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July 2005 • Vol 30, No. 3

306th Echoes

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Getting to San Antonio on Time Our October Charge

Time moves rapidly on our side of the time barrier, requiring each of us to turn to page 8 of this issue of Echoes, consort with our spouse if necessary and then making our choices, checking them twice, adding up the figures, writing a check and mailing it to Al McMahan.

Al is well versed on handling your check and registering you for the various activities. And if you waste any thought on the matter, his sister-in-law and right hand "man" Carolyn Tate will efficiently take care of the matter.

Your actions may be more important than you think, and they do help everyone to behave in proper ways so that we know how many to count on for any and all activities. This team practiced last year for Oklahoma City, so don't throw them any curve balls this time.

Whole Different Look!

"I was born 9/11/19 in Chicago. In June 1941 graduated from Notre Dame and enrolled in Northwestern University Law School for my first year. It was clear that we would be at war soon, and I resolved not to wait for the inevitable draft. I decided to enlist as an Aviation Cadet. I was sworn in November 1941, and was in preflight at Kelly Field, San Antonio, on Pearl Harbor Day. When the 5 P.M. radio news reported the attack five lads in my barracks rushed over to the tactical officer's headquarters to resign—suddenly they felt out of love with a flying career!"

- Ed Hennessy

We anticipate that a fair number will arrive on Wednesday, but the program really gets into operation on Thursday. It was too difficult and too expensive to get a hotel right on the river walk in the center of downtown. But it really isn't so far away. A few of us probably could walk it, but all of us can get there in a bus provided by our 2005 hotel. The bus will leave at 9:30 a.m. for the river walk, The Alamo and the River Center Mall. This bus will return at 1:30 p.m. And, if you miss the bus, you can always extend your stay in the downtown area by catching a cab back.

6:00 pm on Thursday there will be a welcoming reception, and that will feature food and drink.

Friday will be a day to see a bit more of the San Antonio, touring the city and the Mission San Jose, San Fernando Cathedral and the Mexican market. This tour heads back to the hotel at 2 pm. Again you can extend your stay by garnering a cab ride back.

Dinner Friday night will be on your own.

Saturday is a busy day all day, opening with breakfast on your own. At 10 the annual business meeting will commence, and at the same time the ladies will be heading for the North Star Mall for some shopping, which you all will have been practicing for on a weekly basis, at least, at home.

At 6 Saturday evening you will all want to be in the hotel for the cash bar, and which will be followed at 7 by the annual banquet. The entree choices are listed on page 8 of this Echoes, and you will make your choices early.



Czechs Erect Monument
for 369th Crew



Czechs Erect a Monument

By Barbara Neal
Even 60 years later, the World War II efforts of the 306th are deeply appreciated by the Czechs and the British. On May 8th at the dedication of a monument memorializing one crew, our family and friends had the wonderful opportunity to learn this first-hand.

Flying Fortress B-17G #42-97185-J, part of the 369th Bombardment Squadron (H) of the 306th Bombardment Group, originally had Pilot Kenneth Streun and Navigator Louis Wilson, both of whom died while training in a mission with another crew over the North Sea on 1 January 1945. After that deep loss, the crew had different pilots for each mission. For the 14 February 1945 mission to Dresden, the crew of nine was:

- Capt. Boylston B. Lewis, pilot
- 2nd Lt. Robert S. Whitelaw, co-pilot
- Sgt. Frank L. McDonough, armorer
- 1st Lt. Lester A. Harrison, navigator
- F/O Joseph Raymond Sicard, bombardier
- T/Sgt. James F. Standlee, Jr., engineer
- Sgt. Hardin Field McChesney, Jr., radio operator
- Sgt. Leon Nahmias, tail gunner
- Sgt. Alfred S. Lubojacky, ball turret gunner

(picture on page 4)

THE TWO PICTURES TO THE LEFT WERE TAKEN TO ACCOMPANY THIS STORY IN BRINGING TO A CLOSE THE CRASH OF A 306TH PLANE IN CZECHOSLOVAKIA.

Their squadron's orders were to drop bombs on the Dresden marshalling yards, and in case of a problem, their alternate target was a yard in Chemnitz. Flying Fortress 42-97185-J had taken the high outside position of the high outside echelon, right of the leader. When not all the planes of the low squadron dropped

turn to page 6

OBITUARIES

The 367th twins, **Darwin and Erwin Wissenback**, have died in recent years after both had undergone long bouts with Alzheimer's Disease. Darwin, the second to be shot down, died 24 Oct 2003 in Salem, OR. He was a witness to Erwin's "shoot-down" on the Group's first mission, 9 Oct 1942. Darwin didn't find out until arrival home that it was his brother's plane which had disappeared. Capt. John Olson was the pilot. Erwin, Al LaChasse, bombardier, and William Gise, navigator, all escaped the battered aircraft, with only Al being caught by the Germans. Both Olson and Joseph Gates, copilot, were killed in the plane.

Erwin and Gise evaded capture, both eventually returning to the U.S. Later Erwin entered and completed pilot training, but did not fly combat. Leaving service after the war, he worked for Continental Can Co.

Darwin's plane went down 20 Dec 42 with James Stewart as the pilot, and Darwin went to prison camp. Once out of service, he sold real estate.

Charles M. Davis, 369th tail and ball gunner, died 16 Mar 2005 in Mobile, AL. He was an original in the Group, and with a special assignment to the 423rd flew to Gibraltar and North Africa with maps for the invasion of North Africa. He completed his tour 4 Jul 43.

Warren Day, 423th radio operator (John Lewis crew). Died 29 May 2005 in Baton Rouge, LA, his longtime place of residence. He came to the 306th Jul 43 and became the 153 em to complete a tour, 29 Jan 44. He was a longtime teacher in the Caddo Parish schools, retiring in Oct 80. He leaves his wife, Helen, 4c.

William C. Fann, 369th gunner, died in Feb 2002 in Broken Bow, NE. He flew a dozen missions and then moved to ground duty. He was in auto sales for a number of years. Fann leaves his wife, Verlene, 3c.

Charles C. Krone, 369th waist gunner (Roy Trask crew), died 21 Apr 2005 in Tehachapi, CA. He came to the 306th 1 Sep 44 and departed 16 Jan 45 upon completing 35 missions. Krone is cited in *First Over Germany* for helping repair rudder cables that had been shot through. He was later employed by Singer Librascope in Glendale, CA, retiring in '85. For years he flew his Beechcraft Bonanza and was a member of the Octogenarian Pilots Assoc., He leaves his wife, Kay, 1d, 2gc.

