



306th patch

306th Echoes

Educating and Communicating



B-17 Flying Fortress

Yankee Lady Comes to Indianapolis



The *Yankee Lady* is the pristine B-17 painstakingly restored to award winning specifications. One of the very few heavy bombers of its type still flying and on which you can have a living history flight experience will be a special guest at this year's 306th Bomb Group Historical Association Reunion in Indianapolis, Indiana, October 5 to 8. For those who elect to engage in the flight experience on Saturday, 7 October, your adventure begins with a briefing and then you take your station. The authenticity of this craft is spellbinding. After taxiing and takeoff, you will have 30 minutes in the air. Upon reaching a cruising speed of 150mph at an altitude of 1200 feet you are able to move to other positions in the Fort, including the Plexiglas nose, flight deck, bomb bay, radio room and waist gunnery section.

As your mission ends you'll better know the courage of the sky men who flew vast armadas of these majestic aircraft, who commanded the clouds and rode on thunder.

For those who remain on the ground, the unmistakable roar of the Flying Fortress forces your

eyes skyward as thunder resonates from the four radial engines of the plane. As you track the approaching aircraft, the sun glints off polished aluminum skin and you know you have encountered something special in rarefied air – the mighty plane that became one of the symbols of World War II air supremacy.

On Saturday afternoon, the reunion attendees will have an opportunity to tour the Indiana War Memorial. Brig. Gen. J. Stewart Goodwin (Ret.) will give a short presentation on the IWM.



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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.



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

I hope you are getting excited about our upcoming 2017 306th BGHA Reunion in Indianapolis. In addition to our usual activities,

Reunion Chairman Doug Rapp (grandson of 368th Squadron co-pilot Charles Rapp) has lined up some spectacular new attractions, which includes some impressive guest speakers and – the B-17G *Yankee Lady* flying in for tours and rides! World War II era veterans will have the opportunity to fly at no cost, and must make reservation for the flight on the reunion registration form.

If you’ve never crawled (and I mean *crawled*) through a World War II B-17 Flying Fortress 4-engine bomber, this is your chance so do not miss it. Furthermore, if you want to check off an item from your Bucket List, go up for a ride. For those attending the reunion, and want to experience the thrill of flying in a B-17, reservations can be made for Saturday, 7 October at <http://yankeeairmuseum.org/fly/b-17-rides/>. Cost of the flight is \$450 per person. I’ve been up, and believe me, it is the thrill of a lifetime to get a little taste of what those courageous, young men experienced 70+ years ago. However, it is much more pleasant without being in freezing temperatures, having German fighters shooting at you, and having flak exploding all around you.

If you have not already done so, make your hotel reservation (before the rooms are sold out!), send in the Reunion registration form printed on page 5 in this issue of *Echoes*, or at our website www.306bg.us. If flying, make your airplane reservations.

We also want you to become an official member of the 306th Bomb Group Historical Association by completing the membership registration form on our website and included on page 31 of this issue of *Echoes*. You must enroll to be a member.

While you’re on the website, check out all the information that is available to you about the Bomb Group and its veterans. I meet a lot of people at the many PowerPoint presentations I make and air shows I attend around the country. I find it so unfortunate to learn that the vast majority know very little about “their vet” whether it be a father, uncle, cousin, or grandfather. Fortunately, through the continued effort and direction of our webmaster, Charles Neal, the 306th BGHA website contains a wealth of information, making it easier to learn about 306th vets.

It is our duty to remember.

Thank you.

Steve

(continued from page 1)

This magnificent building has three main floors. On the upper level is the breathtaking Shrine Room. The Shrine Room, symbolizing peace and unity, is made of materials from all over the world, symbolic of the worldwide nature of the “Great War.” The room is 110' tall and 60' square. The 24 blood red pillars made of Vermont marble support the vast ceiling. Hanging in the center of the room is the Star of Destiny made of Swedish Crystal to guide the welfare of the nation. Below that is the flag of the United States. In the center of the room, below the flag, is the Altar of Consecration, the altar to the flag. The altar inspires good citizenship and is a place to remember fallen soldiers and comrades. Those who visit the Shrine Room leave with a renewed sense of patriotism and an appreciation for the sacrifices of those who fought in the “Great War.”



The main floor houses exhibit space, the administrative offices, two meeting rooms, and the Pershing Auditorium. Listed on this level are the names of all Hoosiers who participated in WW I and all Hoosiers killed or missing in action from WW II, Korea, and Vietnam.

The building also contains a free military museum that portrays the history of Indiana's gallant veterans from the Battle of Tippecanoe, through the several wars in which the United States has been engaged, to the present.

Among the interesting exhibits and items on display are the *USS Indianapolis (CA-35)* Gallery, numerous military firearms and uniforms, an AH-1 Cobra Attack Helicopter, and hundreds of other artifacts, photos, and documents

On Thursday, 5 October, reunion attendees will have the opportunity to visit the Muscatatuck Urban Training Center, a 1,000 acre facility used to train civilian first responders, joint civilian/military response operations, and military urban warfare. The complex is a consortium of governmental,

public, and private entities that are pooling their unique capabilities in order to provide the most realistic training experience possible. The training center is used for a variety of scenarios by a multitude of civilian and military organizations,



both foreign and domestic. Included on the grounds is a subway simulation complex used for weapons of mass destruction (WMD) attack simulations, over 100 buildings (including many with basements), over a mile of tunnels, 120+ training structures, a seven-story building, an active farm used to train soldiers how to handle animals and crops, a flooded town, downed airline, wrecked train, advanced cyber range, and more.

Friday afternoon's featured guest speaker is Dr.



Susanne Meini, a Munich-based historian who specializes in researching and paying tribute to downed Allied airmen who bailed out over Germany, many of whom were mistreated by the Gestapo or civilians on the ground. She is an expert at finding crash sites and

documenting the fate of the men who flew them.

For those who come early, Wednesday, 4 October will feature a special tour of the Soldiers and Sailors Monument and the Col. Eli Lilly Civil War Museum. Recognized as one of the world's outstanding monuments, the structure has come to symbolize both the City of Indianapolis and the state of Indiana. The Soldiers and Sailors Monument is Indiana's official memorial to the Hoosiers that served in the Revolutionary War, the War of 1812, the Mexican War, the Civil War, the Frontier Wars, and the Spanish-American War. The limestone used for the monument is gray oolitic

limestone from the Romona quarries of Owen County. It stands 284 feet, 6 inches high, only 15 feet shorter than the Status of Liberty.



