

306th Echoes

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300 Crews to Appear in New Book

This new book is scheduled to make an appearance at our Oklahoma City reunion, says the editor.

Most of it has gone to the printer which should assure it being ready this Fall. But, yet to be decided is the price, which of not much help to the Fall buyers.

But the September issue should be able to give you information on that matter. The reason for this, while we had bids on the book earlier, some changes have been made which will affect cost. There are a few small elements to be considered so that the printer can bring everything together properly.

There seemed no way to include absolutely every crew because the changes in them were on a day to day basis.

In addition to the pictured crews, we have included a listing of almost 200 other crews who did not get in front of a camera at a proper moment. We tried to include those crews who were MIA and some new crews we could find easily.

This is likely to be the last book on the 306th as time marches on for all of us.

Oklahoma City Here We Come! 15th-19th September are Our Targets

From Wilmington, North Carolina to Barstow, California there are no navigational problems to confront you, that is if you are driving your car, and probably easier if you are riding in someone's airplane.

Your planning really ought to be in an advance stage two months ahead of the event that will again bring the veterans of the 360th Bombardment Group together for several days of togetherness. Remember

that there are still stories to be told, people to be remembered and some communion our spirits recall what those more than 60 years ago were really all about.

If your children, or grandchildren, have not seen granddad in his heyday they may want to get glimpses of the stories that were told and the planes that were flown. Did they ever tell you about getting back to base late in Pop Fuller's cab or eating "steak" in a place in downtown Bedford? There were the late night explorations to Luton, Str. Neots and a host of other small towns with strange names. There were few cars available, a borrowed Jeep and lots of bicycles.

It was a strange and glorious time, and survival was the key, whether you were flying or not.

But for now its Oklahoma City, a place of beautiful glassware, Cowboys & Indians and the Omniplex with a myriad of exhibits. "Bugs!" is one of its features this Fall and there are Jane Goodall's Wild Chimpanzees.

There are monster trucks, Science in Orbit, Gemini VI spacecraft, visual distortion and how to grow better gardens. But the thing that caught my eye, maybe both of them, is Grossology, the (impolite) science of the human body. If I go I'll probably go alone for I know my wife does not want to know more about "why your body produces mushy, oozy, crusty, scaly gunk."

The tour buses, which are free, will run on Thursday.

Friday the buses will go to the National Cowboy Museum. You'll see great statuary, fine paintings, a lot of horses (not living) and become a lot more knowledgeable about our country.

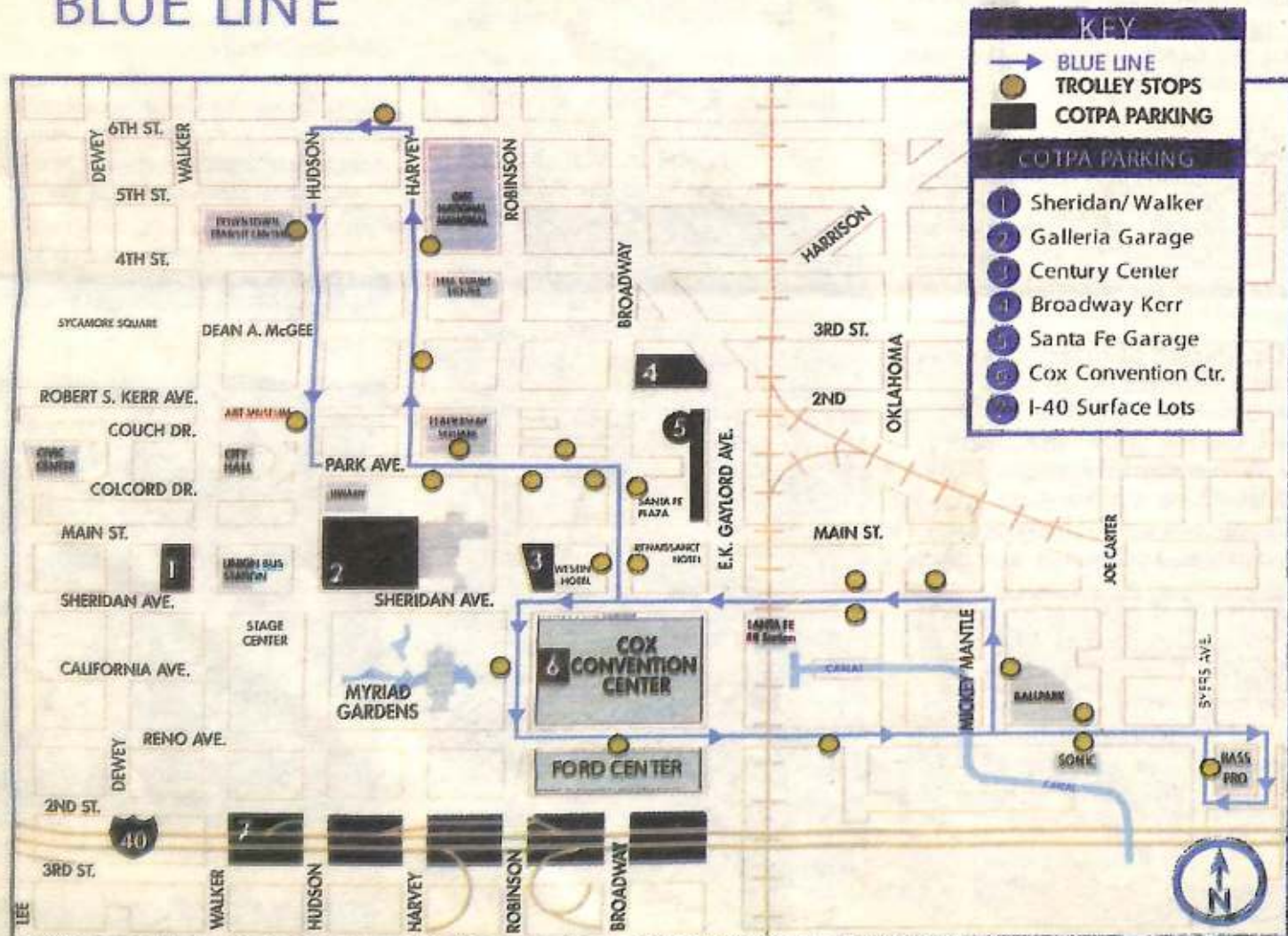
Remember 19 April 1995 when a great explosion wrecked the Murragh Federal office building, killing 168 people. Remember how it dominated TV news for weeks. There is much to see, but you will have to get there on your own as this is not in our itinerary. It is now known as the National Memorial and Museum.

