarter.

Radio operator Manfred Jones was the only crewman injured in flight. A 20mm shell exploded in the radio compartment, hitting the equipment and splattering Jones with fragments and shrapnel.

Some of our crew did not bail out without difficulty. Our waist gunner, Blair Steed, was okay when he bailed out, but he was wearing a chute not large enough for his 6-foot 6-inch frame. He suffered two leg breaks in landing.

Ball turret operator Richard Kern found his chute did not open when he pulled the rip cord. He had to pull the chute out manually. When it opened, it snapped his back so painfully that he prayed to black out. Swaying back and forth, he got sick and vomited, and the matter floated right along with him. On alighting, he was immediately picked up by a German soldier.

I landed in a pine tree. The shroud line entangled in a tree, and the trunk snapped off a few feet above the ground. In spite of this, I was not injured in the slightest.

Fortunately, my fur-lined leather boots stayed on; most of the time they snap off when the chute opens. I was wearing long johns, my class A pinks and my fur-lined leather pants. For some reason, I did not have a jacket, and understandably, I did not have gloves. I had on heavy socks and GI shoes. The pinks, long johns, shoes and socks stayed with me until the end of the war.

Schweinfurt is as far north as Hudson Bay, and it was damp and cold. There was a low overcast and mist most of the four days and nights while I was traveling in a southwesterly direction. I did not have any way of knowing what the temperature was. I do know that as I walked through vegetation at night, the moisture turned to ice as my boots disturbed it on the plants. I would guess that the mid-morning temperature reached 40-plus degrees and the maximum temperature was in the 50s. It did seem as if my body was never really warm.

Immediately upon landing, I hid the parachute and buried my bombardier wing bracelet. We had been issued an escape kit that was very small but contained a great number of helpful items. There was a very small compass, a silk map of Western Europe, water disinfectant tablets, and a rubber bag for mixing the water and tablets, fatigue pills. Horlicks tablets and a D bar, and paper currency—including German marks, French francs and currency of The Netherlands. There was probably, more, too, but I have forgotten. All of this was packed into a packet about one inch thick and three inches square. There was also a small translator booklet, giving German-English-French words and phrases.

All this time I could see and hear German troops, and civilians walking by as they were searching for the many Americans who had bailed out in this area. By landing in the forest instead of nearby fields, I was able to keep out of sight.

It was not long until dark when I started out on my southwesterly journey. The light of the moon was sufficient during breaks in the low lying cloud coverage for me to read the compass and observe Ursa Major and Polaris. After traveling along a road some two hours, I heard voices and immediately jumped into a ditch running by the road bed. The voices were from two Germans who were guarding a crossroads. After an hour or two they left this position, and I continued across a meadow which led me through a pear orchard. Pears served as a midnight snack and for my breakfast I wonder today why I didn't pick more than two or three; they were the only

German food I had until I reached Heidelberg.

When the sun began to come up, I found a haystack, and that was my hiding place for the day. The hay was damp and cold, but it served to hide me from the Germans walking close by. That night I walked again. About midnight, I lay down by a stream and fell asleep, but I was suddenly awakened by a big buck deer standing close by—I don't know which one of us was scared the most. After walking the rest of the night, going around towns, and frightened by barking dogs, I found what I thought was a safe place to hide during the day.

About 9:30 a.m. I heard voices of children. I had picked a children's playground as my hiding place. Even though they played all around me throughout the day, I was not discovered.

That night I walked over a bridge leading into the city of Heidelberg. I had traveled only a short distance when I was stopped by two young men. Immediately I told them I was an American airman, and I was hungry, thirsty and tired. It turned out they were Polish conscripted workers, who immediately started telling me to get back to England so I could return and bomb the factories in Heidelberg. They took me to a bakery where one of them went in and bought some bread. They then took me to their room. One left with a rubber hose and soon returned with a jug of milk. I assumed that he had stolen the milk by siphoning it out of a milk can. I proceeded to have a feast of bread and milk. A purchase was made from the Poles of an old tattered coat, a Swiss hat, and a bicycle, by payment of marks from my escape kit.