The Soldiers and Sailors Monument houses the Colonel Eli Lilly Civil War Museum on the lower level, as well as a Gift Shop. From the Observation Level, visitors have a 360 degree view of the city skyline from 275 feet up. The Observation Level can be reached by climbing 331 steps or riding an elevator 90% of the distance and climbing the remaining 31 steps to get a wonderful view of downtown Indianapolis.

The traditional Veteran's Round Table will be Saturday's featured event. However, this year, the discussion will take on a different twist when one of Indiana's university professors monitors the conversations as local college students interview our veterans.

This year's reunion organizer is Douglas Rapp, a retired Major who celebrated 32 years of honorable service in the United States Army. He is now the President and CEO of the Cyber Leadership Alliance, a nonprofit industry organization and an action arm for cyber efforts in Indiana. An avid World War II historian, his affiliation with the 306th comes via his grandfather, Lt. Charles U. Rapp, Jr., Co-Pilot of the 368th B-17 **Hard to Get** the day it crashed in the Budberg area of Germany near Gelsenkirchen. ■



retired Major who celebrated 32 years of honorable service in the United States Army. He is now the President and CEO of the Cyber Leadership Alliance, a nonprofit industry organization and an action arm for cyber efforts in

Indiana. An avid World War II historian, his affiliation with the 306th comes via his grandfather, Lt. Charles U. Rapp, Jr., Co-Pilot of the 368th B-17 **Hard to Get** the day it crashed in the Budberg area of Germany near Gelsenkirchen. ■



Want the experience of a lifetime? Take a ride on the **Yankee Lady**. See page 7 for details!

From the Editor



Public Law 106-380 and the 306th BGHA

(Editor's contact information on page 2)

Public Law 106-380 enacted by Congress in October 2000, directed the American Folklife

Center at the Library of Congress to establish a program to collect video and audio recordings of personal histories and testimonials of American war veterans. The act, commonly cited as the Veterans' Oral History Project Act, moved veterans to action. Almost 1,500 World War II veterans die each day, and those who remain fear dying without telling their story. Very humble when they returned home following the end of the war, our World War II era veterans now recognize the need to remember the struggle and the price of victory. They need to document in some manner what their generation had to sacrifice and how they endured all they did in order to claim victory. Motivated by the desire to pass along their stories to future generations, and facing their own mortality, they have shared their personal accounts in numerous venues. Collecting those recordings and interviews and making them accessible to others runs the spectrum from donating the recordings to a public holding to harboring it in the confines of the family. However, oral histories are of immeasurable value to historians, researchers, authors, journalists, film makers, scholars, and students. It is in our Nation's best interest to collect and catalog the histories of World War II veterans so future generations will have access to original sources of information.

Thankfully, veterans have consented to be interviewed and have entered the classroom to share their stories and to record their own oral histories. On the 306th Bomb Group Historical Association's website, veteran interviews have been uploaded, with many more to be included.

The fear is that some stories will not ever be documented. Here is where you come in. As part of the 306th's mission, we are dedicated to preserving the memories of our vets and educating current and future generations so they may better appreciate the realities of war and the sacrifices made by those who served in uniform during *(continued on page 15)*

Reunion Registration Form

306th Bomb Group Historical Association and Second Schweinfurt Memorial Association Reunion

October 5 to 8 Hilton Garden Inn Indianapolis Airport, 8910 Hatfield Drive, Indianapolis, IN 46231

Group room rates (pre-tax): \$114 per night/1 King, or 2 Queens (up to 4 occupants). Breakfast included for hotel guests.

Please inform the hotel of any special needs (e.g., wheel chair accessible room) and/or any other special requests.

Contact Hilton Garden Inn directly to register at (317) 856-9100 and ask for the "306th Bomb Group Historical" rate.

If booking online, use the group code **BOMB**.

DEADLINE FOR HOTEL RESERVATION IS SEPTEMBER 8TH, 2017

	# OF PEOPLE		TOTAL \$\$
306th or SSMA Veteran (No registration fee to be charged).....	<input type="checkbox"/>		<input style="background-color: #4a7ebb; color: white;" type="text"/>
All Other Participants (\$40.00 Registration will be charged for each)	<input type="checkbox"/>	=	<input type="text"/>
Wednesday, October 4: Early check-in – PM Social Hour			
<ul style="list-style-type: none"> • Soldiers & Sailors Monument/Colonel Eli Lilly Civil War Museum Bus departs from hotel at 3:00PM/departs from Monument at 5:00PM (\$15.00 bus fee) • 5:00 – Social gathering in hotel bar. 	<input type="checkbox"/>	=	<input type="text"/>
Thursday, October 5: Arrival & check-in -- Day One Activities – Tour of Muscatatuck Urban Training Center			
<ul style="list-style-type: none"> • Muscatatuck Urban Training Tour - Bus departs hotel at 10:30 (\$30.00 bus & lunch fee) • 5:00 – Social gathering in hotel bar. 	<input type="checkbox"/>	=	<input type="text"/>
Friday, October 6: Day Two Activities – Featured Speakers – Evening Dinner – Social Hour			
<ul style="list-style-type: none"> • 5:00 – Social gathering in hotel bar. • Yes, we will be attending the Friday evening "First Over Germany" buffet dinner (\$42.00) (Children 12 or under: \$21.00) 	<input type="checkbox"/>	=	<input type="text"/>
Saturday, October 7: Day Three Activities – Yankee Lady Tour – War Memorial Tour – Evening Banquet			
<ul style="list-style-type: none"> • Yankee Lady/Indiana War Memorial Tour – Bus departs hotel at 9:00AM (\$25.00 bus & lunch fee) 	<input type="checkbox"/>	=	<input type="text"/>
<u>YES! I am a World War II Veteran and I want to take a ride in the Yankee Lady!</u>			
<ul style="list-style-type: none"> • No-Host Bar outside Earhart & Yeager Rooms – 5:00 – 5:30 • Yes, we will be attending the Saturday night 306th BGHA/SSMA Banquet (\$45.00) (Children 12 or under: \$22.50) 	<input type="checkbox"/>	=	<input type="text"/>

For each person in your party, please make meal selections for the banquet.

Beef
 Chicken
 Fish
 Vegetarian

Sunday, October 8: Morning social hour, check-out and *So Long Until Next Year!*

TOTAL AMOUNT FOR ALL ATTENDEES ON THIS REGISTRATION FORM.....