Guy J. Lateano, 369th navigator (Roy Trask crew), died 2 Jan 2005 in Arlington, TX where he had lived for many years. He came to the

306th 1 Sep 1944 and flew 30 missions, and later flew in Korea. He had a BS from Geneva C and MEd UPitt. He retired from USAF 1 Jul 75 as a production and procurement officer. His wife, Ysleta, preceded him in death in 2003. Oc.

Enoch J Marchant, a fuel operator for the 4th Sta Comp Sqdn, died in Apr 94 at Kinston, NC. He was a USAF retiree with 100% disability. His wife, Sue, is now deceased and they leave 2c, 4gc, 2ggc.

Benjamin L. Olsen, 368th pilot, has died at Bethesda, MD, where he lived for some years. He brought his crew to Thurleigh 13 Dec 44, completing his tour 3 Apr 45. Stanford U. awarded him three degrees: BA '43, MA '49 and PhD '55, and he retired from the National Science Foundation. He leaves his wife, Pat. **Edwin G Pipp**, 423rd pilot and POW, died 19 Jun 2001 in Douglas, GA. A newspaperman for much of his adult life, often centered in the Detroit, MI, area. He came to the Group 1 Mar 43, and was rescued from the waters off St. Nazaire, France, after his plane was shot down. After the war much of his journalistic endeavors were centered on writing for aviation journals. He witnessed some of the Vietnam conflict from a B-52, and also reported from Alaska, Germany, Libya and Korea, and then Cape Canaveral, FL. Late in his life he was in England for a couple of years. In 1993 he became the first journalist inducted into the Michigan Aviation Hall of Fame. He leaves his wife, Donna, 5c, 6gc.

John S. Pluta, 367th waist gunner and engineer (Milton Adam crew), died 11 Oct 2000 in Hampton, VA, where he had lived following USAF retirement. After that he had worked for the NASA Langley Research Center until final retirement. He came to the 306th 7 Jun 44 and departed 25 Sep 44 when EMs with 20 missions could elect to be sent home if they volunteered. This helped cut the overage of EMs on the Base at the time. His wife died in 2004, 3c survive.

Irving J. Sandler, 369th navigator (Alfred Lomar crew), died 20 Dec 1996 in Bowie, MD. He joined the Group 9 Dec 44 and departed Thurleigh 19 May 45.

Robert Wm. Seelos, 368th pilot and POW, died 16 May 2005 in the VA Hospital, Los Angeles, CA, after an extended illness. He came to the Group 19 Mar 42 as the organization was being founded. He served until his 19th mission when a Luftwaffe pilot downed him. He was soon captured, but he had been able to slip a note to a Belgian girl, who in turn informed his mother of Seelos' status. By 1984 Seelos was ready to return to the scenes of the end of combat, and he did make several trips back to Belgium, meeting several who had been so important to his ultimate survival. He leaves his wife, Regina, four children, and always in his thoughts were a daughter who was killed in a traffic mishap in 1984 just as he was planning his first return trip to Europe.

Sidney C. Shertzer, 369th bombardier (Richard Lambert crew), died 10 May 2005 in Moore, SC, his home for a number of years. He went down on his first mission, 24 Apr 44, when we lost 10 planes en route to Oberpfaffenhofen, Germany, (w/William R James crew), and became a POW. He leaves his wife, Florene, 2c.

Wilmer E. Strawn, 423rd toggler (Earle Schaefer crew), died 22 Apr 2004 in Hume, IL. He came to the Group 11 Dec 44 and flew his last mission 17 Mar 45. He leaves his wife, Ruth.

Andrew Vangalis, 368th crew chief, died 19 Jun 2005 in Las Cruces, NM. He transferred to the 306th in Dec 42, after having come to England with the 31st Fighter Group (later sent to North Africa). He began with our general repair crew, then moving to a plane ground crew. His wife, Helen, a WWII veteran of the Navy Nurse Corps, died two years ago. He leaves 4c, 4gc.

306th Family

Carolyn Gaydosh, wife of John Gaydosh, a late 368th pilot, died 2 May 2005 in their Broadview, OH home. He came to the 306th in Apr 45, later flying many "missions" with the Casey Jones Aerial Mapping Project covering Europe and North Africa. She leaves 2c, 3gc.

Why Send an Aircraft Carrier?

An Internet Item

Today, during an afternoon conference that wrapped up my project of the last 18 months, one of my Euro colleagues tossed this little tidbit out to no one in particular: "See, this is why George Bush is so dumb. There's a disaster in the world and he sends an aircraft carrier..."

After which he and many of my Euro colleagues laughed out loud and then they looked at me. I wasn't laughing, and neither was my Hindi friend sitting next to me, who has lost family in the disaster. I'm afraid I was "unprofessional," and I let loose...

"Hmmm, let's see, what would be the ideal ship to send to a disaster? Now just what kind of a ship would we want. Something with its own inexhaustible power supply? Something that can produce 900,000 gallons of fresh water a day from sea water? Something with its own airfield? So that after producing the fresh water, it could help distribute it? Something with four hospitals and lots of open space for emergency supplies? Something with a global communications facility to make the coordination of disaster relief easier? Well, "Franz," we peasants in America call that kind of ship an "Aircraft Carrier." We have 12 of them. How many do you have? Oh, that's right, NONE."

Lucky for you and the rest of the world, we are the kind of people who share. Even with people we don't like. In fact, if memory serves, once upon a time we peasants spent a ton of money and lives rescuing people whom we had once tried to kill and who tried to kill us. Do you know who those people were? That's right, Franz, Europeans.

There is a French Aircraft carrier? Where is it? Right where it belongs! In France, of course! Oh why should the French Navy dirty its uniforms helping people on the other side of the globe? How Simplese... The day an American has to move a European out of the way to help in some part of the world will be a great day.

The room fell silent. My Hindi friend then said quietly to the Euros: "Can you let your hatred of George Bush end for just one minute? There are people dying! And what are your countries doing? Amazon.com has helped more than France has. You all have a role to play in the world. Why can't you see that? Thank God for the US Navy, they don't have to come and help, but they did and they are. They helped you once and you should all thank God they did.. I'm ashamed of you all..."