It was a cold and misty morning when I threw caution to the winds and started traveling in daylight. I was halted by a uniformed policeman. He took me to what I thought was a courthouse, where he searched me and had me place all my belongings, including my dog tags, in a cigar-box. He then took me to an old German housewife to have her interview me. She had been to Canada and supposedly could speak English. Actually she understood very little English, and no Texas at all.

I would give only my name, rank and serial number, so our visit was a short one. Later, the German took me to his house, where his wife feed us soup. I don't know what the contents were, but I do remember it was hot and good. I was also served apple cider and given two small apples. There were two naked chickens hanging on the kitchen wall. I remember the small, square kitchen table and

## Through the Eye of the Needle

#9 of 10

Jim Vaught appears out of order one notch. But his story is good anyway. He has devoted his years since the war to the Second Schweinfurt Association. The next issue will have Myron Sorden wind up this interesting series.

the straight chairs very clearly; at least I tell myself that I did.

A young woman who could speak English came to the house and I again I would only give my name, rank and serial number. I did tell her what I thought of Hitler, and she became very angry.

I was taken back to the courthouse, where we stayed until late afternoon, at which time we walked some five kilometers to another village. There I was taken to a jailhouse. A bunch of Germans were there and I reached for a magazine which was on a table, an old German slapped me. My captor intervened immediately. I later learned he had been a prisoner of war during WWI and had been treated fairly by the Allies. I was in luck there.

I was put in a concrete cell about six feet square for the night. The next morning I was met by a Luftwaffe sergeant, who brought me a cup of ersatz coffee and some sort of pastry, while he proceeded to tell me how many B-17s he had shot down.

We then went by train to Frankfurt on the Main. The train was very crowded and the sergeant made two people stand while we took their places. I received cold stares the entire trip, especially when I got out my apple to eat. I started to put it back in my pocket, but the sergeant told me it was okay to go ahead and eat it.

While I was at Dulag Luft at Frankfurt, the RAF dropped a blockbuster only a short distance away from our building. It was quite a shock. I figured it must be an accident, because they knew where the camp was located.

Later, when we were marched from the camp to the railroad station, we passed through blocks and blocks of bombed buildings. I remember seeing a single staircase standing where an entire apartment complex had fallen.

Germans lined the street screaming, "Schweinhunde" and "Terrorflieger" as our send off to Stalag Luft III.



### Thurleigh Airfield

Thurleigh as an airfield dates back to July 1940 when work began to build a Bomber Command Base as part of a massive nationwide building programme.

An R.A.F. party arrived in July 1941 to open the far from complete airfield.

The early days of 1942 saw a major influx of personnel to Thurleigh with the formation of 160 Squadron R.A.F. Their stay was brief, they left for the Middle East in February.

At about the same time 18 Operational Training Unit arrived with its Wellington Bombers and Polish crews who left in early June.

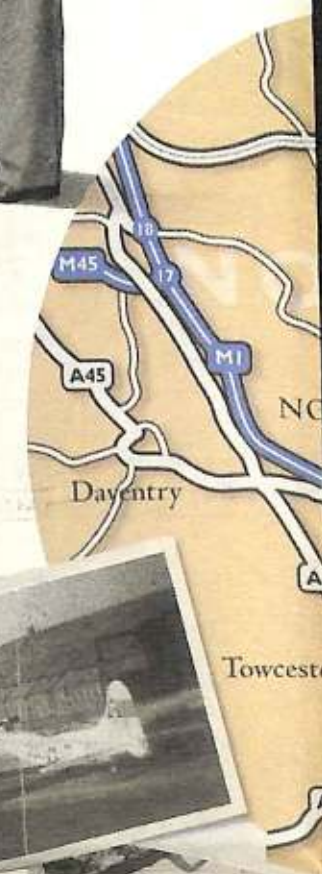
The airfield then underwent a considerable Expansion of facilities to accommodate an American Heavy Bomber Group.

In September 1942 the 306th Bombardment Group arrived.

On 9th October 1942 a formation of B17 Flying Fortress left Thurleigh on the first of what was to be 341 daylight bombing missions over occupied Europe.