(Please make all checks payable to: 306th Bomb Group Historical Association - 2017 Reunion Fees on the memo line.)

Mail to Jennifer Mindala, 3244 S. Lamar Street, Denver, Colorado, 80227

EACH DAY, at NO EXTRA CHARGE, all attendees will have the opportunity to network with and learn from our World War II era veterans about their World War II experiences and enjoy the exhibits and archived 306th World War II memorabilia available in the Hospitality Room. If you wish, you may bring a photo of your veteran to display [be sure to mark his name clearly on the back of the photo, along with your name to ensure the photo is returned to you].

306TH OR SSMA VETERAN YOU ARE ATTENDING IN HONOR OF:

LIST OF ALL ATTENDEES IN YOUR GROUP (Please PRINT clearly)			
Full Name	Relationship to Veteran	1st Reunion?	Arrival Date

Name: _____ Name to appear on badge: _____

Mailing Address: _____ City: _____ State: _____ Zip Code: _____

E-Mail: _____ Phone: _____

Instructions for filling out the Registration Form

- (01) Write as clearly as you can (we use the information to make name tags and event tickets).
- (02) Hotel information and rates are at the top of the form. Refer to this when making your reservations with the hotel by phone.
- (03) The first box on the right side of the form is the number of participants in your group for that activity
- (04) The second box on the right of the form is the total amount due for the activity for those participating.
- (05) Enter the information for all of the event activities in which you plan to participate.
- (06) Near the bottom of the page is a box to enter the total amount due.
- (07) Mark your meal choices for the banquet. Ensure you have included a meal for every member of your party attending the banquet.
- (08) Make your check payable to **306th BGHA** and to send it to Jennifer Mindala (see address below).
- (09) Enter in the designated box the name of the veteran in whose honor you are attending.
- (10) Fill in the name of all who are attending in your group at the bottom of the page.
- (11) Send your completed form, along with your check to Jennifer Mindala. (Be sure to save a copy for your records.)

Additional IMPORTANT Information

Item #1 At our agreed upon and guaranteed \$114 rate we can choose from Double rooms (2 queens, sleeps up to 4), King Rooms with a sofa (sleeps up to 4), or a King Room (sleeps 1 or 2). Suites are not available for the \$114 price. Use the number for the front desk at the top of the form to make your reservation. Be sure to reserve early if you want a wheelchair accessible room.

Item #2 Remember: The deadline for reserving your hotel room is September 8th. The special rate will be in effect and made available by the hotel for 2 days prior the official start date of our reunion (i.e., beginning 3 October). Your contact person for hotel room issues is Sara Gabbard (hotel's sales representative). If you need an accessible room, be sure to speak with Sara directly. Her work hours are Monday thru Friday, 9am-5pm Eastern time. Hotel main phone is (317) 856-9100.

Item #3 Please do not forget to list your meal choices on the registration form for the Saturday banquet with a number of each choice desired for everybody in your party.

Item #4 Save a copy of your registration before mailing it; be sure to bring a copy with you to the 306th Bomb Group Hospitality Desk to pick up your Welcome Package.

Item #5 Before sealing the envelope to send off your registration form, please take a moment to make sure your numbers add up before you write your check. Catching those little mistakes early are very helpful to the treasurer.

Item #6 Send your registration and check made payable to **306th BGHA** to
Jennifer MINDALA, 3244 S. LAMAR STREET, DENVER, CO 80227.

Item #7 Historical averages for Indianapolis this time year indicate the weather is in the low 70s/high 60s during the day and in the high 40s at night. A sweater, a jacket (or both) and even an umbrella might come in handy. And remember, sometimes hotel restaurants and conference rooms can be a bit chilly.

Item #8 Come early and join us on Wednesday afternoon for the optional visit to the Soldiers & Sailors Monument/Colonel Eli Lilly Civil War Museum.

******Item #9****** If you are a World War II-era veteran and would like to take a ride in the *Yankee Lady*, you must sign-up **on the registration form**. **World War II Vets fly FREE!** All others must sign up on the website <http://yankeeamuseum.org/fly/b-17-rides/>. Cost of the flight is \$450 per person.

B-17 Flying Fortress Yankee Lady



Step aboard!

Share the experience of a lifetime!

Book your flight at <http://yankeeairmuseum.org.fly/b-17rides/>
for Saturday, 7 October
\$450 per person



World War II Era Vets fly FREE by signing up on Reunion Registration Form.



- **Taxi and Takeoff**
- **30 Minutes in the air**
- **Cruising speed of 150 MPH; altitude of 1200 feet**
- **Move to the Plexiglas nose, flight deck, bomb bay, radio room, and waist section**



Secretary's Column

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

Thank you if you have now done the FREE registration as a Member for 2017 of the 306th Bomb Group Historical Association, either by mail or online at 306bg.us. Knowing who is currently following the 306th and having current contact info, will save me a lot of work when mail or email is undeliverable. It will also help in figuring out reunion locations. If you have not yet registered, or helped your WWII veteran register, please do so now, OR call me for help registering. My cell phone number is on page 2 of each *Echoes* and at the Leadership tab of 306bg.us. Thanks!

Copyright matters: Recent questions from some website visitors have prompted more Board consideration. Now posted near the bottom of our home-page of 306bg.us is a sentence including a link to "a human readable summary of the international Creative Commons license" (where also available is a link to the more detailed full license).

If you go to the link from our home-page, it reads as follows (and underlined phrases have further explanatory info linked):

You are free to:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material
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Webmaster Report

by Charles Neal



Visitors to our website increased this past year to over 53,000 who viewed 221,993 pages. While stats are not collected regarding the origin of our visitors, I am aware of inquiries from a surprising number people

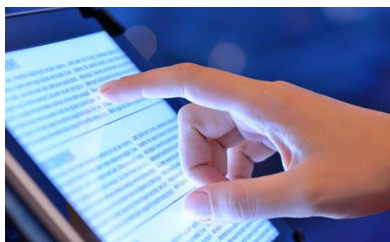
from Europe seeking information on our site to create memorials and to teach their succeeding generations. So the slogan of "reaching out to the world" (including across generations) is in fact what we do.