He left the room, shaking and in tears. The frustration of being on the other side of the globe, unable to do anything to assist and faced with people who could not set aside their asininity long enough to reach out and help was too much for him to bear. I just shook my head and left. The Euros stood speechless. Later in the break room, one of the laughing Euros caught me and extended his hand in apology. I asked him where he was from. He said, "A town outside of Berlin." He is a young man in his early 20's. I asked him if he knew of a man named Gail Halvorsen, He said "no". I said "that's a shame."

For those who may not remember, Gail Halvorsen was the transport pilot responsible for the "candy drop" during the Berlin Airlift. They called him the "Candy Bomber" as he dropped goodies for all the Berlin Children.

Attributed to Matt Archer, transport test pilot, Boeing Flight Operations.

Throng Begins To Assemble for San Antonio, TX

Briscoe, Dale & Beti, 369
Carnicom, Bill & Ruth 423
Christianson, Em 368W
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D'Amico, Albert & Colette 367
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Hickey, Paul & Judy 369S

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Hopkins, Royce & Mollie 367
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Gloria Lu & Sally Mula
Albert McMahan & Carolyn Tate 369

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

COMBAT CREWS	\$35.00
306th ECHOES Book	\$40.00
The Reich Wreckers	\$4.00
2005 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:

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



Albert McMahan, President
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Ralph Franklin, British Representative
National School Cottage, Mill Hill,
Keysoe, Beds MK44 2HP. Telephone
from U.S. 011-44-1234-708715.
306Museum@nscmh.fscmh.net.co.uk

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SECRETARY/EDITOR:

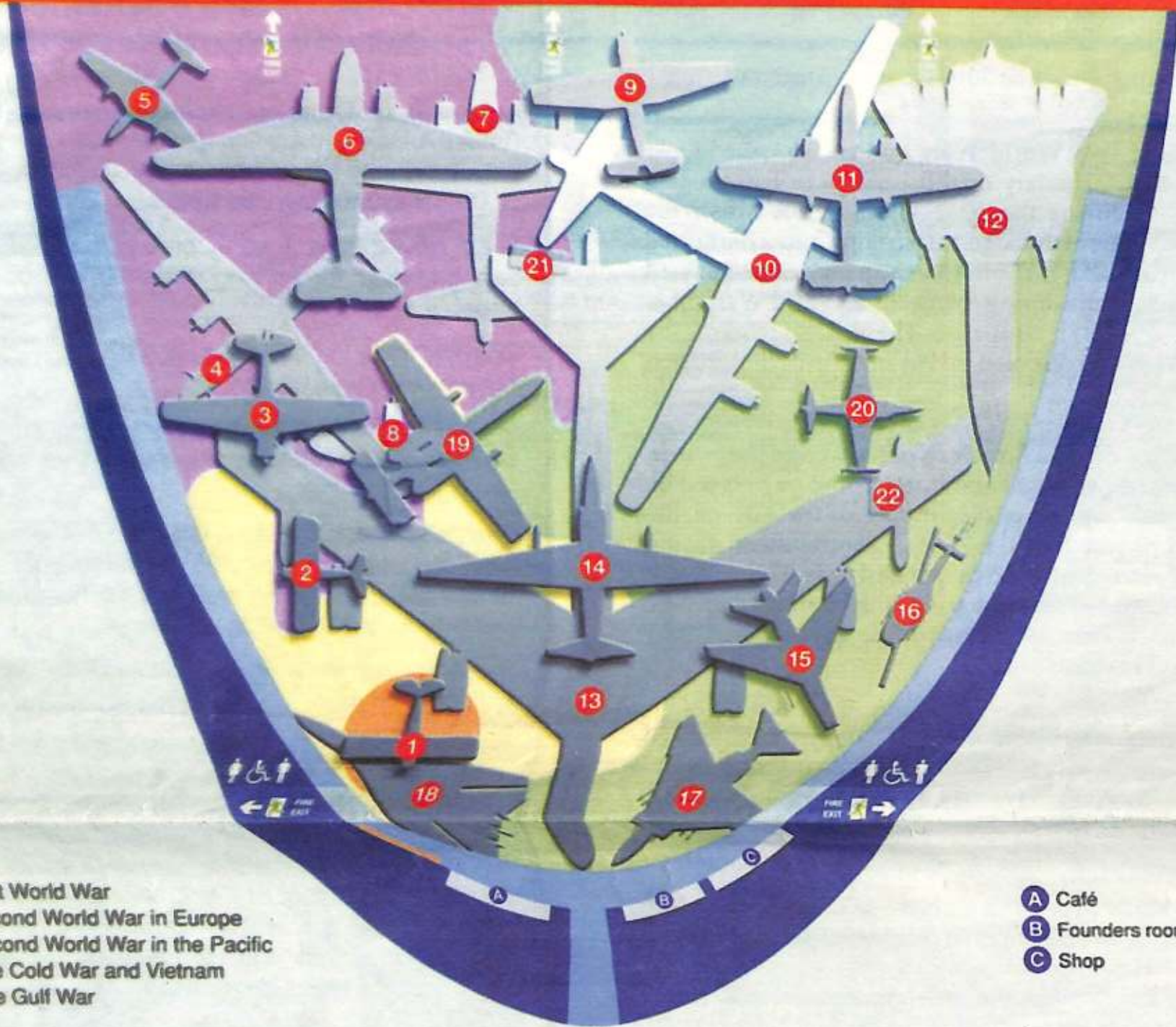
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Russell A. Strong
5323 Cheval Place
Charlotte, NC 28205

TREASURER:

Send checks to:
Royce Hopkins
35427 Pontiac Drive
Brookshire, TX 77423

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

The American Air Museum – American Air Power and Twentieth Century Conflict



- First World War
- Second World War in Europe
- Second World War in the Pacific
- The Cold War and Vietnam
- The Gulf War

- A Café
- B Founders room
- C Shop

MAIN EXHIBITS:

- | | | |
|---|--|---|
| 1 Spad S-13 (replica) suspended | 9 Grumman TBM-3 Avenger suspended | 17 McDonnell Douglas F-4J Phantom II |
| 2 Boeing Stearman PT-17 suspended | 10 Boeing B-29A Superfortress | 18 General Dynamics F-111E |
| 3 North American AT-6D Texan suspended | 11 North American B-25J Mitchell suspended | 19 Fairchild Republic A-10 Thunderbolt II suspended |
| 4 Consolidated B-24M Liberator | 12 Lockheed SR-71A Blackbird | 20 Lockheed T33A suspended |
| 5 North American P-51D Mustang (replica) raised | 13 Boeing B-52D Stratofortress | 21 Dodge T214-WC54 Ambulance |
| 6 Douglas C-47 Skytrain suspended | 14 Lockheed U2-C suspended | 22 Ford M718 MUTT Ambulance Conversion |
| 7 Boeing B-17G Flying Fortress | 15 North American F-100D Super Sabre suspended | |
| 8 Republic P-47D Thunderbolt | 16 Bell UH-1 Huey | |



First Model B-17 and Curtiss P-26

Your Museum is a Living, Breathing Entity in the North Bedfordshire Scene

Ralph Franklin 306th Museum Director, holds the .50 caliber machine gun, recently arrived at Thurleigh.



