



306th patch

306th Bomb Group Historical Association official publication:

306th Echoes

Educating and communicating



B-17 Flying Fortress

Volume 41, Issue 3 & 4

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Toby Makes a Dayton Reunion Appearance



One of the most iconic movie props, recognized and sought after for its historical implications as well as an item of Hollywood movie memorabilia, made an appearance at the 2016 Dayton Reunion.

In the movie, *Twelve O'Clock High*, a mug bearing the caricature of Robin Hood, played a significant role whenever the Bomber Group was about to set out on a mission. Usually the mug sat on the mantle in the officers' club, face to the wall; whenever there was a mission, the mug was turned face out.

The impressive high-quality reproduction stands 8 inches high and has been produced by Archbury Classic Collections by Mr. Peter Plumb of Shafter, California using a process known as slip casting, then hand painting and kiln firing at extremely high

temperatures. Working with archivists at Twentieth Century Fox, skilled craftsmen painstakingly replicated every detail of the original Toby Jug. Reproducing this famous Toby Jug and making it available to the world is Mr. Plumb's way of keeping alive the memory of the accomplishments of the men and women who served our country in Europe during World War II.

Toby Jugs have been around since the early 18th century. The creator of the first Toby Jug is unknown, but it is widely believed the origin of the moniker is with Toby Fillpot, an infamous sot in a song called "The Brown Jug" that was popular in England in the late 1700s. The Toby Jug, or more commonly referred to as a Character Jug, refers to a ceramic pitcher or large mug formed in the shape of a person. In the 20th century, Toby and Character Jugs were produced by more than 200 different makers, but now in the 21st century, Toby Jug manufacturers have discontinued making them as the popularity of the mugs has declined.

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The 306th Bomb Group Historical Association was determined by the IRS to be a tax-exempt organization under Section 501(c)(3) as a public charity, effective 24 July 2015.

From the Editor



Making World War II History Come Alive in the Classroom

It was exciting to see the number of first time participants in this year's 306th

Bomb Group Historical Association Reunion. For two young men, the opportunity to interact with those of their great-grandfather's generation, who experienced fighting for our country, was both gratifying and emotional. Both young men will have stories to share with family, friends, and classmates for weeks and months to come.

Making World War II history come alive to those in the classroom is often a challenge. A nation-wide effort, known as STEM (Science, Technology, Engineering, and Mathematics) seeks to introduce these skills at all levels in our educational system and to take history beyond the pages of textbooks and into the hands of curious students. It is the talented and creative teacher that can apply this subject matter to every aspect of the learning environment.

For example:

- Students are provided with the opportunity to develop their 21st century skills based on real World War II scenarios
- Students are asked to compare today's prices of products and income percentages to those during the war
- Students are given various scenarios for which they are required to chart various aspects of World War II data
- Students are introduced to the medical technology that advanced life-saving needs such as blood transfusions and the understanding of blood typing
- Students are acquainted with the requirements for mass production and how it related to penicillin and antibiotics during the war

(Editor's column continued on page 5)



**A Message from
306th BGHA
2015-2017
President
Steve Snyder**

Well, another reunion is in the books, and as usual, it was terrific!

About 120 people attended including 13 of our beloved 306th veterans. Visits to the Champaign Aviation Museum to see the B-17F Champaign Lady re-building project and to the National Museum of the U.S. Air Force to see the restoration work on the original B-17F Memphis Belle were spectacular. The Air Force Museum with its four huge buildings is overwhelming, and its World War II Gallery, which includes the B-17G Shoo Shoo Shoo Baby, is fantastic.

Next year’s reunion will be in Indianapolis, Indiana, and the 2018 reunion will be in Long Beach/Orange County area of Southern California.

We had a couple of Board position changes. Completing their two-year terms and going off the Board of Directors were Marty Lenaghan and 306th veteran JJ Gaydosh. I would like to thank them once again for their service to the 306th BGHA.

Replacing them are Bruce Chase and 306th veteran Red Ketcham, so I welcome them to the Board.

In addition to becoming a Board Member, Bruce Chase will also be Director of Membership, which is a new position. For a variety of reasons, the Association needs to maintain a record of its membership and is implementing a membership system beginning with the 2017 calendar year. Details and a membership form are contained in another section of this newsletter. It is important that you register as a member.

I’d like to congratulate the recipients of this year’s 306th BGHA Awards, which were extremely well deserved. Receiving the William “Bill” Houlihan Award” were Marty Lenaghan and Judy Hermley. Receiving the Dr. Thurman Shuller Award were Barbara Neal and Charles Neal.

I have enjoyed my first year as president and look forward to 2017. The Association is made up of a great group of people. I so enjoy getting to know more of you at each reunion. Once again, please let me or any Board Member know if you would like to become involved and help in performing the many tasks necessary to operate the Association – among them planning, organizing, and assisting at our reunions; indexing website information, contributing articles to the *Echoes* newsletter, and others.■

Thank you. *Steve*



306th Bomb Group Historical Association Board Members: Front Row – Nancy Huebotter, Echoes Editor; Barbara Neal, Secretary; JJ Gaydosh, Veterans Rep (outgoing); Red Ketcham, Veterans Rep (incoming); Sue Moyer, Director; Marty Lenaghan, Director (outgoing); Les Stellish, Director. Back Row – Bill Feeser, Vice President; Jennifer Mindala, Treasurer; Thom Mindala, Reunion Chairman (outgoing); Steve Snyder, President; Charles Neal, Webmaster; Clifford Deets, Historian; Kevin Conant, Director. Not Pictured: Bruce Chase, Director of Membership.



Secretary's Column

By Barbara Neal
(Secretary's contact information on page 2)

Thank you! It's great to have so many 306th followers involved this year, including many new Reunion attendees, and more participating in the volunteer work it takes to keep the 306th BGHA running smoothly. Since a health-related "wake-up" call in January, it is with much gratitude that I welcome volunteers who've taken on projects we juggled for 7+ years: keeping track of 306th followers whose interest sparked from so many points around the country and the world; researching and writing obituaries for *Echoes*; compiling deaths since the previous year's Folded Wings program for the current year's program, and printing it.

My **monthly group-email updates** continue going to many – now to more than 500. Since I do not put links to other sites in those group-emails, I want to share these here:

WWII Escape and Evasion Reports are all now available online as PDFs at the National Archives, I learned, thanks to Marilyn Walton's September 2016 issue of Stalag Luft III Newsletter. To find the PDF file for any Evadee, go to the following link, and replace the *.* in the upper left search window with his name:

https://catalog.archives.gov/search?q=*.*&f.ancestorNaIds=305270&sort=naIdSort%20asc

Kessler's Legacy is a great video I recently saw online, thanks to Marilyn Walton mentioning it in the June 2016 issue of her excellent Stalag Luft III Newsletter. Leland Kessler (artist and 368 Squadron engineer top turret gunner who reported mid-April 1942 and was POW from 21 May 1943) attended Hoover High School in North Canton, OH. In 2001 the talented students of the school's Video Productions Program did this great video of an interview of him. In *Echoes*, see two cover articles about Lee's October 2003 death: page 1 of October 2003; and page 1 of January 2004, which has his painting of the 21 May 1943 Wilhelmshaven mission – the artwork Kessler had provided for the dust jacket of Russell Strong's *First Over Germany – A History of the 306th Bombardment Group*. This

video was posted by NCCS [North Canton City Schools] Channel 11 - <https://vimeo.com/3595290>

Building my spreadsheet of 306BG veterans can now receive more of my focus, thanks to the additional volunteers now handling other matters. Charles posted that spreadsheet on 28 September 2016 near the top of the Archives section at 306bg.us, for anyone to use for reference. On 28 September, it had just over 5,600 of our 306th veterans. The list began in late 2009 as I examined all issues of *Echoes* published since August 1976, listing all deaths I found. It has grown since 2009 from adding *Echoes* obits published, and by adding some, NOT ALL, vets still living, and vets from some of the cards in the Card File. Eventually, I hope to have that spreadsheet include all names of men who we can determine served in 306BG. As it continues to grow, the posted version of the spreadsheet will be updated periodically. ■

Webmaster Report

by Charles Neal



306bg.us - Reaching Out to the World

Our site honors WWII air campaign vets by educating succeeding generations about their service. Note SIGNIFICANT enhancements

to our website:

- Visitors, including you our reader, can now DONATE to our Association via our website
- Implementation of no cost MEMBERSHIP
- Initiation of an INDEXING project which allows SEARCHING our indexed files
- Addition of pages describing how ANYONE can help index our historic documents
- Addition of scanned pages of an index of 306th *Echoes* 1975-2000
- Addition of a page giving advice for "Finding a vet at 306bg.us"
- Addition of a number of video clips of our veterans speaking of their experiences
- Addition of more individual histories, current memorials and historic material

- Addition of a website map
- Reunion photos from our 2016 Dayton reunion

IMPORTANCE of our site: Our veterans are passing on and our site is the way for their voices to still be heard, passing the stories of our veterans to succeeding generations of family and to others around the world: Many recipients of our printed *Echoes* may not be aware of the significance of our website. The younger generations are unlikely to find information regarding the WWII vet in their family in material stored. Today they look for information on the internet. Many veterans and their families have loaned (for scanning and return) or given material found in the attic and basement storage boxes to our Association (you can still do so). Such material, historic documents and photographs, individual histories, etc., have been scanned and uploaded to our website where they can be viewed by interested family members, students, historians, researchers and history buffs around the world. The Association's primary mission is now educational and our website is the primary way we reach out to the world.

Website statistics:

- 306bg.us Website usage:
 - Oct '15 to Sept '16 visits = 47,300
 - Average > 135 visits/ day
 - Average > 600 pages viewed/day
- Some web file stats (approximate):

• War era photos	8,000
• Special Orders	800
• Mission Reports	350
• Correspondence files	1,700
• Card files	8,000
• Daily bulletins	700
• Past reunion photos	4,000
• Other files, more than	25,000
• Total files in excess of	50,000

Editor's Column (continued)

- Students are made aware of the use of radar, sonar, and aerial photography and how it impacted the war effort and how it has transitioned into today's environment
- Students are tasked with discovering how women in World War II fostered the STEM idea

Parents are encouraged to get involved in their students' classroom activities by suggesting teachers consider adapting their lesson plans to include instilling in the students information about World War II and the aftermath that has brought us many of the scientific and technological developments we enjoy today. Teachers seeking to enhance their curriculum can access lesson plans that develop these ideas at www.nationalww2museum.org or www.worldwariiaviation.org. Interesting audio and video materials to enhance the human drama can be found on the 306th Bomb Group website at www.306bg.us, then clicking on the Education/Research tab.