One thing that distinguishes our site, from a research perspective, is that we focus on original records; however, digging thru handwritten and typed documents to find particular information is difficult. Today people are accustomed to the advantage that most of today's data is in a searchable form. Being able to search and find pertinent information quickly, is critical to successful websites and in particular to our mission to honor WWII air campaign vets by educating succeeding generations about their service. At our last reunion I initiated a project to index files on our site. Thirteen people have volunteered, and thus far eight have indexed one or more files – I thank you all. An amazing amount has been accomplished and special thanks to folks indicated below;

however, I fear burning them out. Please consider joining the project, anyone can do it that can read and type. To learn how, just click on the highlighted “click here” link on the main page just above the “Membership_information” button.

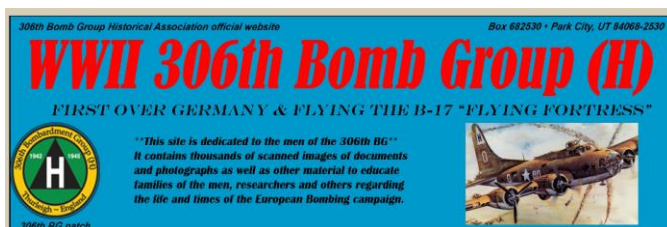
Since creation on 8 November 2016, our searchable database contains today more than 24,000 index entries. Below is a summary of the percentage of records indexed by document category:

- 100% of the Russell Strong Card File (all indexed by Charles Neal)
- 36.5% of Missing Air Crew Reports (all indexed by Pat DiGeorge)
 - 19.5% of Mission reports (over 75% indexed by Cliff Deets and Wayne Tolmachoff)
 - 10% of individual histories (all indexed by Charles Neal)
 - 03.5% of Special Orders (all indexed by Cliff Deets)



RECENT additions to the 306bg.us website:

- general search tab that finds all indexed records for a given name
- search of just the obituary file; past obits being added regularly by Secretary Barbara Neal
- robust search function for the mission report file (accessible from our Archives page)
- link to Amazon Smile program (for painless donations to our Association)
- copyright notice added to the website home page■



The Toby Mug: The Rest of the Story



[Editor's Note: The Toby Mug appearance at the 2016 Dayton, Ohio Reunion generated a considerable amount of interest in the mug itself as well as the diligence necessary to create the reproduction of the mug that made its appearance in 12 O'Clock High. Mr. Peter Plumb, master creator of the reproduction, has written of his endeavors and has graciously consented to share it with us.]

ABOUT DESIGNER PETE PLUMB

I am the official licensee of the Twentieth Century Fox, Twelve O'clock High Toby Jug. My interest in my dad's 8th AAF experience in WWII led me to replicate the famous movie jug and I have been selling them worldwide since 1994 under several different names but most recently, Archbury Classics.

THE BACKGROUND



As far back as I can remember I knew that my dad flew in B-17s in WWII. As a little kid, I didn't know or care about details such as which Bomb Group he was in (487th) or the name of his plane. I just knew that he was a navigator and sat in the nose under the clear dome and next to the two little windows and that his pilot's name was "Otto Petr."



I remember how proud I was when he gave me his sterling silver navigator wings from his uniform along with his “Lieutenant Bars” and “Wing and Prop” hardware. I would spend hours in front of a make shift instrument panel and yoke playing as a B-17 pilot on a dangerous mission, usually inspired after watching *Twelve O’clock High* on the Saturday Afternoon Matinee. This early interest in B-17s and flying eventually led me to receive my pilot’s license in both airplanes and gliders.

Twenty two years later, after a visit to the B-17 on display at the Chino Air Museum, my interest was rekindled. Wilbur Richardson, a ball turret gunner in the 94th Bomb Group, was there that day working as he does every Saturday at the B-17. Wilbur sensed my enthusiasm and after a day of sharing stories, he invited me to work with him as ground crew on Dave Tallichet’s “Memphis Belle” at an airshow in Blythe, CA the following weekend. On this trip, we started talking about *Twelve O’Clock High* and the significance of the Toby Jug in the movie. It was here that I learned that many people had been looking for the original jug and/or a replica that might have been produced over the years. Like everyone else, I hunted in every ceramics shop and antique store around town to no avail.

Making a living doing aviation engineering and product development, I’ve always had the attitude that “if I can’t find it, I can make it.” I had no experience with sculpting so I hired a local sculptor to replicate the jug. All I had for him to follow was a photo I had taken of my TV screen while a video of the movie was running. The clay model I received was good enough for a rough start but, being a perfectionist, I was driven to find yet another artist who I hoped could get it closer. Some advancements were made by the next sculptor and now it was a full size plaster model but still not as accurate as I was looking for. At this point I decided

to try to finish it myself. “All I have to do is make this square inch look like that square inch [in the picture] and I’ll have it,” I reasoned. Well, after a year of trial and error (lots of error) and many, many plaster models, I had a version that looked pretty darn close to the original movie prop.

THE CONTRACT AND MANUFACTURING

In February 1993, I contacted Twentieth Century Fox’s Licensing department to find out how to go about legally reproducing and selling the famous jug. Several months-worth of letters and phone calls later, I had navigated my way to the “right person” who’s response to my statement... “I want to talk to you about a production run of the Toby Jug from *Twelve O’clock High*”... was “you want to do what from what”? I sent him pictures of my model, which prompted several meetings and by the end of August 1993, I had the first draft of my contract with Fox, and was given the green light to line up the production.

After several communications to at least explore the possibility of producing the Jug overseas, I abandoned the idea in favor of finding a local ceramic shop to produce the first run of Jugs. I found a “Mom and Pop” operation in Riverside, CA who was very interested in the project and had a good reputation for quality work. In the weeks prior to building production molds, Fox’s archivist was able to provide me with some really good studio stills of the original Jug so further refinements were done to the model. Additionally, I had the words “PROPERTY OF 918TH BOMB GROUP” embossed into the bottom for effect (the original movie prop had a plain bottom). On November 17, I finalized the master model; a seemingly perfect date to finish as it is my dad’s birthday. In his honor, I designated the model number carried on each and every Jug as “1117.” Ten production molds were made and by early November 1993, with great enthusiasm, I met with executives at Fox with three prototype jugs. We hashed out a few contractual changes and manufacturing details and on December 22, 1993 the final version of the contract was approved and the project was off and running.