19th April 1945 saw the Group return to their Wartime home after what was to be their final Combat mission of the war.



Thurleigh airfield became the first base in England to be handed over completely to the Americans, giving them full sovereignty and control of these few acres.

The 306th stayed longer than any other Eighth Air Force combat Unit at a single base and longer in England than any other Eighth Air Force bomber or fighter unit.



### 306th Bombardment Group Museum

Thurleigh Museum was opened on the 27th July 2002 by Dr Jonathan Palmer of Bedford Autodrome who donated the building.

The building itself is of interest being one of the few remaining on the original airfield built during World War 2.

A large collection of artifacts has been assembled to re-create the activities and atmosphere of the airfield and surrounding area during the war years.



On entering the Museum visitors are greeted by both air and ground crews, along with the workhorse of those times, a 1942 Jeep.

The 306th are commemorated by a large collection of memorabilia, photographs and displays.

The social impact of the friendly invasion on the surrounding area is also shown and features a G.I. Bride scene.



Unique to this type of Museum, there is a small area set aside for quiet reflection, containing a Remembrance Book to all the young men and women who made the ultimate sacrifice.

160 Squadron and 18 Operational Training Unit have small displays. There is also an area dedicated to the Home Front, including the Home Guard, A.R.P. and the Women's Land Army.



The wartime home is featured along with a section on the countryside.

To help recapture the sights, sounds and the atmosphere of the war years audio and visual systems have been installed.



## Details of Bedford and a New Map

Thurleigh Airfield, "our place in the WWII era" is a central figure in the materials now being disseminated through the Bedford Tourist Information Centre. One of the major stops on that trail today in the 306th Bomb Group Museum which sits on our old field, with a lot of paint, much effort by Ralph and Daphne Franklin, and the substantial contributions of Dr. Jonathan Palmer is a high spot for tourists from all over England. It should be a sufficient reason to take YOU to England, along with your children and grandchildren, to learn more about what we did there from 1942 through the first half of 1945, and then continued on in a "new life" into 1946. The map above is a central feature of the WWII Airfield Trail, and is copied from the Tourist Information Center's excellent promotional piece. Each of those persons attending our 2003 reunion Savannah, GA will receive one of these folders. And also appearing on pages 4 and 8 of this Echoes is a copy of our 306th Museum folder prepared by Franklin and one of his sons. (It is considerably cheaper to bring this folder to our

continued on page 8

continued on page 5, see Bedford



**Bedford,**  
continued from page 4

3000-name mailing list than to send each of you a folder. But, we hope to soon have available folders for those who make a request to the editor.

The effort to tell our story through the Tourist Information Center's folder includes these paragraphs:

"Visit the Thurleigh airfield and hear the roar of powerful engines. However, it will be the sound of the Bedford Autodrome (Jonathan Palmer motor sport complex) rather than the Wright Cyclones of 60 years ago."

"To the east of the A6 road, 5 miles north of Bedford, Thurleigh airfield dates back to July/August 1940, when work began to build a Bomber Command base as part of the massive nationwide aerodrome building program. An RAF party arrived in July 1941 to open this far from complete airfield and they were followed by a major influx of personnel in early 1942, when RAF 160 Squadron was reformed. Their stay was brief, they left for the Middle East in early February."  
"At about the same time No. 18

Operational Training Unit arrived with Wellington bombers and Polish crews. They left in early June. The airfield was then subject to a considerable expansion of facilities to accommodate the arrival of the United States 8th Air Force. In September 1942 the 306th Bombardment Group arrived with their B-17s. Early October saw the first of 341 missions over occupied Europe, their final mission being in mid-April 1945. The Group remained at Thurleigh until December of the same year to carry out an aerial photographic survey of Europe. Thus they became the longest serving group in the "Mighty Eighth" to remain at the same base for the entire war."