Perhaps topping the entire list at this time is The Chihuly Project which is an astounding exhibit.



Chihuly's crystal chandelier is a luminous creation with hints of Waterford in its background.

DOWNTOWN BLUE LINE





Memorial located at 2121 2nd Ave. Kearney, NE 68847 photo by John F. Deterding



Roy Connally, navigator, and Royce Hopkins, pilot, stand under the nose of a B-17 G that has been modified for the Casey Jones mapping project, with the 367th Squadron insignia taking the place of the chin turret.

Obituaries- July 2004

Leonard T. Anderson, 368th gunner, died 8 Jun 04 in Philadelphia, PA, after cancer surgery. He joined the Group 7 Jul 44 and completed combat in early '45. A graduate of Marshall University, he was an editor and columnist for the Charleston, WV Gazette for 30 years, and later a columnist with the Charleston Daily Mail. He retired from the news business in 1982, and in 1984 received an honorary doctoral degree from WV State College for "his positive influence on politics and morality in the state." *His leaves his wife, Jean, 2c.*

Raymond Fisher, 369th mechanic, died 8 May 2004 in Opelousas, LA. He was with the original Group as a mechanic, until he returned to the U.S. in 1944 for

pilot training. When he left the service he was a flight officer. For 45 years he was with St. Landry Wholesale Grocers, the last 30 years as manager. Surviving are his wife, 6c, 12gc, 14ggc.

Wilburn F. Harper, 423rd engineer (Chester Sutton crew), died 6 Dec 2003 in Apple Valley, CA. He had joined the Group 1 Dec 43 and departed in Oct 44. Harper retired as a general foreman for Bendix Corp, 1 Apr 82. He leaves his wife, Irene, 2s.

Edward J. Heintz, 368th clerk and tail gunner, died 3 Feb 98 in Northbrook, IL. He completed his tour in Apr 44, having volunteered for combat.

Mosby L. Hodges, 423rd radio operator (Wilbur Weiland crew), died 23 Apr 2004 in Salem, VA. After completing his 35 missions, he returned to the U.S. and volunteered for service in the 14th AF in Southeast Asia. He flew many missions hauling gasoline into China. Out of service, he earned an accounting degree and was a practicing accountant at the time of his death. He leaves his wife, Lorene, 3c, 6gc.

Ralph D. Johnson, 423rd gunner on William Fortson's crew, died in Nov 2003 in Hopkinsville, KY. He came to combat 29 Apr 44, and completed his tour in August. He leaves his wife, Jane.