Despite considerable enthusiasm of friends in my B-17 circles, I was still not sure how well the Jug would sell. I had guessed that there would be a market for at least 1000 of them so I decided to produce them in batches of 500 units; the first batch

to be sequentially numbered and bearing “First 500 Series” on the bottom, the second batch to be un-numbered “Standard Editions” marked simply with the model number 01-1117-2 (more on the numbering system later). The first ads had started to appear in aviation magazines in December 1993 and orders immediately began coming in. The first 3 Jugs were sent to patiently waiting customers on January 4, 1994 as we muddled our way through production problems and shipping issues. By the end of January ’94, we had produced only 45 Jugs, all of which had been ordered and paid for the month before and orders continued to come in.

Soon it became evident that I was going to have to find a larger company in order to produce the quantities I needed so on February 28, 1994, I switched manufacturers. The reputable Los Angeles based factory had a potential for huge production runs but I took a hit on the quality and personal service I had been getting. They were able to finish the “First 500 Series” and the remaining 443 “Standards.” With orders still pouring in, I contracted for another batch of 500 “Standard Editions” which were completed in May of 1995. At this point, there was a break in production due to an accident at the plant which destroyed the original master mold. I took this opportunity to fix a couple of small inaccuracies that had been bugging me. The nostrils and nose were re-shaped the eye’s iris and pupil locations were defined and the beard was more detailed. Twenty five new production molds were made and production resumed on June 20, 1995.

NUMBERING SYSTEM

Admittedly, my model number system was out of whack at first. It was the least of my worries in the beginning stages of production and therefore got neglected somewhat. The way I set it up originally was to define the master mold version with the first two numbers followed by the 1117 model number followed finally by the batch number, IE: 01-1117-03 which would be “first master” (01), “model” (1117) and “third batch of 500” (03) etc. A miscommunication SNAFU at the very beginning caused the second and third batches of “Standard” units to receive an 01-1117-03 model number. The fourth batch of 500 was not only produced from a new master mold, they also received a new, correct

number (03-1117-4), but an entirely new bottom decoration.

THIRD MANUFACTURER

In September of 1996 it was reported to me that my manufacturer was going to close its L.A. plant and move operations to Mexico. Feeling that this needed to be an American made product, I left them. I was several months without production when I happened to find a large tile manufacturer within 15 miles of my shop. They had a very skilled art department were trying to diversify so the project was welcomed. The new “Westminster Ceramics” Jugs were noticeably better than those of the previous manufacturers. They were beautifully molded and accurately painted with attention to details such as I had not seen before. Production began in time to fulfill orders for the 1997 Christmas season.

A FEW CHANGES WERE IN ORDER

Continued research into the original colors was beginning to point to the fact that the eyes on the original toby jug were blue, not brown as we had guessed before. I also learned (from an excellent color episode of the TV series) that the hat was more of an “olive” green and the collar was a light green. So, in my continued efforts to make my replica Jug as accurate as possible, these colors were changed with model 03-1117-4. For some reason which is still unclear to me, Westminster had trouble getting the olive green on the hat to my liking so I settled for what they had which was very close. The markings on the underside got fancier with the addition of B-17 artwork in matching green ink. Westminster produced about 1000 918th Bomb Group Toby jugs and about 100 General Savage jugs.

YET ANOTHER MANUFACTURER

In 2000, Westminster was bought out by a larger company and cancelled all custom casting. My remaining inventory was just about depleted when I found another excellent custom slip caster, Christine Montgomery’s Clay Connection in Jackson, CA. Although not as conveniently located as Westminster had been, Christine took the Jug to the next level of quality with her detailed painting and perfect color match, even on the olive green hat! Christine finished the remaining 03-1117-4s, started the UK-1117-5s (a numbered, limited

edition sold exclusively from the United Kingdom) and went right into the 03-1117-6s. As of January, 2008, we have started producing our 7th batch of 500 jugs, model numbers 03-1117-7.

THE COUNTERFEITS

In December of 2004, I stumbled on an E-Bay auction of a 918th Toby Jug that didn't sound quite right. The first red flag was that the ad claimed that "the jug was one of 6 or 7 jugs from an original production run made in the early 70s." Further study of the attached photos positively revealed it to be a poorly made counterfeit. I contacted the gentleman on December 7, 2004 and let it be known that Fox was VERY protective of their trademarks and he was hereby advised to cancel the auction and cease and desist sales of his remaining inventory of jugs. Additionally, I ordered him to send one of the counterfeit units to me and destroy the rest. His brief moment of audacious bravery was quickly dismantled by letting him know that if he didn't comply, Twentieth Century Fox's attorneys would be contacting him next. A few days later I received the requested counterfeit jug and the rest were reportedly destroyed.

CLOSING IN ON ORIGINAL MOVIE JUG



Just like everyone else in the world, I wanted to find the original jug and now that I was working directly with Fox, I felt that I had a good chance of doing just that. They got me in touch with their archivist and for a brief time I was optimistic that we were going to find something from the original movie or TV series – hopefully the actual jug or maybe even the molds. We found a lot of the pictures taken during filming of the movie but nothing else and soon I was convinced that the jug was gone.

As I developed a customer base, I realized that sooner or later someone would call me that knew where the original jug went. That call came in about 1998. Randy Baker from the Center for Leadership Studies in Escondido, California called to order some jugs (they use Twelve O'clock High in their curriculum) and in the course of our conversation he mentioned that he had run into a descendant of General Frank Armstrong and that the original movie jug had been an Armstrong family heirloom since 1949. A little research revealed that Armstrong had died in Tampa, Florida on August 20, 1969 so I contacted the Tampa Tribune and had them send me a copy of the obituaries from that day. These articles listed his surviving family members who were ultimately able to lead me to the Jug. Indeed, the original movie Jug had been presented to General Armstrong as a gift from Henry King at the end of filming. Upon General Armstrong's death, the Jug was bequeathed to his sister, Mrs. I. T. Valentine who cherished and loved her brother's historic piece. Somehow, in the early 1990s, it mysteriously disappeared from their home and has not been seen since. ■

If you are interested in contacting Mr. Plumb, the following is his contact information:

Archbury Classics
330 Aviation Street
Shafter, CA 93263

Phone: 1-800-580-3250
Email: info@archbury.net
Monday – Friday
8am to 5pm Pacific Time



World War II – and the “Short Snorter”

Did you say “**short snorter**”? Do you mean taking a short snort of Whiskey? How many of our Veterans know what a “**short snorter**” is and did any of you have one? The answer is really quite simple. Well maybe not so simple. A “**short snorter**” was a dollar bill significant to the man possessing it, somewhat akin to the first dollar that your new business earned and was then framed and posted behind the cash register. In this case, the dollar bill was signed by your crewmates. This is how Wikipedia describes it:

*“A **short snorter** is a banknote inscribed by people travelling together on an aircraft. The tradition was started by Alaskan Bush flyers in the 1920s and spread through the military and commercial aviation. During World War II **short snorters** were signed by flight crews and conveyed good luck to soldiers crossing the Atlantic.”*

There is actually a website, shortsnorter.org, with a bit of history on the subject and the PBS show “History Detectives” did an investigation into **short snorters** and posted the following:

*“For the American forces in World War II, **Short Snorters** became not only a record of who a military-man had served with but also became a drinking game and a status symbol.*

*“The word ‘snort’ is derived from the slang for a stiff drink, and a ‘short’ is less than a full measure. When service men were out drinking they were challenged to produce their **Short Snorters**. Anyone who failed to do so was obliged to buy the round of drinks.”*

Of course, the quantity of names you might collect on your dollar bill was of some significance. All of the online articles also note many of the famous people who either had their own **short snorter** or who had signed one for somebody else including Dwight Eisenhower, Averill Harriman, George S. Patton, Hap Arnold, Winston Churchill, and Lord Mountbatten, amongst others.

This article was inspired by Thom Brennan who shared his late Father’s **short snorter** (accompanying photo) with the 306th BGHA. **Sergeant Neil H. Brennan**, a waist gunner with the 368th in 1943, passed away 1 July 2012. His airplane, piloted by Francis Hoey, was shot down

on a mission to bomb Bremen on 26 November 1943. Neil was captured and became a POW for the remainder of the war.



The following was shared by Shawn Favereau whose great uncle was Leon Bamforth, a member of the 423rd, who, when flying a second tour with the 305th, was KIA. Now trying to explore the history of Leon Bamforth and the men listed on each side of the dollar bill, Mr. Favereau has listed some of the nearly illegible names as Thurman H Ray, Carl Knitsen, James F. O’Shea, and Eugene E. Henry from the 305th. From the 423rd he has listed Lt. Arnold R. Carlson, Lt. Orman L. Hamilton, W. E. Hull, Eddie J. Stokoski, and W. Piotrowski.

If you can help Mr. Favereau in his search to identify the men listed on this dollar bill, please contact him at htythr@me.com or by writing to him at 481 Park Avenue, Auburn, ME 04210.



Share your **short snorter** and **short snorter** stories with us if you still have one!

Interested in learning more about the “short snorter”? Consult <http://ww2weaponsforum.com> for more information. ■

The Fighting Scouts of the Eighth Air Force

Many of us, particularly those in our fellow organization, the Second Schweinfurt Memorial Association, are very familiar with the name of Colonel Bud Peaslee. Of course, as commander of the 384th Bomb Group, he led the ill-fated Black Thursday mission on 14 October 1943. But his contributions to the 8th Air Force and the bombing campaign against Germany went well beyond his service with the 384th.

As an innovator, in July 1944, he convinced General Jimmy Doolittle to experiment with a scouting force, leading the bomber formations to the targets in P-51 fighters, scouting in advance of the “heavies” with former bomber pilots in the cockpits of the Mustangs.

Throughout the war, despite ferocious enemy fighter opposition and carpets of flak, not a single 8th AAF bombing mission was turned back because of enemy action. The greater enemy to a successful mission was often foul weather and clouds obscuring the target, requiring the mission to be abandoned. This is what the American Air Museum at Duxford writes about the experimental scouting unit:

Formed by Colonel Peaslee following presentation of his theory to General Doolittle, the purpose of the Scouting Force was for experienced, tour expired lead bomber pilots, escorted by volunteer fighter pilots, to fly ahead of bomber formations to determine weather conditions over the target, and if unfavorable, direct the bomber stream to secondary or tertiary targets.”

Excerpted from an internet article titled “The Scouting Force at Steeple Morden” posted by Mr. Bill Marshall (author of the book **Angles, Bulldogs and Dragons: The 355th Fighter Group in World War II**), he asserts that Colonel Peaslee “*reasoned that a fast fighter with range such as a P-38 or P-51 Mustang ... would enable a ‘bomber operations knowledgeable’ pilot or unit to range far ahead of a bomber strike and report on target weather conditions as well as route weather so that contingencies could be made in advance to alter the tactics.*”

The Scouting Forces consisted of both former/experienced lead bomber pilots and regular fighter pilots who volunteered for this duty. Since the average fighter pilot “*did not fully understand the operational problems of bombardment groups in conduct of their missions*” nor were the fighter pilots “*particularly skilled at all weather flying or navigation as his bomber counterpart*” Peaslee recruited former bomber pilots to lend their experience leading bomber formations. Of course the bomber pilots had to learn to fly the spirited P-51 Mustang, which was a daunting task.

The experimental scout unit flew 35 successful missions between 16 July and 12 September 1944, with Colonel Peaslee leading those missions. With the concept proved, in late September 1944 three permanent scouting units were formed as separate units of existing parent fighter squadrons, the 1st, 2nd, and 3rd Scouting Force, each respectively assigned to scout for the 1st, 2nd, and 3rd Bomb Divisions and their combat bomb wings and inclusive heavy bombardment groups.

All totaled, from September 1944 through the end of the war, the three Scout Forces flew over 400 missions scouting for the bomber groups and provided additional benefits with observations of the location and concentration of enemy aircraft formations. Although not specifically tasked, they also filled in gaps in fighter escorts for the bomber formations and engaged in aerial combat when necessary, being credited with destroying numerous enemy aircraft.



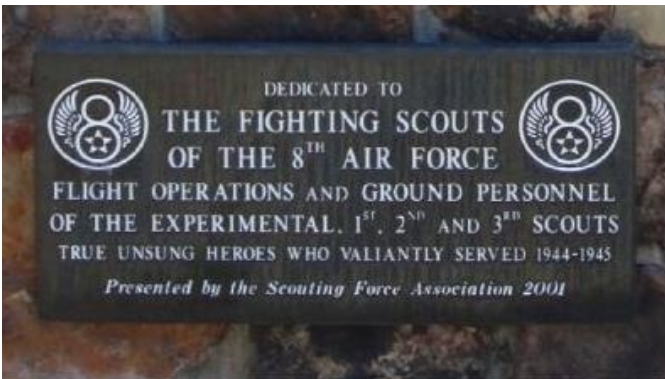
The 306th had at least one of its former pilots, Captain C. Dale Briscoe, join and fly for the Scouts. Captain Briscoe served with the 369th “Fightin’ Bitin’” from

January to August 1943 and was the thirty-fifth officer from the 306th to complete his required 25 missions. Returning to the States, he trained in the P-51 Mustang and returned to combat duty with 1st Scouting Force in December 1944.