"During its operational career Thurleigh airfield achieved a number of "firsts", it was:

- First base to be handed over to the Americans
- First group to carry out night bombing with the RAF
- Led the first American attack on Germany

**PLACES OF INTEREST NOTED ON THIS MAP:**

- 1 Bedford Japanese Language School
- 2 Duxford Imperial War Museum
- 3 Bletchley Park Government Code & Cypher Schools
- 4 RAF Chicksands Priory Listening Station
- 5 RAF Cardington Barrage Balloon manufacture and training
- 6 RAF Henlow Parachute Training School
- 7 RAF Tempsford
- 8 Tempsford Hall, SOE/OSS House
- 9 Woburn Abbey Political Warfare Executive
- 10 Woburn Sands Propaganda Warfare Station
- 11 Aspley Guise Propaganda Warfare Station
- 12 Milton Earnest Hall 8th Air Force Command
- 13 RAF Cranfield

Bedford Tourist Information Centre  
10 St Paul's Square Bedford MK40 1SL  
Telephone: 01234 215226  
FAX: 01234 217932  
Email: [touristinfo@bedford.gov.uk](mailto:touristinfo@bedford.gov.uk)  
Website: [www.bedford.gov.uk/tourism](http://www.bedford.gov.uk/tourism)

306th Museum 01234 708715  
N.B. From the US, telephone prefixes are 011 44

• First in the UK to have an airman receive the Congressional Medal of Honor

• First Glen Miller concert at a UK base.

In the early 1950s the airfield became a part of the Royal Aircraft Establishment used for the testing of a wide range of Civil and Military aircraft and equipment. It was finally closed for flying in

the mid 1990s.

"A surprising amount of the original airfield remains and a fascinating museum has been established, commemorating the activities of those who served in the 306th Bomb Group and also giving a snapshot of what life was really like in wartime Bedfordshire. Details of museum visiting times may be obtained from the Bedford Tourist Information Centre.

## Daughter's Plea Turns into Book

Do you listen when a child of yours suggests that you write down some of your experiences? Or, do you just pass it off as something you'll do when you get some spare time.

We all have this tendency to never quite get the pen flowing, or the typewriter clacking, or today that computer that is just waiting for someone to master its every move and to take the effort to put something of value into it.

It takes a long time to realize that we are the heroes our children look up to, and they are the ones to be served. But we all need a blue print of what to do.

Jack Hubbard, one of us at Thurleigh heard his daughter ask him, probably several times, to write down his experiences. Finally, he took that fateful first step and began writing about Jack Hubbard and the world in which he circulated. As he traveled along he asked for some help here and there, and let some family members come in close to read bits and pieces he had written. (This can be a difficult problem for neophyte writers.)

Suggestions came from here and there, and there were always those probing inquiries from wives, children and others, checking into the work at hand.

Jack wrote long. He worked very hard, and finally told his daughter that he had written about his war experiences. Then the suggestions were to add more family history, and his daughter said she had his letters that Jack had written to his wife. He tells us that the letters, and the experience of actually putting things on paper made his mind expand and his memory pulled in many things that had been seen or heard in his mind for years.