We came back to Bedford, Thurleigh and Keysoe in June after too long an absence, and what we found was a museum that has come alive with the 306th.

When it first opened there were a lot of space fillers in the several rooms. Today, due entirely to Ralph and Daphne Franklin it is now alive with treasures that may not bring you back but will be attractive to your children and grandchildren as they seek to gain a better understanding of what it was to be *60 years ago and how it has all come into being.*

When June and I arrived at the Franklin menage in Keysoe, we entered a charming four hundred year old home which the Franklins have given life to. And now their home away from home is the Thurleigh Museum. As I picked up bits of literature here and there I came across a publication that is put out by Mid Beds Tourism. A page in Discover Bedfordshire & Luton is a map which you see on this page, along with references to places you may want to visit.

Leading the listing, you will note is "306th Bomb Group Museum". It has quickly become a place to be visited, not only by us vets and our families, but by residents from all over the county and from well beyond. Groups from over much of the midlands come by coaches, or caravans of WWII vehicles, all beautifully restored, to what was once our little corner of the world.

When June and I had arrived at Keysoe we were probably unready for the phone call which came the next morning informing Ralph that a box would be awaiting him at the gate. It was a box indeed, a wood case made by an expert and which quickly revealed .50 caliber machine gun. It had left Thurleigh May 8 1944 as a waist gun on Louis Matichka's 367th plane bound for Berlin. Out of formation in the Berlin area, Matichka headed his plane for Sweden, and finally put it in the water off the coast of Sweden, with all saved.

The contents of the newly-arrived box was one of the waist gun. After spending nearly 60 years in the water, divers began getting pieces off the aircraft, and a couple of years ago it was brought up and was later offered to the Thurleigh Museum. When British officials considered the entry of such an item into the country it was quickly concluded that 60 years in the water had removed any threat that it might pose.

Once it arrived at the Museum their ensued a three-hour struggle to get the item out of the box. Not only did it fit well, but a plastic solution had been poured over and around the plastic wrapper. Within a day or two it became the most interesting item in the collection.

This picture includes seven of the nine men who crewed Boylston B. Lewis' plane, which ended up in Czechoslovakia.

Front: L to R: Joseph Sicard B, Lewis Wilson KIA previously, Robert Whitelaw CP and Kenneth Streun, KIA previously.

Back: Alfred Lubojacky bt, Leon Nahmias tg, Frank McDonough wg, James Standlee eng, H. Field McChesney ro.



BEDFORDSHIRE ATTRACTIONS

- 306th Bomb Group Museum**
Bedford Autodrome, Thurleigh Airfield, Thurleigh
- Ascott House**
Wing, Nr. Leighton Buzzard
www.ascotestate.co.uk
- BCA Gallery**
33 Castle Lane, Bedford (01234) 217400
www.bedfordcreativearts.org
- Bedford Butterfly Park**
Renhold Road, Wilden (01234) 772770
www.bedfordbutterflies.co.uk
- Bedford Makers & Designers**
The Gallery, Harrowden Lane, Cardington
www.bmad.org
- Bedford Museum**
Castle Lane, Bedford (01234) 353323
www.bedfordmuseum.org
- Boaters Coffee Company**
Amphill www.boaters.co.uk
- Bromham Mill & Gallery**
Bridge End, Bromham (01234) 824330
www.english-heritage.org.uk
- Buffalo House**
Mill Road, Slapton (01525) 220256
www.buffalohouse.co.uk
- Bushmead Priory**
Colmworth www.english-heritage.org.uk
- Cecil Higgins Art Gallery**
Castle Lane, Bedford (01234) 211222
www.cecilhigginsartgallery.org
- Chicksands Museum**
DISC Chicksands, Bedford
www.army.mod.uk/intelligencecorps/chicksands
- Danish Camp Riverside Visitor Centre**
Chapel End Lane, Willington (01234) 838709
www.danishcamp.co.uk

- De Grey Mausoleum**
Flitton (01525) 860094
www.english-heritage.org.uk
- Dunstable Downs**
Whipsnade Road, Dunstable (01582) 608489
www.southbeds.gov.uk/places-to-go
- Embankment Gardens**
Embankment, Bedford (01234) 267422
- Harrold-Odell Country Park**
Carlton Road, Harrold (01234) 720016
www.lvelvolley.co.uk/harroldshuttleworth.org
- Historic & Heritage Studies**
184 West Street, Dunstable Tel: 01582 609018.
- Hoo Hill Maze**
Shefford (01462) 813475
www.midbeds.gov.uk/tourismdays_out/attractions
- John Bunyan Museum**
Bedford (01234) 213722
www.bedfordmuseum.org/johnbunyanmuseum
- Leighton Buzzard Railway**
Billington Rd, Leighton Buzzard (01525) 373888
www.buzzrail.co.uk
- Leighton Lady Cruises**
Brantoms Wharf, Linslade (01525) 384602
www.leightonlady-freeuk.com
- London Gliding Club**
Tring Road, Dunstable (01582) 663419
www.gliding.powernet.co.uk
- Luton Museum & Gallery**
Wardown Park, Luton (01582) 546722
www.luton.gov.uk
- Manor House Gardens**
Church Road, Stevington
www.leighton-linslade.org.uk
- Marston Vale Forest Centre**
Station Road, Marston Moretaine
www.marstonvale.org
- Marston Vale Millennium Country Park**
Marston Moretaine (01234) 767037
www.marstonvale.org
- Mead Open Farm**
Stanbridge Road, Billington (01525) 852954
www.meadopenfarm.co.uk
- Monster Events Centre**
Milton Road, Thurleigh (01234) 771904
www.monster-events.co.uk
- Moot Hall**
Church End, Elstow (01234) 266889
- Pistone Windmill**
Ivinghoe (01582) 872303