Dr. Parley Madsen, who spent a week with the 306th until his transfer to the 303rd BG 2 Dec 42, died 27 Jul 93 in Concord, CA. He was MIA and a POW 29 May 43 on a mission to St Nazaire as a 358th navigator. He retired as a physician in Concord.

Edward P. Maliszewski, first 369th pilot, died 31 May 04 in Grosse Pointe, MI where he owned a retail carpet business until his retirement in 1984. He came to new group in Mar 42 and was the 8th on the mission of 20 Dec 42, he was copilot when all of Robert Riordan's officers were wounded. The 8th officer to complete his tour, he moved to

Bovingdon in Mar 43, and then to the 11th CCRC 5 Jun 43. Back in the States he became director of flying in the B-29 program under Gen. Frank Armstrong, an early 306th CO. Mal left service as a lieutenant colonel. His wife predeceased him.

Carol M. (Doc) Miller, 369th intelligence clerk, died 23 Dec 01 in Dallas TX, where he was the owner of Preston-Forest Camera store. Why Doc? He once completed a pharmacy program and forever after was known as Doc. He had a leading role in the 306th Soldier Show which ran in 1945-46. At some point he also flew 13 combat missions with the 401st BG. He went home to Dallas after leaving service in 1955 as a M/Sgt.. He also graduated from SMU. He leaves his wife, Evelyn, now living in Richardson, TX, 4c.

Alfred J. Norman, 369th copilot, died 23 May 2004 in Rochester, NY. He joined the Gp 23 Dec 44, and departed for the U.S. 19 May 45. He leaves his wife, Joannette, 1d.

Richard K. O'Hara, an early replacement pilot on 15 Jan 43, died 1 Jul 2004 in Marietta, GA. He flew first with the 423rd, and in a major reshuffling of combat crews then flew with the 367th. There he became a Flight leader. He completed his combat tour 4 Jul 43. Retirement came in Jan 65, and one of his late responsibilities was as base commander in Iwo Jima. Moving to Smyrna, GA, he was deputy director of civil defense. He leaves his wife "T" 4c, 3gc.

Col. Robert P. Riordan, long-time commander of the 369th Squadron, died 27 May 04 in Dallas, TX, following a stroke. He joined the Group 27 Mar 42 and eventually became the sixth officer to complete a combat tour. As the 369th CO he stayed on, flying 42 missions before being transferred in Sep 44 to the 92nd BG to become air executive for another pioneer with the 306th, J. W. Wilson. A graduate of Rice

University in 1938, he continued on active duty, with varying assignments in Japan and Hawaii, with NATO in Italy, with the Joint Chiefs, winding up in SAC. One of his later tasks was as president the 306th BG Association. He leaves his wife, Miriam, 3s, 9gc, 1ggc.

Phil H. Rueschhoff, 367th radio operator, (Verlin Higginbotham crew), died 17 Jan 2003 in Lawrence, KS. He was seriously wounded 30 Mar 45 on a raid to Bremen, Germany. A frequent reunion participant. He had studied art extensively in the U.S. and Europe and retired 15 Jan 1986 as professor and chairman of the Department on Visual Education at the University of Kansas, having been a longtime faculty member there. There were no survivors.

Gerald A. Weber, 367th/369th gunner (John Bowley's crew), died 16 Oct 2003 in Lompoc, CA. He leaves his wife, Doris.

306th Family

Mrs. Dorothy Bodenheimer, widow of Vernon Bodenheimer, 367th bombardier, died 3 September 2003 in High Point, NC.



Royce Hopkins, president; Albert McMahan, vice president; Russell A. Strong, secretary; Robert N. Houser, treasurer; William F. Houlihan, Hugh E. Phelan, William Carnicom, Dr. Herman Kaye, directors; Anthony Conroy, past president. Ralph Franklin, British representative, National School Cottage, Keysoe, Beds., MK44 2HP, England; Telephone from U.S. 011-44-1234-708715. 306Museum@nscmh.fscmh.c.uk

306th **Echoes** is published four times annually: January, April, July and October, and is mailed free of charge to all known addresses of 306th personnel, 1942-45. Contributions in support of this effort may be remitted to the treasurer.

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





Upper left: Col. De Lassus Saint Genies, Air Marshal Morel, Michael Lugez, Peter Fryer and Christopher Moffett, American air attache.

Lower left: Peter and Burch Fryer, John Campion and Michael Lugez.

Lower right: Michael Lugez speaking to the throng of more than 200 people.

Crew Lost in '42 Honored at Piriac-sur-Mer

Peter Fryer, Lone Survivor at French Seaside Service

French Account of Events

On Sunday, 23 Nov. 2003 at 11:30 am we have had the honor to receive the Navigator Lieutenant Peter J. Fryer come especially from the USA with his son, Burch, and his nephew, John Campion, from Houston, TX, to inaugurate a monument in honor of eight members of his crew who died in the sea on 23 Nov. 1942, three miles north of this little harbor which is 20 km from Saint Nazaire.