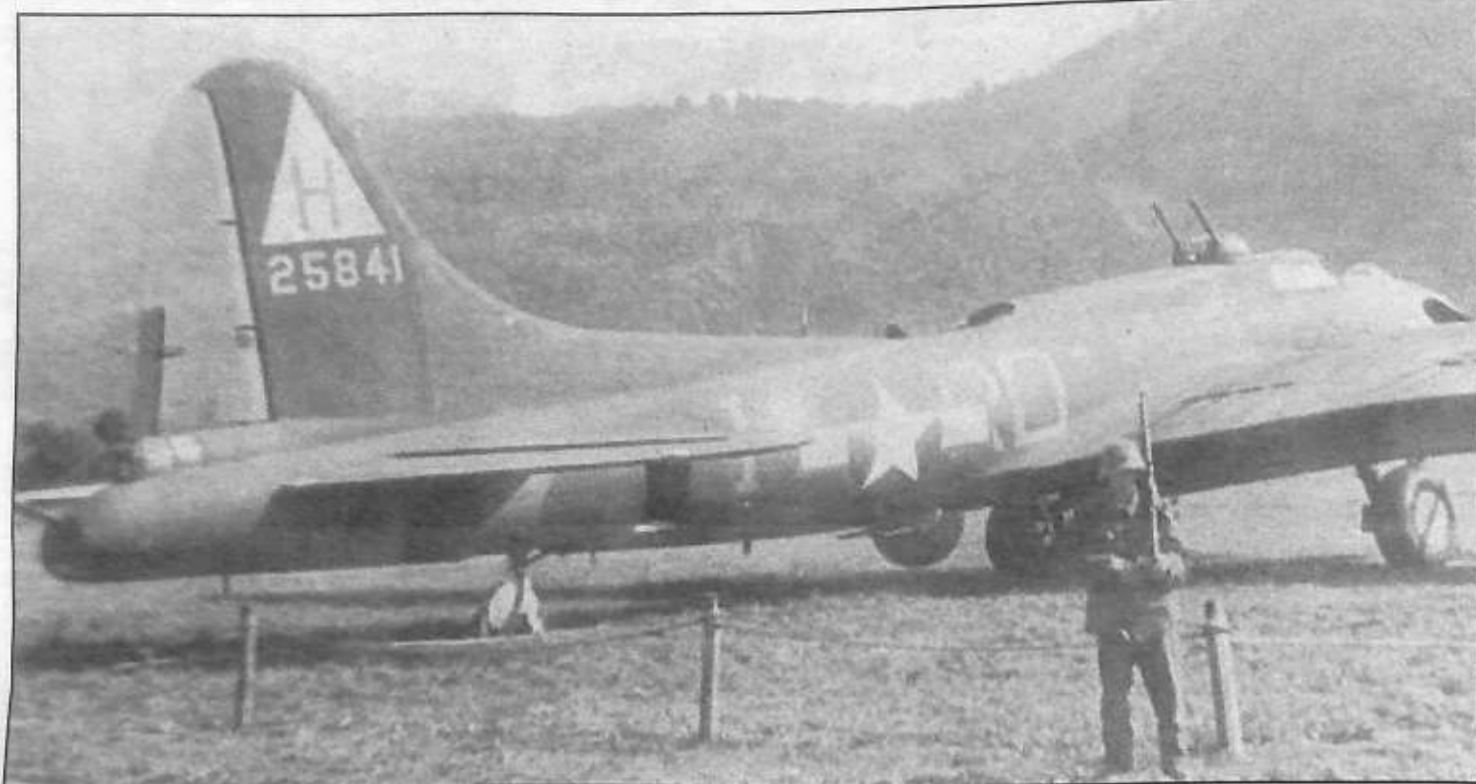
As the editor of *Echoes*, and as a professional in writing, editing and publishing, Jack asked me to look over an early version. When I got the package in the mail, I called Jack and told him that I would be of no help if I just white washed it. I said if I was going to spend the time that was needed then he was going to see a mass of blue penciled copy with lots of good and bad comments, along with suggestions of where he ought to go and how he ought to get into more aspects of his life.

Jack said he could take it, and I then recalled my wife saying to me when my first chapters of *First Over Germany* came back from Col. John L. Ryan, "How can you stand it?" My pages were masses of red. I had been through an experience like this as a college senior as I wrote my WWII combat experiences, so I was prepared.

I gave Jack the same treatment, and I worked rapidly so that in a couple of weeks he had his manuscript back, and he had much to work on. We talked over the phone about it several times, and he worked on.

It was the kind of work that paid off for Jack and his family, his principal audience. But it also has information and good stories for others.