- www.nationaltrust.org.uk
- Priory Church of St Peter**
Church Street, Dunstable (01582) 600972
www.dunstable.org.uk
- Priory Country Park**
Barkers Lane, Bedford (01234) 211182
www.galaxy.bedfordshire.gov.uk
- Shuttleworth Collection**
Old Warden (01767) 626207
www.shuttleworth.org
- Stevington Windmill**
Stevington, Nr Bedford (01234) 228330
www.galaxy.bedfordshire.gov.uk
- Stockgrove Country Park**
Brickhill Road, Heath and Reach (01525) 237760
www.greensand-trust.org
- Stockwood Park Museum**
Stockwood Country Park, Luton (01582) 738714
www.luton.gov.uk
- Stondon Transport Museum**
Lower Stondon (01462) 850339
www.transportmuseum.co.uk
- Swiss Garden**
Old Warden (01767) 627666
www.shuttleworth.org
- The English School of Falconry**
Old Warden Park (01767) 627527
www.birdsofpreycentre.co.uk
- The Glenn Miller Museum**
Twinwood Road, Clapham (01234) 350413
www.twinwoodevents.com
- The Lodge & RSPB Reserve**
Sandy (01767) 680551
www.rspb.org.uk/reserves/guide/thelodge
- The Wyvern Shipping Co Ltd**
Rothschild Road, Linslade (01525) 372355
www.canal-boat-holidays.com
- Thurleigh Farm Centre**
Cross End, Thurleigh (01234) 771597
www.thurleighfarmcentre.co.uk
- W Jordan Cereals (Mill Shop)**
Biggleswade (01767) 318222
www.jordancereals.co.uk
- Warden Abbey Vineyard**
Southill Park, Biggleswade (01462) 811266
www.wardenwines.co.uk
- Whipsnade Wild Animal Park**
Whipsnade, Dunstable (01582) 872171
www.whipsnade.co.uk
- Willington Dovecotes & Stables**
21 Chapel End Lane, Willington (01234) 838278
www.nationaltrust.org.uk
- Woburn Abbey**
Woburn (01525) 290666
www.woburnabbey.co.uk
- Woburn Abbey Antiques Centre**
Woburn (01234) 838750
www.woburnstates.co.uk
- Woburn Heritage Centre Museum**
Woburn (01525) 290631
www.woburnstates.co.uk
- Woburn Safari Park**
Woburn (01525) 290406
www.woburnsafari.co.uk
- Woodside Animal Farm**
Woodside Road, Slip End, Luton (01582) 841044
www.woodsidefarm.co.uk
- Wrest Park Gardens**
Silsoe (01525) 860152
www.english-heritage.org.uk



Map supplied by Mid Beds Tourism www.midbeds.gov.uk/tourism

Transport Information

- London Luton Airport**
www.london-luton.co.uk
- Thameslink Rail Ltd.**
Rail services from Bedford to Brighton
Enquiries: 0845 330 6333 www.thameslink.co.uk
- National Rail Enquiries**
Enquiries for all national rail services
Telephone: 08457 484950
- Bedfordshire County Council Bus Information Line**
Telephone: 01234 228337 (Lines open from 8.30 to 3pm Monday to Friday)

Introducing a New Occupant of Thurleigh Airfield

Although engines roar, wheels turn, and there is much to watch in the activity at Thurleigh Airfield, it has an entirely different one than it did more than 60 years ago in North Bedfordshire.

Our airplanes of 1942-46 entirely changed this agricultural center, and the advent of BEDFORD AUTODROME has changed it again. This change has been brought about by the genius of one man. Dr. Jonathan Palmer, who has an insatiable appetite for the speed and thrills that come from auto racing.

It is not so much that they race across our old landscape, but that other auto enthusiasts can come here and learn a great deal about high speed, competitive driving under the best of circumstances.

Palmer leased for a long term some 400 acres from the real estate trust that now owns it where speed merchants can test

their skills and improve their driving techniques on eight practice circuits, and driving an array of different racing cars, paying a fee for the experience and working with masters of the speedway.

We have borrowed from one of Palmer's annual publications the pictures shown below. First, you see the racing courses (our runways are gone), then you see a map which shows where all of this takes place, and a map of the racing layouts that intertwine and at the bottom you see vignettes of cars that go round and round as they seek to hone their skills in automotive handling.

Now the connection to the 306th is that about three years ago Dr. Palmer asked around about someone who could tell him the WWII history of the site. He was immediately steered in the direction of Ralph Franklin. Ralph, who began hanging over the fences watching each afternoon as our planes came and went, then followed with a lifetime career

of working for the Royal Aircraft Establishment, which put a claim on our old airfield.

Ralph worked in the control tower and learned much of the lore of Thurleigh while watching the experimental and testing work that went on on our old runways and an 11,000 foot addition to the field to accommodate jets and other large aircraft.

Then there came a day when Palmer asked Ralph if he could develop a museum to preserve some of the history of the 306th Bombardment Group (H), the only American occupant of the place. Ralph's enthusiasm came through and Palmer said he would refurbish one of our old buildings, and that is now the Thurleigh Museum.

If your children or grandchildren are more interested in auto racing than in old propeller driven aircraft, here is a site where they can learn about both.

Bedford AUTODROME Specially built for speed and space



Jonathan Palmer

The right crowd – and no crowding was how Brooklands, where the supercharged Bentleys raced in the 20s, was described. And it perfectly sums up Bedford Autodrome. Our crowd is a line up of the most brilliant racing machinery available today and our lack of crowding is on the tracks, where (with an average of just 6 cars out at one time) you have the space and freedom to drive these cars to their limits.

Tracks like Brands, Silverstone, Monza, and Spa evolved from club racing circuits but Bedford Autodrome, like Sepang, home of the Malaysian Grand Prix, has been built from scratch as the perfect balance of fast laps and luxury. Designed by Jonathan Palmer, this 400 acre circuit complex is also the only venue in the world built specifically for corporate motorsport events.

Uniquely, there are **four** separate circuits which run concurrently, offering 5 miles of testing but totally exhilarating track layouts and corners. And huge run off areas mean you can give it 'welly' in complete safety. In the short periods when you're not driving, the comfortable hospitality lounges on each circuit allow you to watch the others spin in style.