More than 200 people came together to assist in this touching ceremony, both French & American. On the American side were Gary A. Clements, American Consul General in Rennes; Christopher A. Moffett, vice attache air commandant at the American Embassy in Paris and Mr. Arsenau, Brittany American Cemetery curator.

M. Delhumeau declared, speaking to Peter Fryer, "61 years ago, dear Sir, you decided without hesitation to cross the Atlantic for fighting. We are happy & proud of your presence today on this symbolic site with this stele representing the sea & the rocks which surround us and where the names of your valorous crew members & yours too will be forever gravied."

The American Consul General said that friendship between France & America always meets again in hard times of our history.

Fryer & others removed the American flag from the rock monument and then the

flag was folded & presented to Fryer to return it to the U.S. After this the national anthems of both countries were played.

The ceremony continued at the City Hall where M. Delhumeau gave Fryer a small chest representing Piriac-sur-Mer in 1942 and which included a few parts from the 369th aircraft.

This French-American ceremony ended with a good lunch at the *Poire & Sel* Restaurant (Pepper & Salt) in Piriac-sur-Mer.



Maj. Egon Mayer, Luftwaffe ace, shot down Peter Fryer's B-17.

A French View of U.S. Air Combat

Sixty-one years ago, on this same date and at this same hour, we are reminded once again of an American bomber crashing into the sea only three miles from here.

We are happy for this occasion to welcome Peter J. Fryer, one of two survivors of that B-17 plane to be with us. Accompanying him are his son & nephew.

An Allied high command decided to return for the fifth time since the beginning of Nov. to bomb the submarine pens at St. Nazaire, under the command of Maj. George L. Robinson (Deputy CO of the 303rd Group and in mid-'43 became CO of the 306th).

Though recognizing that the early bombings had not done great damage to the submarine anchorage, the 1st Lord of the Admiralty said it was necessary to disorganize the supply operations of the subs moving out of St. Nazaire.

Mr. Fryer was stationed at Thurleigh in Bedfordshire and the crews were wakened at 4:30 this morning. After breakfast they were briefed, watches were synchronized, signals of the day set and pictures of the target were shown on a large screen.

At 10:30 the A/C took off, climbing on their way to Beachy Head from which point the 8th AF planes would head south into France. Because of bad weather & mechanical problems some turned back and returned their bombs.

Pilots tried to maintain speed and to maintain 21,000 feet of altitude. Of the nine ships of the 306th only four now were able to reach St. Nazaire. More than 120 batteries of defensive fire were aimed at the B-17s.

Just before the Americans reached the target the Luftwaffe sprung a surprise

on them- attacking directly from the front and diving into formation with guns blazing. 30 Focke-Wulf 190s with their yellow noses of the select Jagdgeschwadern 2 "Richtoffen", based at Vannes-Meuon, were driven to battle by Colonel Egon Mayer- one of the best technicians of German fighter aces (102 kills, KIA).