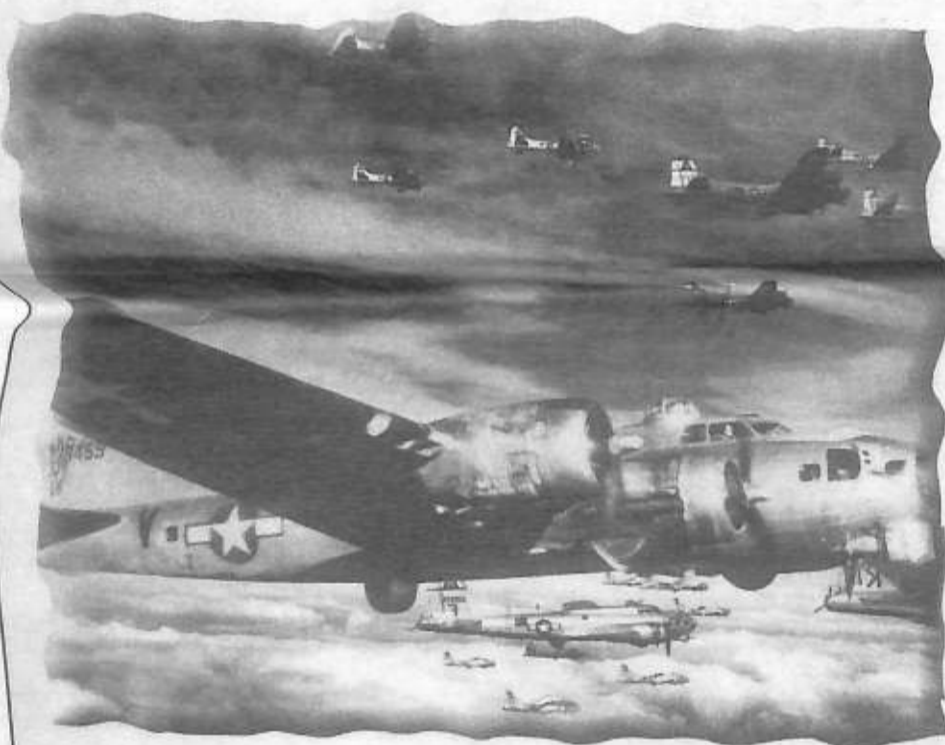
Instead of writing a few pages on his WWII experiences, Jack expanded to include his earlier service with the Canadian Army, and his later service



This e-mail of Martin Andrews' 423rd plane showed up on the editor's computer 26 April from Switzerland. Andrews, left the formation 6 Sep 43 and took his plane to Magadino, near the south border of Switzerland with Italy. The plane had been on our roster for four months before reaching the target at Stuttgart, Germany.

## PATRIOTS WILL

Surviving the Great Depression and World War II Combat



**JACK C. HUBBARD**  
Major, USAF (RET)

The more time, effort and money that Jack put into this venture required him to seek help in creating a package that is attractive and compelling. Like most who served this nation in WWII, you came out a thorough going patriot, and Jack chose as the title for his magnum opus "Patriot's Will, Surviving the Great Depression and World War II Combat."

May I make a humble suggestion, that each of you who read *Echoes* now get hold of a copy of Jack's book. Read it, then study it some more, and then compose your own addendum to it. That may be ten pages, but shoot for a hundred pages, and some of you will go further.

Tell your own special audience who have a total dedication to you what you have learned about life, and why they have you as an ancestor, and how they may continue to serve their generation, and the next and the next, by telling them how valuable lives are.

Jack is a deeply religious man, and whether you are church or unchurched, you have a story to tell to your children, your grandchildren and even to a third generation that only you can do. Start now!

*Patriot's Will* is available at \$20.00 per copy from Jack Hubbard, 6926 Woodmore Terrace, Bradenton, FL 34202. Price listed above includes postage.

in Strategic Air Command, completing 20 years with the USAF before retirement. And he didn't stop there.

As this project moved along it was not just type on a page, but it began to

take on a shape and form that will draw readers to it, and without hesitation I would give it high commendation for you to buy it, read it, and recommend it to others.

## Big Book on Churchill, Great Tale

"Churchill, a Biography", may be more than you wish to tackle on England's greatest prime minister. You may have seen him at some time during the war.

Authored by Roy Jenkins, a politico who while he did not personally know Churchill he did learn a lot about the man and in this book writes engagingly and skillfully. The book is 1002 pages long, and is better than one might think it possibly could be. And it can all be read, but at a number of sittings.

There is much to learn about Churchill. His life was fascinating, almost from beginning to end, with only a chapter or two that even slow down from the hurried pace that Jenkins sets for his reader.

Jenkins is only recently deceased, and when he entered Parliament himself, Churchill was around and about.