Eight year old James Shaw bid on and won a box of treasured memorabilia from Lt. Col. Richard J. Kennedy and promised he would correspond with Lt. Col. Kennedy to learn more about the items he received. James' journey to this year's reunion was not just to honor his great-grandfather, Ralph

Shaw, who passed away in March, but to learn more about the men of the 306th Bomb Group and their missions. His excitement for what he learned and saw cultivated a further interest in the subject of World War II. Engaging James in a realistic approach to history through his reunion attendance is just one step in the goal of the 306th BGHA to enhance the educational experience of those who attend the reunions and visit our website. ■


306th Bomb Group Historical Association official website Box 682530 • Park City, UT 84068-2530

WWII 306th Bomb Group (H)

FIRST OVER GERMANY & FLYING THE B-17 "FLYING FORTRESS"



"This site is dedicated to the men of the 306th BG". It contains thousands of scanned images of documents and photographs as well as other material to educate families of the men, researchers and others regarding the life and times of the European Bombing campaign.



306th BG patch

Air War Play Scheduled to Debut in New York

Jason McDonald, History Teacher and High School Technology Integrator at Grace Church School in New York, attended a 2015 summer residency at the Imperial War Museum at Duxford in the United Kingdom. Students attending the residency are required to take one item in the collection at the Duxford museum,

research it, and be prepared to present findings to fellow teachers at the 2016 meeting of the group. His research resulted in a well-done initial submission that contains a history of the plane "Little Audrey," piloted by the 423rd's Mack McKay and the crew. The paper also contains some interesting analysis of the Casablanca Conference.



Those interested in reading Jason's paper can do so by accessing the 306th website (www.306bg.us/history/crew_histories.htm).

To ensure students are aware of the impact of World War II, Jason's 11th and 12th grade students are

scheduled to present a play on Monday and Tuesday, 9 and 10 January 2017, that highlights the intersection of the European air war and the Holocaust. The 306th BGHA members are invited to attend if they contact Jason for tickets in advance. The play will present adult themes and is unsuitable for small children. Parental discretion is advised. For additional information, contact Jason McDonald at Grace Church School, 46 Cooper Square, New York, NY 10003, (212) 475-5610 Ext. 8118 or via eMail at jmcdonald@gcschool.org. ■

Outward Bound

The dawn came stealing through the night
in a sky floodlit with bright moonlight;
And with the dawn came a murmuring sound
of great planes on a landing ground.

Their engines throbbing in the cold crisp air
As I was standing listening there.
Then they came, and with eager eyes
I saw them loom into the skies.

On they came with a deafening roar
ten, twenty, thirty, more still more;
Their bodies glistening as they passed me by
and circled in the cloudless sky.

Then with formation quite complete
The silver-wing-tipped gleaming fleet
swept on their voyage – I knew not where,
And left me standing alone there.

'Til all was hushed again . . . ne're a sound
Of those gallant men who were
OUTWARD BOUND!

This poem was written by Muriel Rose Bates in 1944 as she made her way to work in Bedfordshire one morning where she made resistors for radios. Muriel later married Lt. William E. Foose, 306th Bomb Group Communications Training Officer, 368th Squadron. She died in July 2008. William Foose died 30 April of this year. His obituary is included in this edition of *Echoes*. ■



Dayton Reunion Attracts Newcomers!

The 306th Bomb Group Historical Association's 2016 reunion has entered the historical record of the organization, but for most attendees the events of the 4 days in mid-September will be recalled with marked fondness. A total of 119 attended the reunion, including 12 veterans, their wives, families, and friends; 37% were first time attendees.

For those who arrived on Wednesday, an afternoon trip to the Dayton Aviation Heritage National Historic Park introduced them to historic sites linked to the Wright Brothers and their first flights – an area often recognized as the birthplace of American aviation.

Thursday's excursion to Urbana and the Champaign Aircraft Museum, facilitated by "Red" Ketcham, a 306th BG veteran and museum volunteer, provided event participants with a very informative presentation regarding the museum and the restoration of the B-17, *Champaign Lady*. Staffed entirely by volunteers, these hardworking individuals are dedicated to the restoration of the warbird to flying status. The more adventuresome, smaller, and less claustrophobic 306th BGHA members had the opportunity to slip into a ball turret to experience the combat quarters of those assigned to that crew position.



Situated on the grounds of Wright-Patterson Air Force Base, the National United States Air Force Museum was on the Friday agenda. Four large hangars and outside display areas staged exhibits that detailed specific historical periods. Of particular interest was a visit to the hangar housing the *Memphis Belle*, the B-17F that made 25 trips "to hell and back." The multi-year conservation and restoration effort by the museum staff,

including corrosion treatment, the full outfitting of missing equipment, and the reapplication of accurate markings will bring the *Memphis Belle* back to pristine condition. The *Memphis Belle* is slated to go on public display on 19 May 2018, the 75th anniversary of its historic final combat flight.

For three months following the *Belle*'s June 1943 return to the United States, the Flying Fortress and her crew flew across country on a war bond and morale boosting tour.

For many, the story of the *Memphis Belle* has become a timeless symbol of the heroic USAAF bombers and their crews who flew against Nazi Germany during World War II.



Also on display at the museum is the B-17D, the only D model in existence, and the oldest surviving Flying Fortress. Originally named *Ole Betsy*, the aircraft participated in several bombing missions in the weeks following the bombing of Pearl Harbor. Later the plane was converted into an armed transport and was renamed *The Swoose* (half swan/half goose). In 1942, Capt. Frank Kurtz became the personal pilot for Lt. Gen. George Brett, and in honor of the airplane, Capt. Kurtz named his daughter, famed American actress Swoosie Kurtz, after the plane. This Flying Fortress holds the distinction of being in operational service from Pearl Harbor to the end of the war.



The traditional Folded Wings ceremony and the Veteran's Round Tables, both of which were held in the hotel's amphitheater, focused on remembering those who had served this country.

The Round Table discussions gave the veterans the opportunity to share stories of their wartime experiences.



Friday's night's *First Over Germany* dinner featured Bill Carlile and Bill Houlihan (via video) who shared stories about life at Thurleigh.

The Silent Auction, featuring items of historical significance to

World War II and the 306th Bomb Group, raised \$1,181. All funds will benefit the 306th BGHA.

The 306th BGHA Saturday night dinner and awards banquet honored Martin ("Marty") Lenaghan and Judith Hermley with the Houlihan Award, an award given to those who "exemplify the highest level of participation and service to the 306th Bomb Group Historical Association. Those presented with this award have also been active for several years and have provided significant service to the association.



Two Thurman Shuller Awards were presented this year: the first to Charles Neal for his service as vice president, the first non-World War II veteran President, and webmaster; the second to Barbara Neal for service to the organization as secretary and numerous ancillary activities, as well as advocate of special projects conducted in support of the preservation and promotion of the 306th Bomb Group's history and legacy. The Thurman Shuller award is the highest award conferred by the 306th BGHA in recognition of the outstanding achievements made notable by long term contributions to the organization and in the

achievement in the preservation and dissemination of the 306th Bomb Group history. ■



Carolyn Couey accepted the Bill Houlihan award in behalf of her mother, Judith Hermley.



Marty Lenaghan accepting the Bill Houlihan award from President Steve Snyder.



Charles Neal accepting the Thurman Shuller Award.



Barbara Neal accepting the Thurman Shuller Award from Clifford Deets, Historian.



306th Bomb Group Historical Association Board Meeting. Pictured, left to right, Red Ketcham, Veterans Representative; Charles Neal, Webmaster; Steve Snyder, President; Bill Feeser, Vice President; Jennifer Mindala, Treasurer; and Thom Mindala, Reunion Chairman



Board Meeting: Jennifer Mindala, Treasurer; Thom Mindala, Reunion Chairman; Nancy Huebotter, Echoes Editor



Board Meeting: Bruce Chase, Director; Clifford Deets, Historian; Debbie Conant, Guest; Sue Moyer, Director; Marty Lenaghan, Director; Karl Duggin, Guest





Second Schweinfurt Memorial



306th Memorial



306th Bombardment Group Memorial



"Hard to Get" Crew Memorial



Restoring an Air Force Icon: Boeing B-17F Memphis Belle

The *Memphis Belle*, a B-17F Flying Fortress, is one of the most famous aircraft in history. In May 1943, it became the first US Army Air Force (USAAF) heavy bomber to complete 25 missions over Europe and return to the United States. Before leaving for Europe, the pilot, then Lt Robert Morgan, named the aircraft after his wartime girlfriend, Margaret Polk of Memphis, Tennessee. Morgan chose the artwork from a 1941 George Petty illustration in *Esquire* magazine.

Flying in the 324th Bomb Squadron of the 91st Bomb Group (Heavy), the *Memphis Belle* and its crew of ten flew their first combat mission on November 7, 1942. Until the arrival of long-range fighters later in the war, USAAF heavy bombers often flew without escort for part of their missions. Faced with hordes of enemy aircraft, deadly antiaircraft fire, and the lack of friendly fighters in the target area, it was difficult for a bomber crew to finish their required twenty-five missions.

The crew of the *Memphis Belle* beat the odds with their twenty-fifth combat mission on May 17, 1943, against the naval yard at Lorient, France. Interestingly, this raid was the *Belle's* 24th combat mission—the original crew occasionally flew missions on other 91st BG (H) B-17s (and others took the *Belle* on some missions also). So, on May 19, the *Memphis Belle* flew its 25th combat mission on a strike against Kiel, Germany, while manned by a different crew.

Upon their return to the US in June 1943, the *Memphis Belle's* crew flew the aircraft across the country on a three-month war bond and morale boosting tour. With the bond tour and the 1944 William Wyler documentary film titled *The Memphis Belle*—which included actual combat footage—the aircraft and its crew became widely known and celebrated. In 1990, a major motion picture of the same name added to their fame.