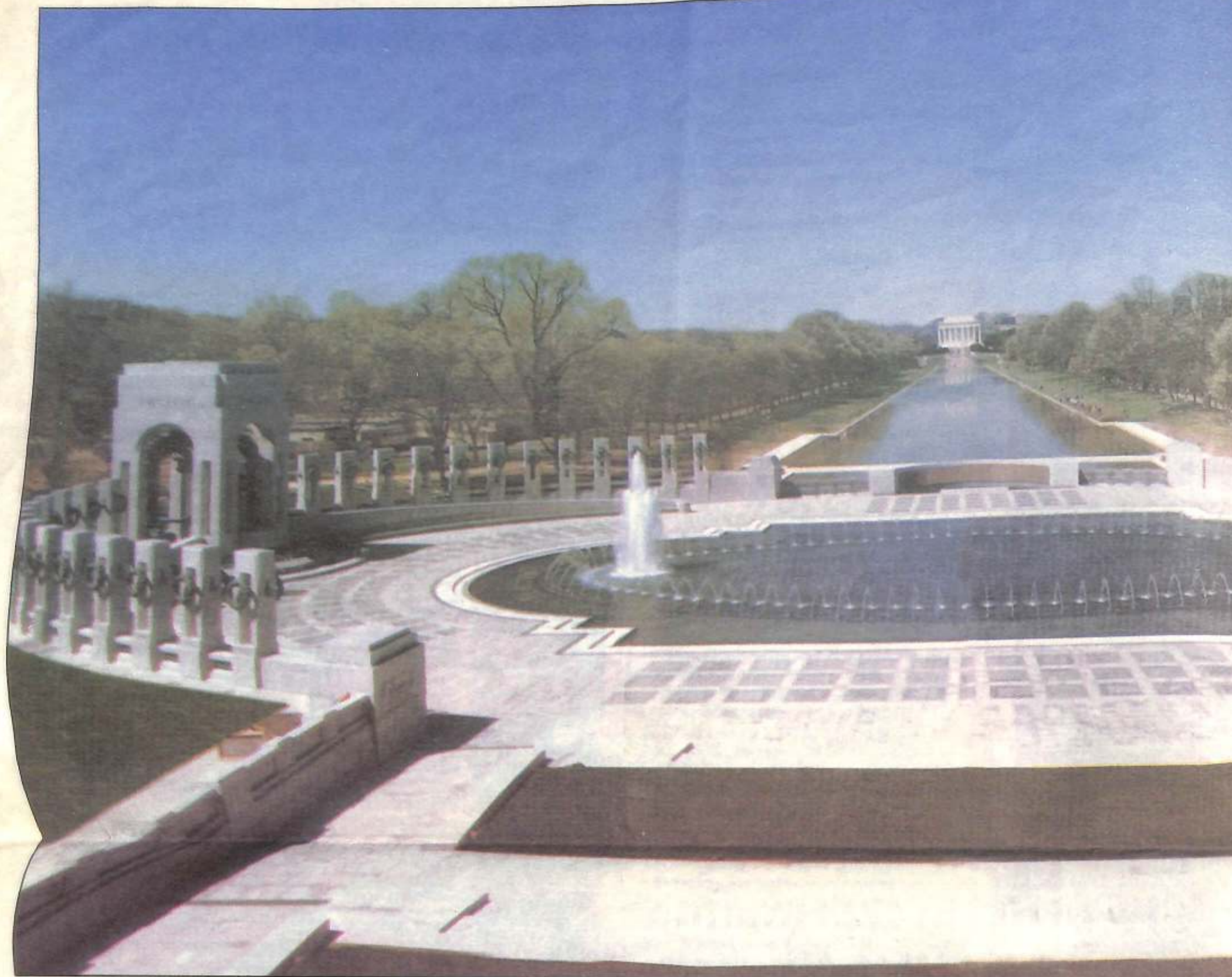
During previous raids he studied B-17s and concluded that its true weak spot was the nose of the a/c. The Fortress had only two machine guns in their noses. He also observed that the two guns in the upper turret could not be pointed down enough to front attacking fighters.

Lt. Fryer's plane was one of the first attacked, receiving two 20mm shells in the Nos. 1 & 2 engines and also tearing into the wing itself. The situation quickly worsened and Fryer and Abraham Burden dropped out of the nose and within 25 minutes became prisoners of the Germans.

On 25 November until 5 December they were Oberursel near Frankfurt-am-Main for interrogation and on 7 December they joined a few 306'ers already at Stalag Luft III in what is now Poland. They spent two and one-half years, then endured and survived the long Winter march to Austria and were liberated by Gen. George Patton's troops. 1 June 1945 found them back home.

Their crewmates met their deaths when the aircraft exploded three miles north of Piriac-sur-Mer off Pointe de la Croix. The names of the eight appear on the rock in the upper right picture.

Vive les Etats-Unis d' Amerique, Vive la France, Vive le Liberte.



306th MAIL ORDER MEMORABILIA

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

Group Golf Shirts

Embroidered with 306th logo on left pocket			
<input type="checkbox"/> Putty color	S, M, L, XL	\$22.00	2X, 3X add \$5.00
<input type="checkbox"/> Birch color	S, M, L, XL	\$22.00	2X, 3X add \$5.00
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Caps

<input type="checkbox"/> Grey baseball, embroidered with First over Germany, B-17, 306th Bomb Group	\$12.00
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Patches

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<input type="checkbox"/> 368th 5 inch in full color	\$6.00
<input type="checkbox"/> 369th 5 inch in full color	\$6.00
<input type="checkbox"/> 423rd 5 inch in full color	\$6.00

<input type="checkbox"/> 306th decal w/First over Germany	\$.50
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SHIPPING AND HANDLING CHARGE \$6.00

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WWII Memorial Opens with Great Flourishes

Standing at the entrance to the new World War II memorial in Washington DC is like being at the axis of American History. Look ahead and it's a straight shot to the Lincoln Memorial. Turn around and the Washington Monument fills the view.