PalmerSport
The Old Post Office
Worthing Road, Southwater
West Sussex RH13 9EZ

Email: info@palmersport.com

Czech Memorial

continued from page 1

their bombs over that initial target area due to cloud cover, a second pass was ordered. The 360 degree left turn meant that 185-J had to turn very tightly and had a difficult time trying to keep up even with applying full power and manifold pressure. Then the small formation was hit by three Focke-Wulf 190s. Number four engine caught fire and flames burst out in the waist area as well.

The plane turned east, hoping to make it to Russia, the nearest Allied territory. The pilot was controlling the aircraft with difficulty while Whitelaw and Standlee tried in vain to control the fire. Over northern Bohemia, in what is now the Czech Republic, it was obvious from the swelling of the skin on the wings that they would not be able to get to Russia before the plane exploded. By hand signals across the intense fire of the bomb bay, all were ordered to parachute. They parachuted over a span of about 65 miles.

Most of the crew members were collected right away by the Gestapo. Whitelaw and Standlee managed, by the help of a Czech family, to stay at large for about 36 hours before they, too, were picked up. While these other crew members were taken as prisoners of war, ball gunner Al Lubojacky was missing in action and never heard from again. Ironically, Al was a Czech American. All four of his grandparents had emigrated to Texas in the late 1800s from Moravia. He had grown up speaking Czech as well as English. For dozens of years, his parents and much of the family hoped he survived with amnesia from a wound to his head, living somewhere in the Czech Republic.

In early 2005, thanks to Czech researcher Milos Podzimek (whose passionate hobby makes him the Bombers' Historian) our family learned of the planned May 8th memorial dedication, and we began immediately our plans to attend. After the Berlin Wall had come down and the Czechs threw off Communist rule in their Velvet Revolution, Podzimek had finally been able to research his flight, which had ended not far from where he grew up. Podzimek put in 15 years of research regarding this flight and searching for our family.

From the translation of a small German document Podzimek had located, we learned that Al's body and his partly opened parachute were found the very day after the crash by a policeman near the village of Merboltice. (Merboltice is about 12 miles east of Usti on the Elbe River in Northern Bohemia; southeast of Deem, and about 65 to 75 miles west of the crash site as the crow flies.) While it is sad that it took 60 years for our family to learn of it, we are all relieved to finally know what had happened to Al.

Thus our "Lubojacky family and friends" group of 24 travelers went from California, Texas, and Oklahoma to honor Al and his fellow crew members at the memorial dedication planned at the village of Hridelec where the plane had crashed, for Sunday the 8th of May. VE-Day is the Czechs' Liberation Day, when each year the Czechs celebrate being liberated by the Allies in World War II. This year, that 60th anniversary was celebrated in many many services across the country.

Al's family members traveling in our group of 24 were: Al's younger brother Walt Lubojacky & his wife Betty; Al's younger sister Ann Mikeska, her husband Jim, their daughter Shawna Sander & their sons & daughters-in-law Clint & Suzanne, and Cody & Lindsey Mikeska; Al's nephew Everett Kaminsky & his wife Connie; Al's niece Barbara Poythress Neal & husband Charles & daughters Dawn & Bronwyn; and Al's cousins Edna Lubojacky Kandel and Robert Franek.

We were pleased to be joined by relatives of the plane's co-pilot Bob Whitelaw - his grandson James Whitelaw & Jim's wife Tina from Atlanta. The crew's two surviving crewmembers, McChesney and Nahmias, were unable to

make the trip.

All of us were amazed when we arrived at the tiny village of Hridelec, near the spa town of Lazne Belohrad northeast of Prague, to find about 400 people had come to the field outside the village for the dedication. The dedication had been impeccably arranged by Milos Podzimek and Mayor Pavel Subr of Lazne Belohrad. At the field, we found the tall impressive new granite monument which lists the names of all nine crewmembers.

This monument was guarded by the green-bereted Czech Honor Guard. A small band played the Czech and American national anthems. Flowers were placed at the monument by our family members, and by others including a beautiful arrangement emblazoned as being "From the American People" which was placed by U.S. Air Force Master Sgt. Scott Reuter, who is assigned to the U.S. Embassy in Prague.

Speeches were made by Mayor Pravl Subr of Lazne Belohrad; the "assistant, alternate of hetman region Hradec Kralove" Mr. Petr Kurik (who our Czech guide/translator described as a member of the Czech Parliament or House of Representatives); the Director of Czech Army command for Hradec Kralove Col. Ing. Jaroslav Hlavaty (whose uniform appeared to be that of a 3-star general); Sgt. Reuter, and by our family representative, Walt Lubojacky, who is a retired U.S. Air Force civilian employee. The speeches in Czech were summarized for our group later by our Czech guide/translator.

One woman from the nearby village brought and gave to the family, a square of silk from one of the parachutes she had salvaged from the wreckage when she was a young teen. While much of the fabric was used during the war and post-war years when fabric was very scarce, she has carefully maintained that piece through the years in honor of the crew. We were all very touched by her presenting it to our family, saying that she knew it would mean more to the family than to one of her own descendants.

Following the dedication, the entire crowd of over 400 moved to the nearby district town of Lazne Belohrad to squeeze in to the town's K.V. Rais Museum for the opening of Milos Podzimek's huge exhibit about the plane's flight and its crew. Emilie Vasickova had found this heavy metal piece in the snow and carried it under her skirt to keep the Germans from taking it as scrap metal. In her letter of May 1985, she relayed that she had been in an old folks' home for four years, and wanted this piece of this B17 Flying Fortress to be saved with other items from the crash.

The last full day of our trip, we saw Vienna in neighboring Austria, enjoying a brief bus tour around the Ring Road, and then an hour's walking tour followed by several hours of free time for sightseeing and shopping. Dinner and an early bedtime followed packing for our early departure to return home to America, filled with satisfaction of having been able to honor Al and his fellow crewmembers, and full of memories of the homeland of his ancestors.