For many, the story of the *Memphis Belle* has become a timeless symbol of all the heroic USAAF bomber crews who flew against Nazi Germany in World War II. In need of a thorough restoration, the *Memphis Belle* arrived at the National Museum of the US Air Force in October 2005. A careful, multi-year conservation and restoration effort by Museum staff—including corrosion treatment, the full outfitting of missing equipment, and accurate markings—will bring the *Memphis Belle* back to pristine condition.

The crew of the *Memphis Belle* after their 25th mission: Lt Col Robert Louis (captain), Sgt Carl Brock (bombardier), Sgt James (navigator), Sgt John (copilot), Sgt (tail gunner), Sgt (middle gunner), Sgt (wing gunner), Sgt (tail gunner), Sgt (wing gunner), and Sgt (tail gunner).

Robert Morgan being protected by major during his flight over the North Sea on the first B-29 and second days, Japan, in November 1944.

The *Memphis Belle* and crew being greeted by cheerleaders at Patterson Field, OH, on May 19, 1943.

Commander Reg Arnold, commander of the 91st Army Air Force, receiving the *Belle* after it returned to the US.

TECHNICAL NOTES

<p>Engine: Four 1,200 hp Wright R-1820-97 Inter-engine: 18 inches Range: 2,800 miles Ceiling: 27,000 ft</p>	<p>Armament: 10,000 lb of machine guns (usually only twelve in combat mission) and 8,000 lb of bombs Maximum speed: 325 mph</p>
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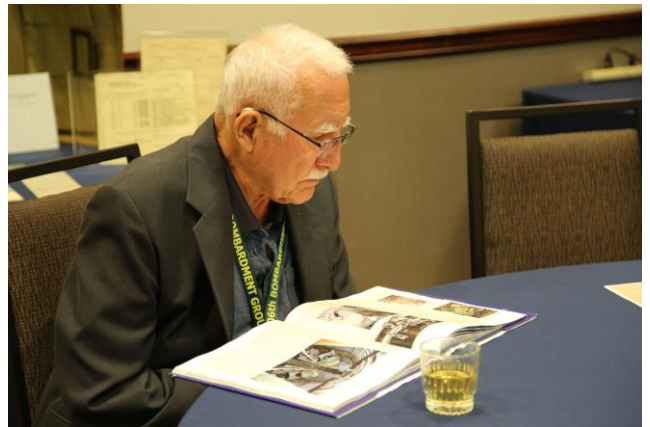


Folded Wings Ceremony



306th Bomb Group Historical Association General Meeting

General Meeting – Steve Snyder, President; Bill Feeser, Vice President; Barbara Neal, Secretary; Jennifer Mindala, Treasurer





Veteran's Round Table: Red Ketcham, Robert Hitchcock, and Walt Rozett



Veteran's Round Table: George Bachmann



Veteran's Round Table: Carl Groesbeck, Clayton Nattier, Walt Olmsted



The Dillon McDermott Family



The Carl Groesbeck Family



Averie Kate Wilson, 9 weeks, our youngest reunion attendee.





306th BGHA Veterans – (left to right) Vince Stokosa, Clayton Nattier, Robert Hitchcock, George Bachmann, Walt Rozett, JJ Gaydosh, Bill Carlile, Ralph Franklin (British Representative), Red Ketcham, Walter Olmsted, Dillon McDermott, Carl Groesbeck (seated in wheelchair). Not pictured: Edward B. Hughel



306th BGHA Veterans, Wives, Widows, and Friends – (back row - left to right) Vince Stokosa, Clayton Nattier, Robert Hitchcock, George Bachmann, Walt Rozett, JJ Gaydosh, Bill Carlile, Ralph Franklin (British Representative), Red Ketcham, Walter Olmsted, Dillon McDermott; (front row – left to right) Jan Forsyth, Elizabeth Huebotter, Patricia Bachmann, Carl Groesbeck (seated in wheelchair), Em Christianson, and Joanne Fleet.



306th BGHA 2016 Reunion Attendees



Silent Auction Winners Clayton and Joe Nattier



British Representative Ralph Franklin with Nancy Huebotter



Silent Auction Winner Charles Neal with Sue Moyer



Veteran JJ Gaydosh being presented veteran's gift by Nancy Huebotter

Life at Thurleigh, other than flying missions....

by R. A. Lissner

On better weather days I looked forward to the bike trips I made out into the farm county surrounding our base. The roads were barely two lanes and often only one. Even in winter the fields still had patches of green and the leafless trees were



populated with birds, the ever-present starlings. My passing disturbance would launch their noisy flock airborne to a more distant tree. If my ride was in the

late afternoon, an hour before sunset, the farm fields and roads were painted with a very different palette. The icy patches that were hit by the setting sun glowed gold while the snow patches in shadows were blue and gray.

The forays for chicken eggs were especially interesting excursions. These farmers and a few civilians who worked on the base, were the only English people that I became briefly acquainted with. I had been told there were two farms that had laying hens and both owners were willing to sell any extra eggs to soldiers from our base. My first attempt to find some fresh eggs was at the farm closest to our base. The farmer was stern and all business. I found him in the barn. He seemed anxious to get the transaction over and done with. I paid the half-pound (\$2.00) and he put the six eggs in a bag for me. His farewell was a nod and wave of his hand toward the barn door. He was in a hurry to get me out of there. As I approached the door, it was suddenly filled with a good size woman. "Are you selling them eggs, what's mine, again?" she shouted. "Be on your way Yank," she ordered me. I hurriedly obeyed and left the farm. On the ride back to the base, I kept wondering about their relationship, and I imagined several reasons why he was 'poaching' her eggs and reasons why she didn't want them sold. That was the only time I went to that farm.

My second source for eggs was quite different from the first farm I had visited. This farmer, Mr. Millington, (fictitious name) was a philosopher in overalls, and he always welcomed guests. There was little you could say that wouldn't launch him

into a lengthy discussion. Be it a worldly topic, news of the day, politics, the weather, or a simple expression of courtesy; whatever the subject, my new friend would embrace it and give you an elaboration that lasted as long as you would listen. There was always tea and a biscuit (cookie) that "the Missus put back for you."

If I could arrange it, I always tried to go to the Millington's farm early in the afternoon. I enjoyed visiting with the two of them. They were kind and friendly – and appreciative for the American effort being made to save their country. During my last visit with them, in way of making small talk, I mentioned the flock of starlings that had settled on the farm's entrance road. When I turned in the gate, the startled birds flew off like a great black cloud. There must have been over a hundred of them. "You know they are quite a problem, don't you?" my mentor on English life asked. "No," I answered. "I don't think we have them in the States." As I said it, I knew I had provided the subject matter for this afternoon's enlightenment over tea.

He went on, "It isn't that they, the starlings, were put here without purpose. They do a jolly good job on beetles and grasshoppers. They are of the Sturnidae family, that lot of passerine birds. Same as the mynah bird you Yanks are so fond of. For all the good the starlings do, there is a price to pay – they are an awful nuisance. They dirty up the place, have a very poor squeaky song, and seem to have the need to congregate in vast numbers. You say you don't have them? I say bully for you Yanks."

That afternoon at the Millington's, I learned the mating and nesting habits of these birds, and how to best clean off any metal object covered by their fecal material which corrodes metal. I left with my eggs, looking forward to my next visit – never dreaming that I would never see these kindly folks again.■



Radio on a Flying Fortress

The Story of the Jackie Ellen and the Black Box

by Christopher Jacobs

Tucked somewhere in the tail of every commercial aircraft world-wide today is the near-indestructible device we colloquially call “the black box” or cockpit voice recorder to be precise. Seldom does an aircraft crash than our first thought, after the tragic fate of the victims, is what the black box will reveal. Those familiar with this device know that it’s actually painted orange and a debate continues to this day as to how the device came to be known as the “black box.” Perhaps the answer itself lies tucked inside my grandmother’s scrap book that contains a magazine article that my father sent home from England in January 1944. Delving into this mystery reveals another facet of the 306th Bomb Group history and how the endeavors of that famed band of flyers still affect our lives today. It also begs the question of whether a Jackie or Ellen Morey was born to the Lt. Morey family one summer New Hampshire day in 1943.



One important clue is the sharp photo in the 306th Bomb Group Historical Association archive of B-17F 42-5813 christened

Jackie Ellen by her crew. The undated photo shows five officers: pilot Capt. Thomas Witt, center, and copilot 2nd Lt. Douglas White, and bombardier 2nd Lt. Walter Morey to the right. Who are the two officers to the left; one suited for flying and the other wearing “pinks and greens?” Also why is the bombardier in the photo but not the navigator?

The answer is contained in part in the January 1944 magazine edition of *Radio News* and the article therein, *Radio-On a Flying Fortress*, written by *Radio News*’ correspondent Kenneth Porter – the officer standing next to Capt. Witt. The other unnamed officer is Maj. Howard Nussbaum, the ETO Radio Public Relations Officer. Maj. Nussbaum’s presence dates the photo as he is listed

an observer in the 16 August 1943 mission report for target Le Bourget Airfield in Paris, France. What was the ETO Radio PRO doing aboard the *Jackie Ellen*? He certainly was doing more than public relations by conducting a technical experiment demonstrating a prototype device called the magnetic wire recorder.



The device was tested on the Le Bourget mission to record the crew intercom transmissions during the mission as tool to complement post-mission interrogation and analysis. Although the term “black box” is not used in the article, the term

had become commonplace among the RAF to describe the various experimental “gadgets” and devices installed in aircraft during the war. In fact, the term is used in quotation marks in a May 1946 article in the British magazine, *Flight*, to collectively describe the radio, navigational aids, and radar devices developed during the war that would have application to post-war



commercial airline uses. Indeed Kenneth Porter had foreseen the adoption of the important device, referring to the mission with the recorder as a “history-making flight” in his article.

Within the year *Flying* magazine echoed the sentiment and reported on the device and Le Bourget mission in an August 1944 article by Charles Corddry, Jr. entitled *Aerial Eavesdropper*.

its weight and cost penalties. The stowage of the “black boxes” and, even more important, the detrimental effect on performance of external acrials, still remain as a radio and radar problem.

Whereas Kenneth Porter focused on the mission experience of the *Jackie Ellen* and her radio operator, Corddry provides an excellent detailed technical explanation of how the recorder works and is used, the history of its development, and describes its pairing with an instrument data recorder. Furthermore he astutely suggests its peacetime adoption by commercial aviation to aid post-accident investigations.