The message is unmistakable. A direct line of freedom connects and undergirds America, from the first president, to the unifying president, to the millions who sacrificed to "perpetuate the gift of our forefathers entrusted to us" as one inscription reads.

The oval complex has its critics. For some the classical architecture of the surrounding towers and wreaths evokes fascist-era monumentalism. For many supporters it was too late in coming. Of the 16 million Americans who served in World War II fewer than 4 million survive today to accept this expression of thanks.

Yet all the visitors to Washington DC do need a reminder that the

United States saved the world in the mid-20th century and, even if sometimes misguided, stands ready to do it again. The grand design of this memorial glorifies what those heroes accomplished and points out that wars generally need popular support to succeed.

The Vietnam Memorial, a dark and descending granite wedge of more than 56,000 names situated just off the axis on the Washington Mall, is a reminder of how a war's unpopularity can lead to a focus on the deaths rather than the results for the world at large. That's not to take away from those deaths. Indeed, this is the most visited memorial in Washington DC.

As the years have passed without a World War II memorial, that war's place in history only grows larger. Its official opening nearly 60 years after D-Day will help to ensure that its lessons last.

- from *The Christian Science Monitor*



People gather around inside the new WWII Memorial in Washington, DC. This Memorial is dedicated to the men & women who fought and served in World War II to preserve the freedom of America and its allies.

"Here in the Presence of Washington and Lincoln, one the Eighteenth century father and the other the Nineteenth preserver of our nation, we honor those Twentieth century Americans who took up the struggle during the Second World War and made the sacrifices to perpetuate the gift our fore-fathers entrusted to us- a nation conceived in liberty and justice."

THE HEROISM OF OUR OWN TROOPS... WAS MATCHED BY THAT OF THE ARMED FORCES OF THE NATIONS THAT FOUGHT BY OUR SIDE... THEY ABSORBED THE BLOWS... AND THEY SHARED TO THE FULL IN THE ULTIMATE DESTRUCTION OF THE ENEMY.

PRESIDENT HARRY S TRUMAN

A plaque inside the World War II Monument showing a quote from President Truman.

**PEARL HARBOR
DECEMBER 7, 1941, A DATE
WHICH WILL LIVE IN INFAMY...
NO MATTER HOW LONG IT
MAY TAKE US TO OVERCOME
THIS PREMEDITATED INVASION,
THE AMERICAN PEOPLE, IN
THEIR RIGHTEOUS MIGHT,
WILL WIN THROUGH
TO ABSOLUTE VICTORY.**

PRESIDENT FRANKLIN D. ROOSEVELT

A plaque inside the World War II Monument showing a quote from President Roosevelt regarding the attack on Pearl Harbor.

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 offers, 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
2004 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

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

Scenes at WWII Memorial Dedication



GEORGE W. BUSH
 PRESIDENT OF THE UNITED STATES
 FRIEDRICH ST. FLORIAN
 DESIGN ARCHITECT
 AMERICAN BATTLE
 MONUMENTS COMMISSION
 2004