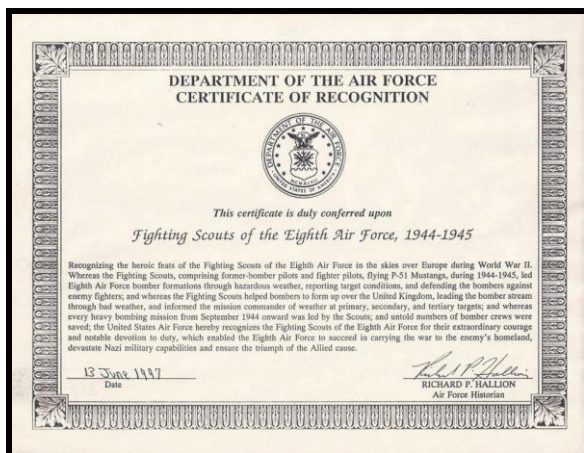
Captain Dale Briscoe in a 1st Scouting Force P-51 in 1944/45

Known collectively as the Fighting Scouts, a plaque commemorating the service of the three Scout Forces was erected at the Mighty Eighth Museum in Pooler, Georgia in 2001.



By Mike Stroud, 2013

The U. S. Air Force officially recognized contributions of the Fighting Scouts of the Eighth Air Force's with a certificate of recognition issued in 1997. The certificate recognizes the "heroic feats" and "their extraordinary courage and notable devotion to duty."



The full detailed eight page article by Mr. Bill Marshall regarding the Fighting Scouts can be read online at www.wiiaircraftperformance.org, scrolling about half way down through the numerous postings until locating an entry posted 30 April 2007 titled "The Scouting Force at Steeple Morden (F-122)" by Bill Marshall. ■

Something to Think About. . . .



Note the Triangle H on the tail. . . .

- Did the 306th fly P-51s over Europe?
- Could this be a fast 306th light bomber?
- Is this a "bomber-want-a-be"?
- Can anyone identify why the Triangle H appears on the tail of this aircraft?

From the Editor (continued from page 4)

wartime. If you have not interviewed your vet, do it now! If you know other vets, interview them. The process is relatively easy. If you would like some instructions, and a list of icebreaker and thought-provoking questions to use to organize an interview, contact me and I will be delighted to send you information. My contact information is on page 2 of each issue.

Whether the audio or audio visual recordings are donated to the Library of Congress Project, the 306th BGHA, or some other entity dedicated to the preservation and archiving of the war time experiences of our veterans, it is important to remember that these personal accounts are the last parting gifts from the Greatest Generation, and when listened to, they have a profound effect on the people of this country. ■

V-Mail –World War II’s Communication Lifeline



In the days before email, cell phones, and text messaging, letters served as a vital link between loved ones and friends. Army Post Offices (APOs), Fleet Post Offices (FPOs), and U.S. Post Offices alike were flooded

with mail sent by service members and sweethearts.

For members of the armed forces the importance of mail during World War II was second only to food. The emotional power of letters was heightened by the fear of loss and the need for communication during times of separation. Messages from a husband, father, or brother, killed in battle, might provide the only surviving connection between him and his family. The imminence of danger and the uncertainty of war placed an added emphasis on letter writing. Emotions and feelings that were normally only expressed on special occasions were written regularly to ensure devotion and support.

Military personnel felt the most connected to home through reading about it in letters. Civilians were encouraged to write their service men and women about even the most basic activities. Daily routines, family news, and local gossip kept the armed forces linked to their communities.

Fast and difficult for the enemy to intercept, V-Mail played the same role 60 years ago that email is playing today in keeping lines of communication open between loved ones.

Short for “Victory Mail,” V-Mail (the hyphen in the phrase “V-Mail” was printed as three dots and a dash – Morse code for the letter “V”) was developed by Eastman Kodak in the 1930s in association with Imperial Airways (now British Airways) and Pan American Airways, and was the main way soldiers stationed abroad were able to communicate with friends and family back home. Prior to the implementation of V-Mail, one of the only ways to reach loved ones was through Air Mail, which was sent by airplane and was often more expensive than regular mail and took too long to be used for any urgent messages. V-Mail allowed for faster, less expensive correspondence.

Because the letters were censored before being transferred to microfilm, V-Mail was one of the most secure methods of communication. After letters arrived at their destination for processing, the negatives would be blown up to full size and printed. In addition to increased security, this method meant saving shipping space that could otherwise be used for necessary war materials. Using this small microfilm saved the postal system thousands of tons of shipping space, fitting the equivalent of 37 mail bags worth of letters into just one.

The United States adopted what was originally referred to as the Airgraph Service on June 15, 1942, renaming it to “victory mail” or “V-Mail.” Integrating microfilm technology into its wartime systems, this new mode of messaging assisted with logistical issues while acknowledging the value of communication. In 41 months of operation, letter writers using the system helped provide a significant lifeline between the frontlines and home. Where it had taken up to a month for standard mail delivery by ship, V-Mail delivery could take as little as twelve days or less using aircraft. Air transport also had the added benefit of minimizing the likelihood of enemy interception, although censors still ensured that any potentially useful or damaging information was deleted from all messages. In addition to postal censorship, V-Mail also deterred espionage communications by foiling the use of invisible ink, microdots, and micro-printing, none of which would be reproduced in a photocopy. One final benefit was that letters could never be “lost in the mail” – with serial numbers on the forms and original held on file, any message that was lost in transit could be reproduced and sent to the addressee.

The first letter sheets were printed with black ink when the V-Mail service began operations on June 15, 1942. A more vibrant red soon replaced the somber black. As well as being more patriotic in look, the red also helped to flag the V-Mail letters for sorting, processing, and preferential transport. The stationery was custom designed to meet the functions of V-Mail service, which postal and military officials introduced to handle the dramatic increase in wartime overseas mail exchanges. V-Mail used standardized stationery and microfilm processing to produce lighter, smaller cargo. Less space needed for mail made more space available for other war supplies. And, more letters could

reach their destination faster around the globe. The lighter letters (whether dispatched in original form or microfilmed) allowed V-Mail to travel aboard swift airplanes rather than slow boats.