On a bomber, the wire recorder is plugged into the inter-communication system and records all sounds made inside the plane during a mission, a feat which no other device operates rapidly enough to perform.

The first reported experiment with the recorder in a bomber in actual combat was made in a mission over Le Bourget Airfield, near Paris.

In conjunction with aerial photography, the instrument affords an unmatched means for studying enemy tactics. But what of its post-war, peacetime future?

To suggest a few of its limitless uses: It may be placed in the pilots' compartments of commercial airliners to furnish a complete record of activities during adverse weather conditions and, more important, during unexpected accidents and possibly crack-ups. Authorities then would be able to study the causes of accidents more thoroughly and to take proper remedial measures for the future.

Returning to Porter's article on the *Jackie Ellen*, it offers a gripping account of the Le Bourget mission and is reprinted in this issue of *Echoes* (see

Bombardier: "Don't bother me now, please! On the level there, boy, please!"

Nussbaum: "The bombardier is working with his Bomb Sights now. There's been a lot of flak. Our pilot has been taking evasive action. The bombardier wants the ship—he needs the ship level—we're levelling off. The flak is really coming up—some more bursts! The sky is . . . the sky is just black with little puffs of smoke."

Bombardier: "Bombs away!"

page 21) in its entirety for it also offers one of the best descriptions of the role of the B-17 radio operator and

the mission experience from T/Sgt. Joseph Bocelli's point of view. Perhaps the crew interchange in the run-up to the target is redacted for secrecy as the pilot-to-bombardier dialog seems too brief given Capt. Witt's evasive action. It would be fortuitous if a copy of the recording were available for listening today.

Still reading the account brings to mind the mission scenes from the highly-acclaimed film *12 O'Clock High*.



Perhaps there is a connection. Howard Nussbaum was a former New York radio network executive assigned to wartime duty with 8th AF Headquarters where future co-authors/ screenwriters Sy Bartlett and Beirne Lay, Jr. were assigned. Capt. Lay was an experienced

pilot but each man shared prominent civilian backgrounds in radio, film, or journalism. Each worked on the staffs of Generals Eaker and Spaatz. On 4 September 1943 at 8th AFHQ, Nussbaum demonstrated the playback of the Le Bourget mission for Gen. Arnold, Air Force Chief of Staff. Were Captains Bartlett and Lay present and listening? Perhaps the answer to that question is one more reason the exploits of the 306th featured prominently at 8th AFHQ and served as the historical counterpart to Bartlett and Lay's fictional 918th Bomb Group. In fact, Stanley Richardson broadcast the mission recording over the NBC radio network two days afterwards – a great technical feat for that era. Listeners at home were spellbound hearing what actual combat in the air aboard a Flying Fortress sounded like and it was the 306th that placed them figuratively in the midst of the action. All this serves to underscore the place of honor earned by the men that passed through the crucible at Thurleigh. Even seemingly obscure technical trials there have left their mark – still visible in today's world. The magnetic voice recorder is but one. Not only did it work but the 306th worked to get it to the target and back home and that achievement contributes appreciably to modern aviation safety. Although Porter's article ties squarely with the *Jackie Ellen* photo and sets the scene for the nicely posed picture it was not used. It's a public relations shot but the viewer's eye is drawn not to Tommy Witt, the tall-lanky Texan pilot in the center, but to his copilot Doug White. Lt. White must have said something witty because

Radio – on a Flying Fortress

by Kenneth R. Porter

Radio News War Correspondent

Porter and Nussbaum are looking directly at him with big grins. Witt's face is slightly blurred as his head turns toward White too but Witt's characteristic smile shines through. White is also smiling and looks impressive wearing his bomber jacket with the ominous *Clay Pigeons* patch.



His head is cast slightly downward giving him an introspective look. White's gaze is directly towards the camera and draws the viewer's attention to him. As fate would have it, Lt. White was flying two months later as first pilot with his own crew when he was killed in action on the second Schweinfurt mission, 14 October 1943. The *Jackie Ellen* also went down that day but Radioman Joe Bocelli, survived.

That leaves us with bombardier Walt Morey.



Why was he placed in the photo? He completes the story of the *Jackie Ellen*. Morey's wife was expecting their first child and the crew had hedged their bets in naming the aircraft. The afternoon shadows in the

photo indicate that he's facing west – towards home – perhaps wondering whether his wife had given birth to either a son they would name Jackie or a daughter they would name Ellen. Lt. Morey completed his tour 15 December 1943 and got his answer. ■

The Jackie Ellen
Shortly before the "Jackie Ellen," a Flying Fortress of the 8th U.S. Army Air Force took off from Britain to bomb Le Bourget Airfield just outside Paris, the writer made a check flight to find out what goes on over the communication system during a combat mission. It was evident then that even the fastest shorthand expert would be unable to write a word-for-word account of the flight. However, an Air Force officer with a magnetic wire recorder attached to the intercommunication system obtained a description of the operational flight in the actual words of the crew and observer-commentator.

The application of radio and the magnetic wire recorder in the actual bombing of a Nazi-held airdrome, was reported direct from England.

The radio operator in a Flying Fortress during a bombing mission is far from the most talkative gent in the crew – either in buzzer code or actual conversation. His job consists of little or no transmitter work while on the way to and from the target. In fact, radio silence is paramount in the precautions of a raiding party and only in an emergency is the key or talker opened. The radioman became primarily a listener – and if he's in the lead ship he must be an exceptionally good one, too.

On the day of a mission the radio operator is briefed with the other listed gunners. Then radio men, like the navigators, attend a special briefing of their own. Here they are handed the flimsy, or radioman's kit for the day. The flimsy is a briefcase containing papers – a station and frequency chart, bomber code, "Q" signals, hours of the day, and certain maps, all of which are secret and sacred to the radio operator. His flimsy is as well-guarded as the bombardier's sight, or the navigator's papers, or the special escape kits.

But radio procedure differs in the European theater of operations – it is a combined USAF-RAF radio procedure. So radio operators are grounded for several weeks when they first arrive in England to attend this combined radio-procedure school.

The radioman is also an expert gunner for interdependence is vital to a B-17 crew. He has his

Editors Note: The following article is reprinted in its entirety from the January 1944 Radio News publication. Due to the quality of the available copy, the article has been retyped for legibility and your reading pleasure. Photos contained in this article have been extracted from the original journal.

own fifty caliber playing out of his top hatch. He can operate either the top or ball turret to replace these gunners in an emergency. Since he is the only man in the ship who can see the waist gunners (through his half door) he “guards” them. The ball turret man depends on the waist gunners to free stuck mechanisms, feed him ammunition and do other related duties. The tail gunner is also a responsibility of the waist men.



The most important position of all for a radio operator, however, is in the lead ship. Here he must intercept every message from his home base, for other aircraft following in the flight depend on the leader to keep to a correct course. If the radio operator fails to hear a message calling the flight back or detailing it to another target, it must find itself flying alone or leading the other ships astray. With such vital information crackling on the receiver and being unable to see what is going on, radio men often become so detached from the activity around them that even severe enemy action goes unnoticed. It has been known for them to return from missions in planes riddled to almost total destruction to discover the damage only after landing.

Closed off in a tiny, closed curtained compartment, concentrating on the radio receiver rather than the interphone, the operator often misses the battle entirely. He can hear shots behind and around him, hear his own turrets firing in reply, feel the plane buck and lurch – which might be enemy flak, cannon hits, or just plain evasive action – he’s never sure which.

In preparation for the flight which was to become the first on-the-spot account of what actually goes

on inside an American heavy bomber, a small portable recording device known as a magnetic wire recorder, was installed in the observers’ compartment and plugged into the intercommunication system. In addition to the regular crew of ten, Major Howard L. Nussbaum, former New York radio network executive and now Radio Public Relations Officer of the ETO was to go along and record his own description of the flight.

The plane used was the *Jackie Ellen*, so christened by the bombardier, Lt. Walter Z. Morey, of Manchester, New Hampshire, an expectant papa who explained, “if it’s a boy we’ll name him Jackie; if it’s a girl it’ll be Ellen.



Painted on the nose of this bomber were nineteen yellow, red and blue miniature bombs, indicating that it had made that many missions over enemy territory – ten over France, eight over Germany and one over Belgium. It was manned by the oldest complete living combat crew in the “clay pigeon” squadron.

There was nothing unusual in the briefing of the crew the day of this particular flight. The men knew they were to bomb Le Bourget airfield just outside Paris and they had been informed about the magnetic wire recorder attached to the intercom. They were also aware that they were participants in a unique experiment which might prove of great tactical value in future bombings.

After the briefing, T/Sgt. Joseph C. Bocelli, Philadelphia, Pa, radio operator of the *Jackie Ellen*, entered the radio compartment and started his log: “On watch – 0810 hours” he wrote . . . “have tested all equipment – OK . . . have tested interphone from every position in plane – OK . . .”



With this the radio operator's duties were over for the moment. He had only to listen for messages meant for his ship and note them in his log, for the pilot takes over with a command radio for the directional control of other planes in the flight and for coordination with fighter escort or for liaison with other bombers.

The balance of the crew, consisting of S/Sgt. Walter D. Sherrill, Rock Island, Ill, tail gunner, S/Sgt. Charles A. Adams, Cheltenham, PA, and S/Sgt. William R. Earnest, Delmont, Pa., right and left waist gunners respectively, S/Sgt. Francis W. Pulliam, Greeley, Colo., ball turret gunner, T/Sgt. Gus Riecke, Trinidad, Cal, upper turret gunner, Lt. Walter Z. Morey, bombardier, Lt. C.A. Alexander, Manlius, N.Y., navigator, Major Nussbaum, observer, and Lt. Douglas H. White, Fort Worth Texas, co-pilot, all checked in over the interphone to pilot Captain Thomas F. Witt, of Cookville, Texas, and the plane took off in regular formation on its history-making flight.

The radio man sat back on his parachute pack, loosened his "Mae West," relaxed and listened. Over the intercom came the voices of the crew and observer-commentator as the ship sped towards the continent to bomb the Nazi-held airfield.