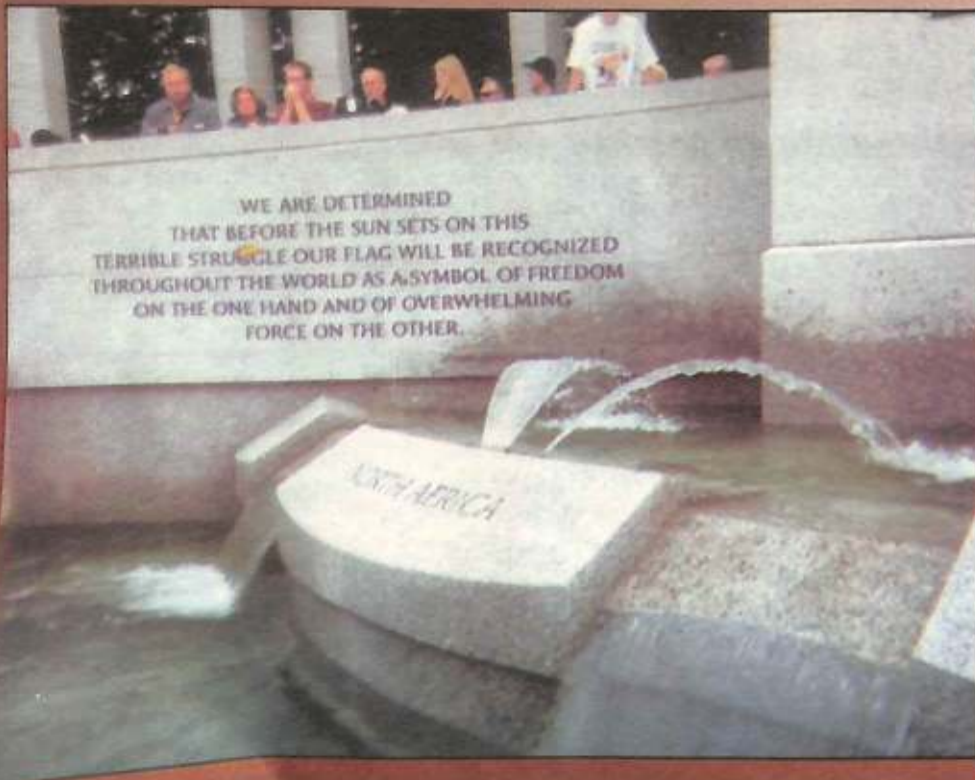
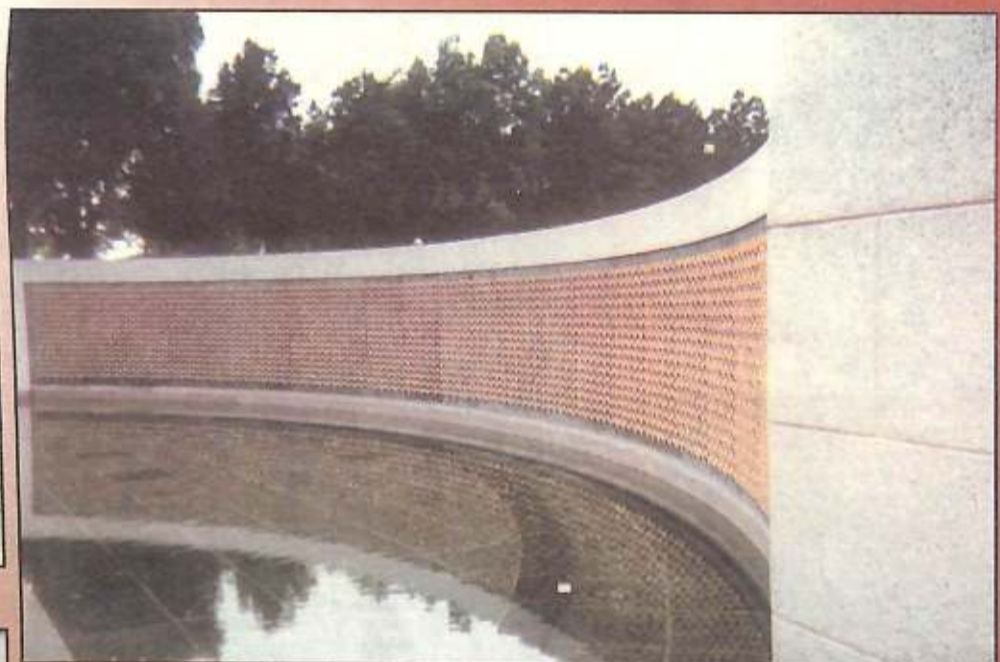


D-DAY JUNE 6, 1944
 YOU ARE ABOUT TO EMBARK UPON THE
 GREAT CRUSADE TOWARD WHICH WE HAVE STRIVEN THESE
 MANY MONTHS. THE EYES OF THE WORLD ARE UPON YOU...
 I HAVE FULL CONFIDENCE IN YOUR COURAGE,
 DEVOTION TO DUTY AND SKILL IN BATTLE.

GENERAL DRAUGHT 13 LIBRARY/PIRE

THEY FOUGHT TOGETHER AS
 BROTHERS-IN-ARMS. THEY DIED
 TOGETHER AND NOW THEY
 SLEEP SIDE BY SIDE. TO THEM
 WE HAVE A SOLEMN OBLIGATION

ADMIRAL CHESTER W. NIMITZ





First Fighter Pass Got "Miss Carriage" on 24 April 1944

This is a picture which ended up in a German publication probably not too long after this 369th plane went down on a raid to Oberpfaffenhofen, which cost the 306th ten aircraft and a hundred men.

Perhaps the story of this loss is better told in the terse words of pilot Carroll Biggs. He and his crew were on their fourth mission together, Biggs had flown two missions with other crews.

"April 24 '44. Target: aircraft factory. SW Munich. Attack by two groups of ME109s 20 minutes from target. One group involving our fighter support, the remaining one our bomber formation. Plane badly hit by first two waves of head-on attacks. 3 & 4 engines knocked out, immediately caught fire. Fire spreading throughout

wing, possibly aided by recent fuel transfer. Oxygen fire and fire on top rack of incendiary bombs necessitating jettison of bombs. All electrical equipment shorted out. Upper local turret and tail gun were knocked out. Both waist gunners and radio operator badly hit by 20mm fire. Fire being out of control advised crew to abandon ship. Plane later observed blowing up. All crew members captured on the 24th and within three days interrogated at Dulag Luft. Arrived at Stalag Luft III May 1, 1944".