Footnote:

Capt. Boylston B. Lewis, pilot, died 17 Sept 1948
2nd Lt. Robert S. Whitelaw, co-pilot, died 15 Nov 2004
Sgt. Frank L. McDonough, armorer, died 12 Sept 1986
1st Lt. Lester A. Harrison, navigator, died 30 Aug 1991
F/O Joseph Raymond Sicard, bombardier, died in May 1995
T/Sgt. James F. Standlee, Jr., engineer, died in Aug 2002
Sgt. Hardin Field McChesney, Jr., radio operator, currently lives in KY & NM
Sgt. Leon Nahmias, tail gunner, currently lives in NY
Sgt. Alfred S. Lubojacky, ball turret gunner, died in the 2/14/1945 mission

368th Check-In



Joe Kosakowski Sqdn B, John Regan CO, Wallace Boring, Sqdn N



John Stanko, ground exec.



Orlo Trude N, Harold McGahan CP, Pat Evans P, Ralph Bordner B



Carl Grending & Al Rehn in Scotland



Jim Sackett, armorer chief. Jack Bielly, turrets, Edgar Aiken, armorer



Bob Troutz & James Edney, crew chiefs



Howard Lee & Anthony Johnson



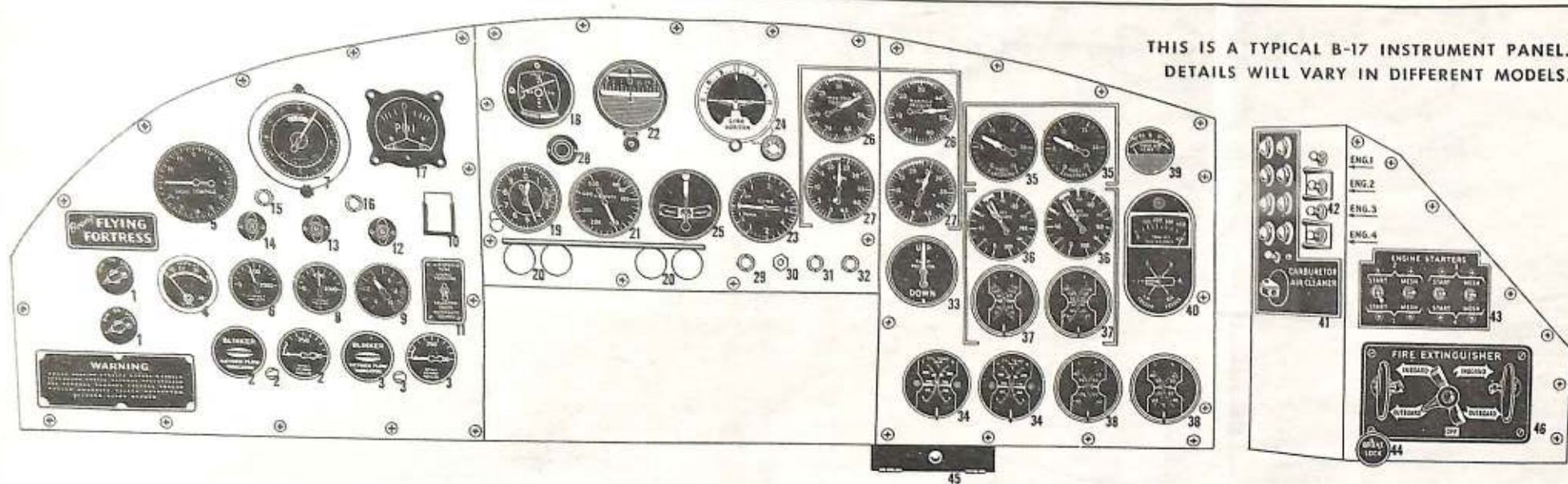
Harold Rogers & Mister, who flew several missions



Ted Cumberledge N, Gwynn Boswell P, John J Allen CP, Albert Burnett B



Enlisted party



THIS IS A TYPICAL B-17 INSTRUMENT PANEL. DETAILS WILL VARY IN DIFFERENT MODELS.

- | | | | |
|---|---|-------------------------------------|---|
| 1. Fluorescent light switches | 11. Airspeed alternate source switch | 22. Directional gyro | 35. Fuel pressure gages |
| 2. Pilot's oxygen flow indicator, warning light and pressure gage | 12. Vacuum warning light | 23. Rate-of-climb indicator | 36. Oil pressure gages |
| 3. Copilot's oxygen flow indicator, warning light and pressure gage | 13. Main system hydraulic oil warning light | 24. Flight indicator | 37. Oil temperature gages |
| 4. Voltmeter (AC) | 14. Emergency system hydraulic oil warning light (Not on G) | 25. Turn-and-bank indicator | 38. Carburetor air temperature gages |
| 5. Radio compass | 15. Bomb door position light (Not on G) | 26. Manifold pressure gages | 39. Free air temperature gage |
| 6. Emergency oil pressure gage (Not on G) | 16. Bomb release light | 27. Tachometers | 40. Fuel quantity gage |
| 7. Flux gate compass | 17. Pilot's directional indicator | 28. Marker beacon light | 41. Carburetor air filter switch |
| 8. Hydraulic oil pressure gage | 18. Pilot's localizer indicator | 29. Globe test button | 42. Oil dilution switches |
| 9. Suction gage | 19. Altimeter | 30. Bomber call light | 43. Starting switches |
| 10. Altimeter correction card | 20. Propeller feathering switches | 31. Landing gear warning light | 44. Parking brake control |
| | 21. Airspeed indicator | 32. Tailwheel lock light | 45. Spare fuse box |
| | | 33. Flap position indicator | 46. Engine fire extinguisher controls (on some airplanes) |
| | | 34. Cylinder-head temperature gages | |



A Colorful Paint Job Introduces FUDDY DUDDY to Everyone

Fuddy Duddy isn't one of our planes, but is a '44 model of the B-17G that underwent a bit of a hectic life, got a new suit of clothes and jumps off the pages of Echoes for you to see and enjoy, which is what your editor did

when he first saw the prints spread out on his desk.

Immediately he thought the inside of the cockpit ought to be shown off, as you have

already seen, and then he wanted you to see the whole fuselage. Just like a pretty lady, some paint and a new set of clothes can make a world of difference.

They were **Fortunate Youth**, a 369th ship that was heavily damaged in an explosion on our base and ended up in the hands of those salvage mavens at Second Air Depot.

There seem to be various tales going around about Fuddy, and it IS a lady with a past. So we went to Roger Freeman's book, and while very authoritative tells where these ladies came from and everything.