Nussbaum: "It's now 8:20. Zero hour is 8:45. In exactly twenty-five minutes, at zero hour, every plane, every bomber, every fighter on this operational mission. . . ."

Pilot: "Pilot to tail gunner. Check your glasses and see if you can get the number of that aircraft to the right of us."

Tail gunner: "Tail gunner – Roger. Four two eight. . . I think it is four two eight. Roger."

Pilot: "Thank you. Roger."

Nussbaum: "As I said, at 8:45, which is in about twenty-five minutes, all the planes on this mission,

whether they be bombers or fighters, will be in the air on the way to the target. That is known as zero hour. I can now see the wing ahead of us. It is in perfect formation. They are scheduled to go into the target two minutes ahead of us. We have not as yet made our rendezvous with our fighter escort."

Bombardier: "Altitude 10,000 feet. Put on your oxygen masks. We are at oxygen level."

Tail gunner: "Tail gunner. Roger."

Nussbaum: "As you can hear, we are going on oxygen now. I have just put on my mask and it may make my voice sound somewhat muffled. Crews generally go on oxygen at around 10,000 feet. The pilot will check the crew every 10,000 feet altitude or so to make sure the men are still on oxygen and are all right.



It is now exactly 8:48, and we are somewhere over the English Channel. In just two minutes we are to rendezvous with the fighter escort, all P47 Thunderbolts – the bomber crew's best friend. The navigator is working over his maps closely now. That rendezvous is desperately important. If we are too early for it, our Thunderbolts might never find us, and if we're late, they'll use up all their gas circling and waiting for us, and won't be able to take us as far as Paris.

"We're right on the nose! Three huge formations of Thunderbolts are swooping down on us from the northwest. They're a good deal higher than we are. That is precision timing for you, especially when you remember that these Thunderbolts took off from different air fields ten or fifteen minutes ago, rendezvoused first with each other, and then came out here to meet us, at a precise time when we would be passing a given pin point on the map. The time is exactly 9:02. We are at bombing altitude."

Pilot: "Calling all to man your guns."

Bombardier: “Bombardier to navigator –man your guns.”

Nussbaum: “We are now flying over enemy territory. Our parachutes have been adjusted. We have put on helmets to catch any flak that might be coming our way.”

Crossing into enemy territory the radio operator checked his equipment to see that he had complete radio silence and noted it in his log.

Bombardier: “Bombardier to pilot –go ahead.”

Pilot: “Go ahead.”

Bombardier: “I’m going back to pull the pins out of the bombs now.”

Pilot: “Roger.”

Nussbaum: “That was the bombardier to the pilot. He is now leaving the bombardier’s compartment and going back to pull the pins from the bombs. We are getting ready for business.”

Bombardier: “That guy at twelve o’clock seems to be hit!”

Pilot: “Pilot – Roger – Roger.”

Here the *Jackie Ellen* became engaged in the first contact with the enemy on this flight. Anti-aircraft batteries opened up on them from several quarters.

Nussbaum: “The flak is coming up. . . this is certainly flak-infested. . . .”

Right waist gunner: “Flak 4:30 high.”

Top turret gunner: “There! Four fighters right above us – four fighters!”

Pilot: “Are they 47s?”

Top turret gunner: “Yes sir, they’re 47s.”

Pilot: “OK.”

Nussbaum: “We are nearing the target. We can see the field from here, and just beyond that we can see Paris itself. We are getting some very bitter and determined opposition. They’re giving just about everything they have. . . .”

Top turret gunner: “. . . .Something around, I think.”

Pilot: “Cut the fussing around and get on the ball!”

Another field of flak spread out beneath them and the *Jackie Ellen* tossed and pitched like a bucking bronco.

Top turret gunner: “Enemy eleven o’clock level.”

Nussbaum: “We are being attacked! We’re being attacked! A Focke-Wulf 190 is coming in on us.”

Pilot: “Get at your guns! Get at your guns!”

Nussbaum: “The guns are going – a Folke Wulf came in at about eleven thirty.”

Pilot: “Report. Report.”

Tail gunner: “Tail gunner – Roger.”

Left waist gunner: “Left waist gunner – Roger.”

Right waist gunner: “Right waist gunner – Roger.”

Ball turret gunner: “Ball turret – Roger.”

Radio operator: “Radio – Roger.”

Navigator: “Bombardier navigator – Roger.”

Pilot: “OK boys, keep your eyes open now.”

Bombardier: “At twelve o’clock level there seems to be something burning – some plane or something.”

Tail gunner: “Flak six o’clock! Six o’clock level.”

Bombardier: “Bomb bay doors being opened.”

Pilot: “OK. Open bomb bay doors.”

Right waist gunner: “Three 47s at three o’clock high.”

Nussbaum: “Our bomb bay doors are open.”

Pilot: “Roger.”

Top turret gunner: “There’s something at twelve o’clock high.”

Bombardier: “Don’t bother me now, please! On the level there, boy, please!”

Nussbaum: “The bombardier is working with his Bomb Sights now. There’s been a lot of flak. Our pilot has been taking evasive action. The bombardier wants the ship – he needs the ship level – we’re leveling off. The flak is really coming up – some more bursts! The sky is the sky is just black with little puffs of smoke.”

Bombardier: “Bombs away!”

Nussbaum: “The bombardier has just dropped his bombs and we are taking a wide turn to try to avoid the flak. We will be going due east now.”

Tail gunner: “Watch there – one o’clock low – some enemy fighters!”

Nussbaum: “We are directly above Paris now.”

Right waist gunner: “Flak four o’clock low! Flak four o’clock low!”

Nussbaum: “Paris is just about four miles directly below. There is not a cloud between us and the ground. I can see the Eiffel Tower. . . .”

Bombardier: “Where?”

Nussbaum: “Right out there just about one o’clock – see?”

Bombardier: “Yes, that’s what it is!”

Navigator: “Attack! Attack! – One o’clock.”

Nussbaum: “We are being attacked – there go our guns! It was an ME 109, a Messerschmidt 109. It came at eleven o’clock right to the left of our nose. It swooped down on us, and under as our guns fired. If we missed him, the ball turret gunner got his chance, I guess.”

At this point the radio operator decided to join the battle. He wrote in his log: “Off watch,” closed his set and manned the fifty-caliber gun in the ceiling of his compartment.

When a radio operator engages in the battle as a gunner he must also keep constant vigil on his receiver, for code signals come in at regular intervals and he must intercept and record them in the log.

After nearly four hours in the air with their mission successfully accomplished, the *Jackie Ellen* and her crew headed back to their base. Direct hits had been scored on the target and a total of thirty-seven enemy planes were knocked down by the entire flight.

Such phrases as “nine o’clock” and “eleven o’clock” used by the crew during their battle indicate the direction from which enemy fighters were attacking. The use of the word “Roger” is a radio procedure term of acknowledgement, such as the expression, “OK,” meaning everything is all right.

The entire crew was wearing oxygen masks, and with the exception of the observer-commentator, all the men used throat microphones. These can pick up only the individual’s speech. A tiny lip microphone, enclosed in his oxygen mask, was used by the observer-commentator.

On the trip home the radio operator switched his automatic gadgets back on and tuned in a little dance music for the interphones while the crew unplugged oxygen lines and heating cables. The balance of the flight was uneventful.

Had the sky been cloudy on their return the radioman might have found himself a great deal busier, for after such battles planes usually become lost from their group and their course. In such weather the navigator cannot get a fix by celestial navigation or from his compass or maps. Then it’s the job of the radio operator to take a chance on breaking radio silence to get a radio fix. This is done by working from the flimsy list of stations and frequencies, sending out the signal for a fix.

On long missions deep into Europe, Fortresses and Liberators sometimes land at the nearest

airdrome to the English coast. Getting the ship into a strange airport is another responsibility of the radio man.

Back home the ship lands. The radio operator finishes his log for the flight: “Equipment OK, except for faulty interphone cables leading to tail gunner,” or whatever flaws might have been found in radio, interphone, or other power cables. Then he signs: “Off watch – 1224 hours,” with his name and rank affixed.

He gathers up his precious flimsy and log, attends the regular crew interrogation and his radio operator’s interrogation where he is questioned on incidents of the flight. Finally he turns in his flimsy and log and goes to the mess for a drink from the pot of ever-waiting black coffee.

[*TOBY Continued from page 1.*]

In his book *Twelve O’Clock High*, author Bernie Lay described the 918th Bomb Group’s green Toby as “Vigorously modeled, with a self-formed satyr handle, the beer mug depicted a robber with a Robin Hood hat and black mask over the eyes.”

Considered to be an essential element of the story’s development, much care and thought went into the development of the prop. One or two of the fictitious jugs were cast and painted for the scenes in the movie. When the Fox studios were finished



with the borrowed Air Force equipment and other props in July 1949, director Henry King gratefully handed the movie’s now famous 918th Bomb Group Toby jug to General Frank Armstrong, a fitting gift to the man who was the inspiration for the Frank Savage character in both the book and movie

versions of *Twelve O’Clock High*. It was a cherished heirloom of the Frank Armstrong family until it fell victim to theft in the early 1990s and to this day remains elusive. The second jug was owned by Henry King and sat on a mantle in his home. After the director’s death, his wife kept it on display; however, after her death, this jug too disappeared.

A 50th Anniversary Toby Jug was issued in 1999 by Twentieth Century Fox for the film *Twelve O'Clock High*. The Toby Jug was issued in a limited edition of 500 in conjunction with the 918th Bomber Group and has the dual dates of 1949 – 1999 on the bottom of the mug.

A replica of the 918th Bomb Group's Robin Hood Toby Jug is in use at the Officer's Club at Whiteman Air Force Base in Missouri, home of the 509th Bomber Wing.

It is interesting to note that on September 28, 2015, when Ellsworth Air Force Base in South Dakota transitioned from the Twelfth Air Force and Air Combat Command to the Eighth Air Force and Air Force Global Strike Command, General Richard Clark, Eighth Air Force Commander officiating at the ceremonies, silently turned a Toby Jug that had been on display on the Pride Hangar stage during the day's events. The symbolic turning of the jug 180 degrees following his closing remarks signified the bomb wing had just accepted the heritage of today's Eighth Air Force and had been assigned and accepted a new mission.