As the picture above shows, the tail stayed somewhat together and was picked by the German Military.

What a Cruise! England in 1942



The original ground complement of the 306th, along with some flying personnel who weren't on the nine-man crews and one passenger each of our new B-17 F models, cast off 31 August from New York City at 1100 hours, sailing out and past the Statue of Liberty- "destination Unknown".

On 5 September the Group Diary reads "Organization arrives at Gourock, Scotland at 1930 hours following uneventful voyage."

Continuing: 6 September: "Group disembarks and entrains for

Thurleigh, Bedfordshire, England.

7 September: "Organization arrives at Thurleigh at 0300 hours and we are immediately warned about air raid alerts. Extra blankets and rifles issued to personnel and so to bed for our first night at Thurleigh."

Lower picture: We won't identify any of the men in this picture on the deck of the Queen Elizabeth, but what do you suppose is so interesting to the men in the foreground?



Evergreen Aviation Museum photos from Joe Conroy

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The Captain Michael King Smith Educational Institute

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Hughes Flying Boat

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Vintage Aircraft Collection	Museum Sponsored Events
Educational Programs	Facility Rental
Museum Store	Spruce Goose Café

ADMISSIONS

Museum Members: Free	Children (5 and under): Free
Adults (18-64): \$9.50	Students (with I.D.): \$3.50
Seniors (65+), Veterans, Active Duty Military, Reservists and Immediate Family Members: \$8.50	

Call to Pre-register for Group Rates

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An early combat painting by the late Lee Kessler, 368th

306th Bomb Group Association
2004 Oklahoma City Reunion
15-19 September 2004

WEDNESDAY, 15 SEPTEMBER _____ x\$39=
Arrival and 306th Registration

THURSDAY, 16 SEPTEMBER _____ x \$25=
Breakfast on your own
9:00 AM Board busses for Omniplex
9:45 AM Arrive at Omniplex
9:45-2 PM Exhibits, Theater, & Planetarium, & Lunch in Omniplex
2:30 PM Board busses and return to Westin, Dinner on your own

FRIDAY, 17 SEPTEMBER _____ x \$30=
Breakfast on your own
9:00 AM Board busses for Cowboy Museum
9:45 AM Arrive at Cowboy Museum
9:45-2 PM Tour Museum & Lunch at Persimmon Hill Restaurant in Museum
2:00 PM Board busses for OK Memorial & Museum
2:15-4 PM Tour Memorial & Museum
4:15 PM Board busses and return to Westin
Dinner on your own

SATURDAY, 18 SEPTEMBER _____ x \$60=
Breakfast on your own
9:30 AM Annual Business Meeting
President Royce Hopkins, Presiding
9:30-11:00 Ladies Style Show
Lunch on your own
11AM-5:00 Free Time
5:00 PM Cash Bar
6:00 PM Annual Banquet and Entertainment
Teriyaki Top Sirloin
Roasted Raspberry Half Chicken
8:00 PM Dancing and Socializing

TOTAL _____

Mail this registration form to:
Albert McMahan
273 North Peachtree St.
Norcross, GA 30071

Name _____
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Thank you for choosing the Westin Oklahoma City. Please complete the following Reservation Fax request and fax it to our in-house reservations staff for immediate response. Please complete all information listed below. One of our reservation agents will call you back with a confirmation number within 48 hours of receiving the fax. We look forward to hosting the

306th Bomb Group Association

September 14th - 19th, 2004

Main Hotel: Single \$99, Double \$99, Triple \$129 and Quad \$159

Cut Off Date For Reservations is August 15th, 2004

Rates are subject to Oklahoma State Sales and Hotel Tax which is 10.375%

All reservations must be guaranteed with a major credit card.

Cancellation Policy 5 Days Prior to Arrival

Guest Name: _____

Company Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____

Credit Card Guarantee: _____ EXP: _____

Check In Date: _____ Check Out Date: _____

Room Request: _____ (Please Check One/Subject to Availability)

King: _____ Smoking: _____

Double: _____ Non-Smoking: _____

All reservations must be made by August 15th, 2004

Number of Persons in room: _____

Person Requesting Reservation: _____ Fax #: _____

Phone#: _____

Confirmation Information: _____

Confirmation Number: _____

Date: _____ Time: _____

Notes: **You may also call our reservations office at 1-800-937-8461 for immediate confirmation of your reservations. This form is only optional with your phone call**