Then there was **Unavailable Mabel**, without question the raunchiest piece of nose art to be seen at Thurleigh. She got to us 25 Apr 44 and in May 45 went to the 381 BG at Ridgewell.

Fuddy Duddy was delivered to the USAAF 26 Feb 1944 at Cheyenne, WY, and went on to Keamey, NE 12 Mar 1944, and she was in good company at Dow Field, ME, 5 Apr 44. There she was assigned to the 447 Bomb Group of the Third Air Division, and later took flight for her final assignment 7 Apr 44 at Rattlesden.

The late Bill Cavaness used to talk about the planes that "didn't have it" and how they got peddled off to other stations. When orders came from First Division we would send so many to another station - and THAT was how you got rid of the planes that would not fly right for any crew chief at Thurleigh. Well, that is what must have been wrong with **Unavailable Mabel**. She just couldn't fly with the right gang, no how!

She had a long career there until she was MIA 30 Dec 40 as the result of a mid-air collision and is believed to have come back to earth at Wenings, Germany. Seven of her crew were KIA and two became POWs. Now we can't tell you what old Fuddy Duddy did to get a new set of clothing, or where, or when.

Fuddy Duddy did have some associates in her early days who claimed the 306th and Thurleigh as a home base.



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: \$ _____

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STREET AND NO. _____

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306TH UNIT _____

DATE _____

Send to: Royce Hopkins, Treasurer
306th Bomb Group Association
35427 Pontiac Drive
Brookshire, TX 77423-9541

Brit Studies Major Errors of WWII

Military Errors of World War II, by Keneth Macksey. London, Cassell & Co., 1987 (most recent edition in 2002 paperback)

So! Who did what to whom in WWII? Macksey endeavors to work his way through the fog of war and to bring some clarity to various phases of the combat, and he ends each chapter with a box entitled "Critical Flaws".

He deals with ground combat, sea battles and air events.

It is interesting to look at some of his chapter titles, which will guide you through the book, especially to those sections in which you may have the greatest interest. He opens with "The Sins of Complacency," elucidating events before 1940.

Then he labels the German conquest of Western Europe as "The Inconceivable Campaign." "The Fatal Postponement" includes the Battle for Britain.

Two long chapters cover the German invasion of Russia and its near fatal debacle for the German Army as it goes forward and then tries to extract its forces in the wintry withdrawal from the gates of Moscow.

"Misconceptions Over Germany" is a lengthy chapter covering the bomber campaigns, launched initially by the RAF, and eventually including the US.

The concept of winning a war by an independent bomber offensive had been embraced far more closely before the war by Britain than it had by America... or Germany." Macksey includes a lot of commentary on 'Bomber' Harris, most of it citing the considerable dismay of British experts over his refusal to back any research or to obtain scientific support for methods being used to parry the blows of the Luftwaffe. Destroying them with the least expenditure of effort was not the only aspect the bomber offensive that had not been tackled.

"... at the root of the RAF confidence in its ability to carry out an effective night bombing campaign over Germany lay the belief the astro-navigation and dead reckoning were assured methods of finding the target. While at the root of U.S. thinking resided the self-assurance that the latest, much more heavily armed Flying Fortress could fight its way through and hit the target with deadly accuracy using the Norden bomb-sight."

While Harris issued claim upon claim of the work being done at night by RAF bombers,

there was mass of evidence accumulating that showed the RAF did not get a large percentage of its bombers even in to the target areas and that they scattered bombs everywhere... Luftwaffe night bombing accuracy was nothing to boast about.

The British began developing a group of

navigational and bombing methods that were later adopted, along with U.S. developments, including: GEE, H2S, Oboe and the like.

Critical Flaws of the bomber offensive, 1940-43, are listed by Macksey as 1. Roosevelt's careless public Announcement of

the Unconditional Surrender policy. 2. The common pre-war miscalculation of strategic bombing's effects and British obstinate adherence to this miscalculation until well into 1941. 3. Harris' initial inherent resistance to scientific assistance and his distaste for attacks on so-called panacea targets.

306th Bomb Group Association 2005 San Antonio Reunion 19-22 October 2005

WEDNESDAY, 19 OCTOBER

Arrival and Registration
Dinner on your own

_____ X \$25 = _____

THURSDAY, 20 OCTOBER

Continued Registration
Breakfast on your own
9:30 AM Visit River Walk, Alamo, & River Center Mall
Lunch on your own
1:30 PM Return to hotel
6:00 PM Welcome reception – includes food and drink

_____ X \$10 = _____

_____ X \$25 = _____

FRIDAY, 21 OCTOBER

Breakfast on your own
8:30 AM Tour San Antonio & Mission San Jose
San Fernando Cathedral & Mexican Market
Lunch on your own
2:00 PM Return to hotel
Dinner on your own

_____ X \$25 = _____

SATURDAY, 22 OCTOBER

Breakfast on your own
10:00 AM Annual Business Meeting
10:00 AM Ladies visit North Star Mall
Lunch on your own
6:00 PM Cocktails - Cash Bar
7:00 PM Annual Banquet

_____ X \$40 = _____

_____ Parmesan Crusted Chicken Breast w/Lemon Caper butter sauce
_____ Sliced Sirloin Beef w/Marsala Mushroom sauce

GRAND TOTAL \$ _____

Mail this form and check to:
Albert McMahan
273 N Peachtree Street
Norcross, GA 30071
(770) 448-8513

Name _____

Guest _____

Address _____

SQUADRON _____

City, State, Zip _____

CHECKS to 306 BG Reunion

Phone # _____



DOUBLETREE[®]
Hotel San Antonio Airport

37 N.E. Loop 410, San Antonio, Texas 78216
Telephone: 210-366-2424

GROUP: 306th Bomb Group Association

DATES: October 19 – 23, 2005

RATES: \$85.00 – Single/Double/Triple/Quad

For hotel reservations call 1-800-535-1980

Cut-off Date: Reservations received after 9/28/05 will be subject to availability.

Guest Name: _____, Address: _____

City/State: _____ Zip: _____ Phone: _____

Arrival Date: _____ Departure Date: _____

Room Type: King (1 Bed) Double/Double (2 Beds)

Room type request is not guaranteed. All reservations must be guaranteed by a major credit card or first night's room and tax. Reservations not guaranteed by one of these methods will not be honored.

Credit Card: _____ Number: _____ Exp. Date: _____

Signature: _____

Check-in time is after 3:00p.m.

Check-out time is at 12:00noon