The tradition of turning the Toby Jug began with the British Royal Air Force during the initial stages of military aviation. A jug would be placed in a social area, facing away from the crowd. Once the unit was given a new mission, the jug would be turned to face outward into the room where all the aircrew members knew they were headed back into combat.

This custom was first adopted by US bombers in 1942 when General Ira Eaker, Eighth Air Force commander, was deployed to England and introduced the practice to his men. At the time, the 306th Bomb Group was the only US unit to use the original Toby Jug and was the oldest operational bomb group in the Eighth.

If you have an interest in owning one of these pieces of history, you are welcome to contact the 306th BGHA Vice President, Bill Feeser, at bfeeser@gmail.com for information. ■



Cambridge American Cemetery Request for Photos

The Cambridge American Cemetery, Cambridge, England has launched a "Faces at Cambridge" project focusing on collecting photos of every individual buried or mentioned on the Wall of Missing. The hope is to put a photo at every headstone and on the Wall of Missing for Memorial Day 2017.

This is a huge project and will be ongoing for many years. Cambridge American Cemetery staff is always researching and finding photos of the men and women buried in the cemetery. There are 3,812 burials and 5,127 on the Wall of Missing, and the majority of these are either 8th or 9th Air Force. Thus far they have been able to locate approximately 1000 photos through such means as Find A Grave, Facebook, and Ancestry.

Submission of digital photos is preferred. The staff will print them onto photographic paper then laminate each photo so it can be put on every headstone at every Memorial Day beginning in 2017. Over the years the staff anticipates the photo collection will continue to grow. In order to ensure this project does grow, 306th BGHA members are asked to send photos of those they know to be buried at Cambridge. Forward them to Tracey Haylock at haylockt@abmc.gov. Please note, Clifford Deets, 306th BGHA Historian has provided Tracey with digital images of photos available of 306th vets buried or memorialized at Cambridge. A quick eMail query to him (cldeets@att.net) can determine if a photo has been submitted.

If you are in contact with any other 8th or 9th Air Force Bomb Groups, please share with them information regarding this project. The staff of the American Battle Monument Commission will be very grateful for your assistance. ■

The Story Behind Veterans Day

World War I officially ended when the Treaty of Versailles was signed on June 28, 1919. However, fighting had ceased seven months earlier when an armistice, or temporary cessation of hostilities between the Allied nations and Germany, went into effect at the eleventh hour of the eleventh day of the eleventh month. For that reason November 11, 1918 is generally regarded as the end of “the war to end all wars.”

In November 1919, President Woodrow Wilson proclaimed November 11 as the first commemoration of Armistice Day.

Armistice Day was initially set aside to honor veterans of World War I, but in 1954, following the conclusion of World War II and the Korean War, veterans’ service organizations urged Congress to re-designate the day as Veterans Day. Alvin J. King of Emporia, Kansas proposed that Armistice Day be changed to Veterans Day to recognize and honor American veterans of all wars and conflicts. With President Dwight D. Eisenhower’s signature, Public Law 380 amended the 1938 law that created Armistice Day by striking the word “Armistice” and replacing it with the word “Veterans.”

After a brief initiative to align holidays to ensure three-day weekends by celebrating four national holidays on Mondays, Veterans Day was changed to an October floating date. However, due to the historic and patriotic significance of November 11, President Gerald Ford signed in to law the initiative that returned the annual observance of Veterans Day to its original date.

The restoration of the observance of Veterans Day to November 11, regardless of the day of the week, preserves the historical significance of the date. It focuses the attention on the important purpose of Veterans Day: a celebration to honor America’s veterans for their patriotism, love of country, and willingness to serve and sacrifice for the common good.

While the holiday is commonly printed as Veteran’s Day or Veterans’ Day in calendars and advertisements (both spelling are grammatically acceptable) the United States Department of Veterans Affairs states that the attribution (no apostrophe) rather than the possessive case in the official spelling “because it is not a day that “belongs” to veterans; it is a day for honoring all veterans.

Today there are more than 22 million war veterans in the United States, according to the Department of Veterans Affairs. ■



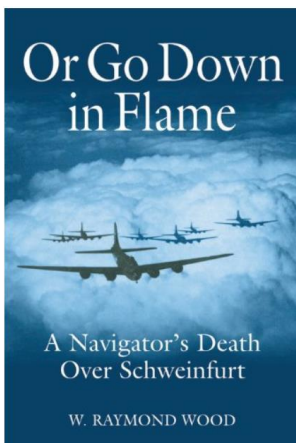
306th President Steve Snyder made a Veterans Day presentation at the Fullerton Raytheon’s Veterans Day ceremony



Steve Snyder is pictured with Lt. Col. (Ret) Wayne Scott and 306th Echoes Editor Nancy Huebotter.

Schweinfurt Book: Important Historical Work Results in Unexpected Outcome

“Black Thursday,” the second Schweinfurt raid, was the most savagely fought battle in US history and a milestone in the course of World War II. Decades ago, when our airmen flew against



Germany, horrific casualties resulted on both sides, and certain battles are noted for their calamitous results.

On October 14, 1943, the US Eighth Air Force launched nearly 300 bombers deep into German territory with the mission to destroy the ball-bearing plant at Schweinfurt.

However, the German fighters savagely defended the target, resulting in more than 600 American airmen killed or captured and the loss of over 60 planes.

W. Raymond Wood, Professor Emeritus, University of Missouri, Columbia, was just a child when his brother was lost in the Schweinfurt raid. In 1993, Professor Wood published a book that is a culmination of a multi-year effort to illuminate “Black Thursday” as no writer has before. Not only does he reveal the experience of the American flyers in this famous battle, but that of the civilians on the ground and the enemy fighters who flew against the bomber stream, including the Me-110 pilot who in all probability destroyed his brother’s plane with a rocket.

An article in the Columbia *Missourian*, published 7 April 2009, continues the story past that which is published in the book. Below is a reprint of that article.



On October 14, 1943, 60 American B-17 heavy bombers were shot down over occupied Europe in a raid designed to bring Hitler’s war machine to a grinding halt. The B-17s were sent from England to destroy the ball-bearing factories in the town of Schweinfurt in central Germany, bearings without

which their tanks, aircraft, and other machinery could not operate.

The navigator on one of those B-17s was Lieutenant Elbert S. Wood, previously a pre-medical student at the University of Missouri, Columbia. East of Frankfurt, Germany, a German fighter attacked the bomber fleet and launched an aerial rocket at the B-17 in which Lieutenant Wood was flying. The missile struck the left wing and exploded, sending shrapnel into the plane and some of the men inside. Lieutenant Wood was so badly injured that a fellow crewman helped him parachute out of the plane, hoping the Germans could give him medical attention long before the plane could bomb its target and return to England. The plan failed, for the flyer was dead when his parachute landed near the little town of Michelbach. The stricken plane dived toward the earth and the remaining men parachuted to safety, but when the plane crashed it exploded. The fireball killed a farmer plowing his field and badly burned a young girl nearby.



Lieutenant Wood was buried in the little town of Michelbach. “As the flyer’s younger brother, I traveled to Germany in 1988 to reconstruct that flight, meeting with eyewitnesses to the crash. My research led to a book, *Or Go Down in Flame:*

The Death of a Navigator Over Schweinfurt.”

There, one would think, the story ended, for I’d solved the mystery of my brother’s death. Not so.

In December 2008, I received a letter from Rudi Kress, one of the Germans who had so generously helped me research the bomber’s crash and the events that followed about the fate of the crew. His letter contained a newspaper article from a local paper that carried news that came as a great surprise to me. I was so deeply touched.

Residents of the little town of Geiselbach, where the plane crashed and exploded, had erected a monument at the crash site, just south of town, in memory of the German farmer who had died, the little girl who was burned, and my brother. I was taken aback that these people would memorialize my brother together with these victims of the crash, for he had, after all, been on a mission to bomb their homeland. Herr Kress also sent photos of signs that

local residents had placed on trees near where my brother's parachute had landed and where the aircraft's bombs exploded after having been jettisoned.

The plaque on the monument reads, in translation: "On October 14, 1943 an American Air Force B-17 fell here. Geiselbach resident Heinrich Rienecker, as well as Lieutenant Elbert S. Wood lost their lives here. Thekla Peter of Geiselbach was severely wounded. This memorial stone is dedicated to the memory of these and all other victims of the War." The mayor of Geiselbach and members of the Rienecker and Thekla Peter families attended the dedication ceremony, which concluded with an expression of gratitude that the present generation lives in freedom. It is tragic that other peoples around the world cannot resolve old hatreds and conflicts in a like manner and raise humanity to a higher level. ■



Memorial stone and plaque erected to memorialize Geiselbach residents and Lieutenant Elbert S. Wood. Special thanks is given to Rudi Kress of Alzenau, Germany who conducted interviews with local individuals regarding the crash and provided additional information that greatly helped Wood in the writing of the book.

Bill Carlile Recalls –

After VE Day, the main function of a Flying Control officer basically came to an end – we were



no longer called upon to help the "shot up" crews come in for safe landing, nor were we needed to make sure the field was in top shape to get those overloaded B-17s off the ground safely and into what forever seemed like that bad UK weather. The sudden

stop in activity was to say the least, quite a change from the daily rat race.

Let me share with you what happened to me on VE+1 when I was the night duty officer in the tower. That evening was one of the most beautiful I have ever seen and felt. You could literally feel the beauty of the time. The late evening sunset seemed to linger on and on. The shadows quietly crossed over our base. Across the field from our tower were a couple of new and shiny B-17s, and the late sun shining through the woods reflected an orange glow on them. I was thankful that something as beautiful as a Fortress would no longer be used for war. Silence was all around – no radio noise, no engines being tested, no trucks rumbling by, just quiet. I remember seeing some birds playing in front of the tower. In all my days there, I never saw them. God seemed to be saying "thanks that you mortals had finally stopped killing one another," and I think he was.

Was I alone in these thoughts? No! I finally realized my radio operator was also standing and watching and not a word passed between us – it wasn't necessary. ■



Consider Making the 306th BGHA Part of Your Estate Planning



If you would like to extend your support of the 306th Bomb Group Historical Association (306th BGHA) to make a lasting impact, there are several gift arrangements to choose from.