If you like to read an author who himself has an amazing vocabulary, and a sense of British life, and who himself is captivated by this man Churchill, then this can be your book.

You find words you've never seen; stories you've never heard before; bits and pieces of British trivia, while everything is well blended into a compelling tale. This author did himself make it all the way through the book and can honestly report to you that he found it highly engaging and worth the many hours spent on it.

Jenkins found literally tons of documents to work with. Churchill demanded that those he worked with write memoranda and letters to him, and he wrote unceasingly in return. Thus, there are tons of things to go through and condensed onto the pages of this book. Churchill also worked unheard of hours. He might sleep late in the morning, but he worked late almost daily and had a schedule that few others would want to maintain.

Take a close look at our own years through the life of Winston Churchill and through the eyes and pen of Roy Jenkins.

# Those Watching Us at Thurleigh



Fran Waugh shooting PRO picture.



David Green developing aerial film.



Capt. Rudy Skalak, photo officer



Wilbur Grisham



Bill Gentle getting call to load cameras for mission.



Sgt. Courtney L. Rudy

## Wohead Quits Long Years in African Work

Having spent nearly 50 years in Tanzania, East Africa, Brother John Wohead, has changed his residence to the States, Illinois in particular, departing from the mission field permanently.

He is now residing in Lemont, IL. His address there is 407 Holmes St, Lemont 60439-4014. His mail should be marked % Mary C. Burke.

John was attached to the 423rd as a munitions worker from his arrival 11 Sept 42 until his departure 19 Sept 45.

He has been a member of the Maryknoll Fathers, a Roman Catholic organization which spends its time involved in foreign mission work.

John worked in Africa to help keep the mission station functioning by serving as a carpenter and construction worker.

## 13th Bedford Duke Dies

John Robert Russell, the 13th Duke of Bedford, died 25 Oct 02 in Santa Fe, NM. If that seems strange, the Western Hemisphere was his chosen place of abode for many years.

His son, the Earl of Tavistock, has inherited the title and is now the 14th Duke of Bedford. The title had appeared for a short period in the 16th century, and became the possession of the Russell family in the late 17th century.

While the 13th Duke had a zoo and an amusement park at the ancestral estate, Woburn Abbey, somewhat southwest of Bedford, the family had made money on a considerable land holding in the Russell Square area of London.

One 18th century duke served for six years as prime minister of England, and had a long career in national politics.

### 306th MAIL ORDER MEMORABILIA

Order this form and check to 306th Bomb Group Association to: Marty Lonaghan, PO Box 918, Brunswick, OH 44212

#### Squadron Golf Shirts

Embroidered with B-17, squadron # and group #

Circle size in listing below:

___ 367th red	M, L, XL	\$22.00	
___ 368th white	M, L, XL	\$22.00	
___ 369th green	M, L, XL	\$22.00	
___ 423rd blue	M, L, XL	\$22.00	

#### Group Golf Shirts

Embroidered with 306th logo on left pocket

___ Putty color	S, M, L, XL	\$22.00	2X, 3X add \$5.00
___ Birch color	S, M, L, XL	\$22.00	2X, 3X add \$5.00
___ Grey color	S, M, L, XL	\$22.00	2X, 3X add \$5.00

#### Caps

___ Grey baseball, embroidered with First over Germany, B-17, 306th Bomb Group	\$12.00
___ Royal Blue, w/scrambled eggs on brim and 306th logo	\$17.00
___ Grey summer mesh, embroidered with B-17, Squadron# and group#	
___ 367th	\$12.00
___ 368th	\$12.00
___ 369th	\$12.00
___ 423rd	\$12.00

#### Patches

___ 306th Patch 3 inch, with First Over Germany	\$6.00
___ 306th 2 inch without First Over Germany	\$6.00
___ 306th 5 inch Group logo	\$6.00
___ 367th 5 inch in full color	\$6.00
___ 368th 5 inch in full color	\$6.00
___ 369th 5 inch in full color	\$6.00
___ 423rd 5 inch in full color	\$6.00

___ B-17 Gold pin for lapel or hat	\$6.00
___ 306th decal w/First over Germany	\$.50
___ 306th Coasters, metal, black & silver, set of 4	\$4.00
<b>Total</b>	

SHIPPING AND HANDLING CHARGE \$6.00

GRAND TOTAL \$ \_\_\_\_\_

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## First Over Germany

A History of the 306th Bombardment Group

Paperback, 328 pages+ index. 100 pictures.