Here are some simple ways to include us in your estate plans:

Fundamental principles of estate giving:

- Everybody can do it!
- It's easy!
- The two basic methods are **Bequests and Beneficiary Designations**

BEQUEST

A charitable bequest is a written statement in your will or trust directing that a gift be made to a qualified charity as part of the disposition of your estate. This type of gift can be made at **any age**.

A. Two categories:

- Restricted – you indicate a specific use for your gift
- Unrestricted – you allow the charity to determine where the need is greatest

B. Five types of bequests:

- Gift of **specific dollar** amount
- Gift of **percentage** of your estate
- Gift of the **residue** of your estate (assets that remain after other bequests, taxes, and administrative costs)
- Gift of a **specific asset** (real estate, primary residence, collectibles, jewelry, etc.)
- Gift of portion of your **IRA**, other retirement plans, or life insurance (by beneficiary designation)

C. Two methods:

- Draft an estate plan (a will or trust) that includes your charitable choices.
- Or, if you want to add a charity to your estate plans but do not want to incur the cost of completely redrafting your estate plan, you can make a simple codicil (amendment) to your will.

BENEFICIARY DESIGNATION GIFTS

This is a charitable gift made by selecting a qualified charity as a beneficiary. Just like a request via your will, this type of gift can also be made by a person of any age.

A. *How is this different than a bequest?*

Certain types of assets, such as **IRAs** (or other retirement plans) and **life insurance** policies, are not subject to the probate process and pass outside the will. That is, they automatically pass to the party (parties) listed on the **beneficiary designation form**.

B. *Why designate a charity as a beneficiary?*

These non-probate assets are **excellent choices for charitable giving** because they may have income taxes and/or estate taxes.

IRAs and other retirement plans are the most expensive assets for family members to inherit due to heavy taxation.

After designating assets to a spouse and/or other family members, you can still leave a **portion** to a charitable beneficiary.

It is a very **simple** gift to make!

Just complete a change of beneficiary form with the company holding the plan with a **percentage designation** to one or more favorite charities.

It is completely **revocable** during your lifetime.

You can **change the beneficiary designation at any time** simply by completing a new form and returning it to the company holding the plan.

Whether you would like to put your donation to work today or benefit us after your lifetime, you can find a charitable plan that lets you provide for your family and support the 306th BGHA. By including a bequest to the 306th BGHA in your will or living trust, you can ensure that we can continue our mission for years to come. ■

Obituaries – Veteran death information should be submitted to the Secretary. Contact info is on p.2.

Andrews, ‘Andy’ Martin, pilot (423rd), died 25 Feb 2016, age 97, in Northport, NY. On his 13th mission, 6 Sept 1943 (Stuttgart) he landed his badly shot up plane at Magadino, Switzerland; his entire crew survived. While interned, in early 1944, he was recruited by Allen Dulles, station chief of the OSS, to memorize & take essential info back to the US after a prisoner swap. That story is part of Robert J. Mrazek’s book, *To Kingdom Come: An Epic Saga of Survival in the Air War Over Germany*.

Armbrust, Norman A, copilot/pilot (423rd, Jim Leach crew), POW at Stalag Luft 3A, passed away 10 Aug 2016 at age 96. He was shot down on his 12th mission, 26 July 1943 (Hannover). He and wife Lorie worked at Fayette County Children’s Home, him as Superintendent and Lorie as Matron and he was on the Board of Education and the Red Cross board of directors. In 2012 he was inducted into the Central Ohio Senior Citizens’ Hall of Fame. He and his family attended the 2011 San Diego reunion, including sons Greg (LtCol B-52 pilot) and Gary.

Arruda, John, classification specialist clerk (423rd & 306th BG staff), passed away in Fall River, MA, 27 Apr 2015, at age 94. He was active for 50 plus years in municipal and community work, including as a member of the Fall River Fire Dept for 28 years. He is survived by his son.

Blackshaw, Kenneth W, co-pilot/pilot (423rd, Neill Kirby crew), of McLean, VA, died 14 Apr 2012 at 94. He continued his Air Force career after the war, retiring as a Lt. Colonel with 21 years service. He is interred in Arlington National Cemetery, VA. He is survived by a son.

Boswell, Ted Jr, bombardier (368th, John M. Kelly crew), died 9 June 2016 in Abilene, TX at age 93. After marrying his wife Gloria in Aug 1943, he reported to the 306th in Oct of that year. He is survived by Gloria and two children.

Carle, Frank C, copilot/pilot (369th, John Ritter crew), died 12 Dec 2015 in Ashokan, NY just short of his 94th birthday. He was very active in the local community in various capacities. He was a 64 year member of the Olive Fire Dept, and was honored in 2009 as the Hudson Valley Fire Police Officer of the year. He is survived by wife, Muriel, a son and daughter.

Christian, Clyde A, engineer/top turret gunner (368th, Marlen Reber crew), an original member of the 306th when it formed and trained at Wendover, UT, died 5 June 2016 in Lexington, OK, age 96. Clyde was the 45th enlisted man to complete his required 25 combat missions in July 1943. He is survived by a daughter.

Elliott, Willard ‘Buck’, radio operator (369th, Nathaniel Bliss crew), Stalag 17B POW, died 10 May 2016 in Lansing, KS, age 93. He was shot down with the crew of Lt. William James on 24 Apr 1944 (Oberpfaffenhofen) when ten 306th aircraft were lost. He played minor league baseball before the war and resumed his baseball career after the war. He is survived by five children.

Foose, William E, communications officer (368th & 306th BG staff), of Quincy, IL, died 30 Apr 2016 at 93. Prior to

joining the 306th in Apr 1944, he flew 25 combat missions with the 305th BG. He continued with the Casey Jones Project until Dec 1945. After the war, he was a reverend with the Evangelical Reform United Church of Christ. He is survived by six children.

Goldman, Lowell N, radio operator (368th, Carmen Nickols & Wm. Carter crews), of Chicago, IL, passed away in Jan 2016 at age 90. He is survived by wife Tania and three sons.

Goode, Grover C, engineer/top turret gunner (368th, Wayne Erwin & William Nash crews), of Beckley, WV, passed away on 1 July 2016 at age 94. Grover was an active member of the 306th BGHA and was the recipient, in absentia, of the “Houlihan” Award at the 2015 reunion. After the war, he received a law degree and served as a lawyer until his retirement in 1989, additionally serving on the Board of Governors of the West Virginia Bar Association. He vividly described one of his most memorable war experiences, recounting the flight over the English Channel on D-Day. He is survived by his wife, Janet, and two daughters.

Hickey, John K, bombardier (369th, Dale Briscoe crew), of Lexington, KY, passed away 6 May 2016 at Fort Belvoir, VA, age 95. John served as president of the 306th BGHA in 2008/09 and was awarded the “Houlihan” Award, in absentia, at the 2015 reunion. After the war he became a lawyer and then rejoined the Air Force, serving 24 years in the Judge Advocate General Department and retiring as a full colonel. In 1973 he returned to the University of Kentucky Law School, his alma mater, to create the first university program for Continuing Legal Education, retiring in 1986. During WWII, on 17 Apr 1943 (Bremen), John had the unique distinction of being the only officer in the 306th BG to shoot down two Focke-Wulf 190 enemy aircraft, on one mission, from his bombardier’s position. He was the 28th officer to complete the required 25 combat missions.

Highley, Oran B, bombardier (367th, Frank Clemons crew), POW Stalag Luft 3, of Hooker, OK, died 27 Aug 1969. On a mission 15 May 1943 (Wilhelmshaven), his aircraft was shot down and he became a POW at Stalag 3. After the war, Oran returned to teaching music in Woodward, OK as the chorus and band leader, having a very positive influence on his many students.

Johnston, Sidney F. Jr, engineer/top turret gunner (423rd, Lloyd B McCracken crew), Casey Jones Project, of Albuquerque, NM, died 25 Oct 2015. As a career Air Force enlisted man and officer, Sidney served in three wars (WWII, Korea, Viet Nam). Qualifying as a pilot, he had over 3000 combat hours, and retired as a Lt. Colonel.

Larson, Wendell C, navigator (423rd), of Buffalo, MN, died 17 Dec 2015, at age 94. Completing 35 combat missions, he continued to serve in the Air National Guard after WWII, retiring as a full colonel in 1984. He was the recipient of the Purple Heart. He is survived by wife, Shirley, two sons, and four stepchildren.

Leben, Joseph J, navigator (369th & 368th, PFF qualified), died 16 Aug 2016, age 94, in Peoria, AZ. As a qualified H2X radar operator (PFF or pathfinder) he performed as lead aircraft radar navigator on numerous missions with two different squadrons, as well as with the 305th BG while on

detached service to that unit. He is survived by second wife, Maxene, a son and a daughter.

Locke, Edward W, pilot (367th), of Mechanicsburg, OH, passed away 8 Apr 1986, at 64. He also served in the Korean War and retired from the Air Force in the rank of Lt. Colonel.

Maphis, Robert W, tail gunner (423rd, Kenneth Blackshaw crew), of Merced, CA, passed away 9 May 1982. He continued to serve in the U. S. Air Force after WWII, also serving in the Korean War and retiring as a Senior Master Sergeant.

McCanna, Clarence L, supply clerk (1208th Quarter Master Company), age 93, passed away on 21 Dec 2015 in Marienville, PA. In addition to being a supply clerk for the 1208th, he was qualified and performed duties as a light truck driver. He is survived by seven children.

McClanahan, Joseph W. Jr., waist gunner (369th, Richard Buttorff crew), of Victoria, TX, died 24 May 2016. After the war he worked the oilfields of Oklahoma and Texas. He is survived by a daughter and son.

McFadden, Robert C, aircraft mechanic (369th), of Midlothian, TX, died 25 Oct 2007, at age 85. He was an original member of the 306th when it formed and trained at Wendover, UT, and then was transferred to the 301st BG prior to movement of the 306th overseas to England.

Minto, Everett L, waist gunner (369th, Craig Powell crew), Stalag 17B POW, Austintown, OH, passed away 21 April 2015. On his 21st mission, 24 Apr 1944 (Oberpfaffenhofen), flying with the crew of William James, his aircraft was one of ten shot down and he became a POW for the remainder of the war. He is survived by his wife of 69 years, Alberta, and son, Marc.

Morabith, Paul A. Sr., tail gunner (368th, William Breslin & Maurice Christianson crew), of Strongsville, OH, died 23 May 2016 at age 94. He is survived by four daughters and a son.

Morgan, William 'Bill' H, engineer/top turret gunner (423rd, Ragnar Carlson crew), of Roanoke, VA, passed away 19 May 2016. Bill was credited with shooting down an ME-109 on a mission 24 Apr 1944 (Oberpfaffenhofen). He is survived by his wife, Ruth, three daughters, and a son.

Mundell, Philip, ball turret gunner/toggler (369th, Robert Schoch, Wm. Hilton & Andrew Kata crews), evadee, passed away 5 Sept 2016 at age 91, in FL. Phil was a much loved and active member of the 306th BGHA and was awarded the "Houlihan" Award at the 2015 reunion. In passing, he made a generous donation to the Association. He was interviewed on a recent visit to the American Air Museum, at the Imperial War Museum, Duxford, England as part of the refurbished B-17 exhibit there. The aircraft he was on, with pilot Kata, for the mission of 8 Aug 1944 supporting D-Day ground forces, was shot down with Phil and others successfully bailing out. Part of the crew landed behind German lines and was captured, while Phil, Kata, and two others landed behind British lines, thus evading capture.

Peters, Sanford 'Sandy' Jr., copilot/pilot (423rd, Robert Horn crew), of Fort Myers, FL, died 23 August 2014, age 91. He was survived by his second wife, Lisa, and son Sanford, III.

Procter, George E, navigator (367th, Edward Locke & Frank Wagenfohr crew), of Hampton, AR, passed away 25 Sept 2012, age 90.

Shaw, Ralph W, ball turret gunner (367th, Talmadge McDonough crew), of Lexington, NC, died 28 March 2016. Ralph most recently attended the 2015 reunion in Salt Lake with son Richard. He was wounded in action and received the Purple Heart Medal. He is survived by second wife, Eva, and his son.

Stroud, Gerald, waist gunner (368th, Louis Cook crew), POW, of Conway, AR, died 24 Nov 2013. On 21 May 1943 (Wilhelmshaven), he was shot down with the crew of Maxwell Judas. He was survived by two sons.

Trimble, Arthur P, navigator (367th, Paul Martin crew), of Rochester, NY, passed away 5 July 2016 at age 98. Arthur was wounded in action on 25 Aug 1944 (Peenemunde) and awarded the Purple Heart, his wounds serious enough to preclude him returning to combat flying. He is survived by two daughters.

Wagenfohr, Frank A. Jr. (changed surname to Kirkham post war), copilot/pilot (367th, Edward Locke crew), died 28 May 2012. On his 34th and final combat mission, 17 Sept 1944 (Volkel), he was wounded in action by flak, receiving the Purple Heart.

White, Charles R, engineer/top turret gunner (368th, James Butler crew), of Lenoir, NC, passed away 16 May 2016. He was a member of the Chattanooga Masonic Lodge #199 for over fifty years. He is survived by two sons.

Williams, Donald E, waist gunner (369th), Stalag 17B POW, died 24 Dec 2012 at age 91, Hereford, AZ. He was with the crew of George Bettinger on "Black Thursday," 14 Oct 1943 (Schweinfurt) when their aircraft was one of 60 shot down on that day, 10 of those from the 306th. Donald is a recipient of the Purple Heart.

306th FAMILY:

Bordner, Flora "Nell," wife of 368th navigator/bombardier Ralph Bordner, passed away in Eureka, IL on 6 Nov 2016. Ralph was the founding Director on the original 306th BGHA Articles of Incorporation in March 1979 and the first President of the organization, elected in 1983. He served 2 terms. Nell is survived by her husband, two daughters, and one son, as well as 9 grandchildren and 15 great-grandchildren.

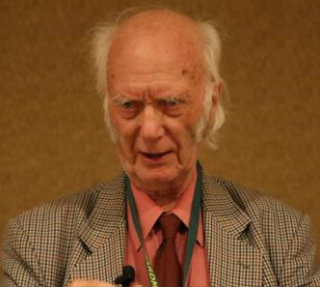
Carlson, Lila G, veteran of WW II Nurse Corps and wife of 423rd pilot Ragnar L Carlson, passed away in Dayton, OH, 31 Jan 2016 at 92. She is survived by two sons and a stepson.

Leasman, 'Dottie' Dorothy, of Atlanta, GA, wife of 367th navigator Frank Bob Leasman, passed away 27 June 2015 at 93. She is survived by daughter Karen who attended the 306th reunion in 2012 with Dottie.



Thurleigh Museum Continues to Attract Visitors

Ralph Franklin, museum curator in Thurleigh, England, became interested in the 306th Bomb



Group in 1942 in the early weeks of the war. Living a mere half mile from what was then a Royal Air Force Bomb Command site for the 160th squadron, Ralph and his brother witnessed

the transformation of the base into a major installation when the site was handed over to the 8th Air Force. He recalls seeing vehicles of all shapes and sizes roaring down the country roads near their home.

Many things changed when the Americans arrived. GIs on bicycles were frequently observed heading toward the local pub, then after a few beers, precariously wobbling back to the base. It is estimated 148 weddings between American airmen and British women occurred between 1942 and 1945 when the Americans occupied the airbase at Thurleigh.

When invited, Ralph and his brother were frequent guests at the airfield. Due to rationing, food was scarce in the Franklin household, so the boys often joined their American friends in the mess hall. Introduced to popcorn by the GIs, Ralph remembers what a treat it was.

As the boys aged, they came to know and understand the implications of what was occurring at the airfield. They would count the outgoing planes as they took off for a mission, and then count them again upon their return. This gave them an idea of how difficult each mission had been.

Following the war, Ralph was an air traffic controller, then asked to be in charge of organizing entertainment at the airfield. Never far from the scene of it all, he was available when the Americans started returning to England, anxious to revisit the air base. Given a special permit to escort the visitors to the airfield, Ralph became the British Representative designated to provide touring assistance to the visitors.

Eventually the airbase closed down and became an Aerodrome and a business park that serves as a mass storage area for new cars. In 2000, Jonathan

Palmer, renowned sports car driver, approached Ralph with the idea of opening a museum dedicated to World War II and the 306th Bomb Group. He provided a building and the land on which the building sat. Ralph, together with his wife, Daphne, worked day and night for two years, modifying the building, readying it for the items they had been scouting out and receiving as donations. The museum opened its doors to the public in July 2002.

Ralph Franklin, at the Dayton Reunion, reported that over 1000 visitors a year continue to visit the exhibits on display and have recorded a great many positive comments in the guest book. Recently a section has been added to the original structure, which uses the existing doorway as access to additional displays of items that previously had to be in storage.

Jonathan Palmer continues to be a strong supporter of the museum, ensuring that it will continue to be available to visitors. His role has been extended to include designing and dedicating a memorial garden to Daphne Franklin, who passed away in May 2015. Together Ralph and Mr. Palmer are working on the plaque wording. Ralph has frequently stated that Daphne “worked her socks off” maintaining the museum and credits her with ensuring the display of the vast and interesting collection of wartime memorabilia, and arranging it in such a way that it tells the story of the time and honors the men of the 306th. ■



New Membership Policy Announced

The 306th Bomb Group Historical Association has existed for over 30 years maintaining a mailing list for distribution of our newsletter *Echoes*, while never requiring an actual membership list. Last year some changes were made to our articles of incorporation. The IRS review of the application determined the 306th Bomb Group Historical Association to be a tax-exempt organization under Section 501 (c) (3) as a public charity. Previously we were classified as a tax-exempt veterans' organization. Our focus has evolved to having greater emphasis on education and historical research. As the number of WWII veterans decline, our donations have as well and we need help from others to maintain the website and the publication of our newsletter *Echoes* to continue and enhance our education and research mission.

With the increasing use of our Internet website (about 50,000 visits in the last 12 months) a membership list will help us to know who maintains an interest in our organization beyond our *Echoes* postal mailing list. With these changes, the Board of Directors has directed the development of a membership list, showing the number of our supporters. We need you simply to indicate you are willing to be considered members and indicate how we can communicate with you. The list will not be shared with anyone, just as our prior *Echoes* postal mailing list has never been shared. There are no

membership fees, although donations are appreciated to help offset the cost of producing and mailing paper copies of *Echoes* and maintaining our website. In the future, you will be required to be a member to receive communications from the Association that includes email notifications and, when requested, domestic postal delivery of paper issues of the newsletter *Echoes*.

All *Echoes* are available on our website.

Please consider becoming a member. Again, there is no membership fee. The only required information is your Name and contact information (including geographic data that helps us in planning reunion locations.) Additional optional information includes data about any WWII veteran of particular interest (if any).

Please complete a membership application form which you can physically mail to us, or you can provide the information on our website by accessing <http://306bg.us>, then clicking on the MEMBERSHIP information tab. Read through the information and click on the imbedded link that will take you directly to the on-line membership form. This information will be sent to our membership director and will not be stored on our website.

You will be placed on our membership list for the current calendar year only; annually we will ask you to confirm your willingness to remain on our membership list.■





306th Bomb Group Historical Association Membership Application

Print all information.

Name: _____ Spouse: _____

Address: _____

Telephone: _____ Email: _____

306th Unit: _____ Duty/Job Title: _____

Additional Information: _____

If you have an interest in a particular WWII 306th veteran, please complete the following:

Your relationship to a 306th Veteran: _____

Veteran's Name: _____ 306th Unit: _____

Duty/Job Title or Additional Information: _____

Are you?

- World War II History Buff Author/Writer Researcher Other

Additional Information: _____

Tax-Deductible Donations Are Appreciated!

- Check: Please make check payable to 306th Bomb Group Historical Association
 PayPal Donations can be made on-line at www.306bg.us

PLEASE DO NOT SEND CASH

Mail this application and any donation to:

306th Bomb Group Historical Association
c/o Mr. Bruce Chase, Director of Membership
2324 Hatch Hill Road
New Albany, PA 18833-8887

You will be placed on our membership list for the current calendar year only; annually we will ask you to confirm your willingness to remain on our membership list.

A free electronic version of the **306th Echoes**, or official publication, is available via www.306bg.us



**Meet me in Indianapolis
Site of the
September/October 2017
306th BGHA Reunion**

**Watch for more details
in the Secretary's monthly eMails
and the Spring issue of *ECHOES*.**