Order your copy today, while supply lasts. Send check for \$35.00 to

Russell A. Strong, 5323 Cheval Place, Charlotte, NC 28205

## Dues? No! Gifts? Yes!

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 \_\_\_\_\_

**Related Interest**

On Keysoe Road in the nearby village of Thurleigh, standing on a small area of land owned by the Association, is a memorial dedicated to all the personnel who served during the years 1942 - 45 with The 306th Bombardment Group.



A visit to the Museum will transport you back in time to Wartime Britain and will appeal to all age groups.

For your convenience we will be pleased to accommodate parties of six or more outside of the regular opening hours.

For more information please contact:

Ralph Franklin  
British Representative 306th Bombardment Group Association

Telephone - 01234 708715  
Mobile - 07715853554  
E-mail - 306museum@nscmh.fsnet.co.uk



**Opening Times**  
10:30 am to 4:00 pm

The Museum is open every weekend and bank holiday from 1st March to 31st October

Admission: Adults - £3.00  
Children 16 and under free

How to find us:  
From the A6 between Bedford and Rushden at Sharnbrook follow the signs for Bedford Technology Park and Bedford Autodrome



- RIVERFRONT/RIVERVIEW ROOMS MAY BE AVAILABLE AT CHECK-IN FOR ADDITIONAL CHARGE
- PARKING IS AVAILABLE AT DISCOUNTED CHARGE OF \$6.00/DAY
- CHECK-IN TIME AFTER 4PM

**SAVANNAH Marriott.**  
RIVERFRONT

NAME \_\_\_\_\_  
 NAME(S) OF ADDITIONAL PERSON(S) SHARING ROOM \_\_\_\_\_  
 GROUP/ORGANIZATION 306th Bomb Group Assoc.  
 DATES Wed. 12/3/03 (or Thurs. 12/4) - Sun. 12/7/03  
 SPECIAL REQUEST \_\_\_\_\_  
 STREET ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_ PHONE(DAY) \_\_\_\_\_

Please check the type of accommodations desired. ALL ACCOMMODATIONS ARE SUBJECT TO AVAILABILITY AT CHECK-IN.

NO. OF ROOMS	TYPE OF ACCOMMODATION	PRICE
	SINGLE: ONE (1) PERSON	\$95.00
	DOUBLE: TWO (2) PERSONS, ONE (1) BED	\$95.00
2	DOUBLE: TWO (2) PERSONS, TWO (2) BED2	\$95.00
		\$

For all reservations, please list each guest's name above. Suite rates are available upon request. Please contact the hotel directly at 912-233-7722. Reservations must be received by Nov. 3, 2003. After the date above, rooms will be confirmed on a space and rate available basis.

SMOKING  NON-SMOKING

ARRIVAL DAY/DATE \_\_\_\_\_  
 TIME OF ARRIVAL \_\_\_\_\_  
 DEPARTURE DAY/DATE \_\_\_\_\_  
 NUMBER OF ADULTS OVER 17 YEARS 4  
 CHECK-IN TIME AFTER 4 PM. Accommodations prior to the time will be handled on a space available basis. Luggage storage is available.  
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Reservations must be accompanied by a guarantee for first night's lodging via check or credit card. Fill in American Express, Diner's Club, Carte Blanche, VISA, MasterCard or Discover Card Information below. You will be charged for the first night's lodging unless reservations are cancelled 24 hours prior to arrival.

CARD TYPE \_\_\_\_\_ EXP. DATE \_\_\_\_\_  
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Advance Deposit. Please include one night's room plus 12% tax. Deposits are refundable if cancelled 24 hours prior to arrival.  
 CHECK ENCLOSED  Amount \$ \_\_\_\_\_

**SAVANNAH Marriott.**  
RIVERFRONT