A person who wanted to send a letter via V-Mail would obtain the standard, pre-printed 8 ½" x 11" stationery from the local post office or five and dime store on request. The Post Office Department provided customers with this special stationery for free and correspondents could obtain two sheets per day. The form contained space for a letter of 100 to 300 handwritten words or up to 700 typewritten words, the address of the serviceman or woman to whom the letter was to be delivered, the address of the sender, and a circular area for the censor's stamp of approval.

Once the message was written, the form was folded and sealed. It then made its way to a processing center where the form was re-opened and fed through a machine that photographed the letters on 16mm film. All sheets were set to standard dimensions, weight, grain, and layout so they would fit in the Kodak microfilming machines. A continuous roll of this film (100 feet long by 16mm wide) could hold up to 1700 messages and with the metal container it was housed in, weighed 5.5 oz. A sack of mail holding the same number of regular letters would have weighed 50 lbs.

When the V-Mail reached the destination it was sent to a local processing facility that reversed the process, printing photographs of the letters to be sent to the intended recipient in a three inch by four inch envelope.

Frequent letter writing was encouraged for its morale-boosting effects on the American military. The Sheaffer Company produced a clever packaging format, selling a mailable tube filled with V-Mail stationery, ink, and other writing necessities.

V-Mail ensured that thousands of tons of shipping space could be reserved for war materials. The 37 mail bags required to carry 150,000 one-page letters could be replaced by a single mail sack. The weight of that same amount of mail was reduced dramatically from 2,575 pounds to a mere 45.

The Post Office and the War and Navy Departments worked together to ensure V-Mail for civilians and service members around the world reached its destination. Numerous personnel, expensive pieces of equipment, photographic supplies, ships, and planes were needed to process and deliver V-Mail. The volume of mail and supplies was such that all three departments were needed to keep the network operational and keep the mail moving.

Technology was the linchpin in this inter-agency, international network. At the center was the Recordak machine that was initially developed by the Eastman Kodak Company for bank records. The microphotography equipment was designed for ease of use and mass production of record materials. The staff operating the machinery relied on the Recordak's straight-forward design and function to process mail quickly. The machine accepted a stack of regular size sheets of paper (8 ½ x 11") and fed them one at a time through the Recordak, which was about the size of one of today's paper copiers (think Xerox machine). Cleverly, a light scanned the sheet through a narrow, transverse slot and exposed one frame of a 16mm motion picture film that was synchronized with it, so that one tiny frame had the image of a full sheet of paper. A lot of compression and tremendous synchronization was required to make all this happen.

During the Second World War, military personnel were granted the privilege to send first-class mail for free by Congressional Act of March 27, 1942. Being a first-class mail piece, V-Mail met the requirements. Beginning in April 1942, they could endorse letters on the upper right-hand corner with the word "FREE" and were supposed to include their name, rank, and designation of service in the left corner.

More than a billion V-Mail letters were delivered between June 1942 and November 1, 1945, when the V-Mail service ended. ■

Victory Gardens: Home Front Sows Seeds for Winning the War



Victory Gardens, also called “war gardens” or “food gardens for defense,” were gardens planted both at private residences and on public land during World War I and World War II to reduce the pressure on public food supply brought on by the war effort. In addition to indirectly aiding the war effort, these gardens were also

considered a civil “morale booster” – in that gardeners could feel empowered by their contribution of labor and rewarded by the produce grown.

In 1941, when America went to war, the war effort touched everyone at home. People plowed front yards, lawns, back yards, flower gardens, and vacant lots to grow their own vegetables. Neighbors pooled their resources, planted different kinds of foods, and formed cooperatives.

Even public land was put to use, from the lawn at San Francisco City Hall to the Boston Commons to portion of San Francisco’s Golden Gate Park. San Francisco’s victory program became one of the best in the country, with over 800 garden plots in Golden Gate Park. Every park in the city had gardens and many vacant lots were used for growing vegetables. Baseball fields and some window boxes were converted to vegetable gardens. Eleanor Roosevelt converted a section of the White House lawn into a Victory Garden.



War plants often planted gardens on their properties for use in company cafeterias, and many schools across the country planted Victory Gardens on their grounds and used the produce to provide fresh vegetables for school lunches.

Farm families, of course, had been planting gardens and preserving produce for generations. Now their urban cousins got into the act – all in the name of patriotism.

Wartime needs stretched agricultural production. The United States not only had to feed its own civilian and military population, but many of the Allies relied on America’s bread basket. In addition, U-boats sank hundreds of food-laden ships bound for Britain. While the need expanded, the number of farmworkers decreased due to the draft and – ironically – due to the internment of Japanese-Americans.

Canned fruits and vegetables were rationed starting March 1, 1943, so civilians were encouraged to grow their own produce to supplement their rations. The use of fewer canned goods would decrease the use of precious tin and reduce the strain on the heavily taxed rail and road systems. Despite rationing, the average American ate better during the war than before. Victory Gardens were part of the reason.

In December 1941, shortly after the United States entered World War II, Agriculture Secretary Claude Wickard began promoting Victory Gardens. The Department of Agriculture produced pamphlets to guide urban and suburban gardeners, magazines and newspapers published helpful articles, and patriotic posters urged participation. Magazines such as the *Saturday Evening Post* and *Life* printed stories about victory gardens, and women’s magazines gave instructions on how to grow and preserve garden produce. Families were encouraged to can their own vegetables to save commercial canned goods for the troops.

The War Food Administration created a National Victory Garden Program, which set five main goals:

- lessen demand on commercial vegetable supplies and thus make more available to the Armed Forces and lend-lease programs
- reduce demand on strategic materials used in food processing and canning
- ease the burden on railroads transporting war munitions by releasing produce carriers

- maintain the vitality and morale of Americans on the home front through the production of nutritious vegetables outdoors
- preserve fruit and vegetables for future use when shortages might become worse

The ideal Victory Garden produced enough fresh vegetables through the summer for the immediate family and neighbors. Any excess produce was canned and preserved for the winter and early spring until next year's victory garden produce was ripe. Statewide competitions were conducted and winning recipes published to optimize use of home-grown vegetables.

Home-canned goods were exempted from the limits imposed by rationing, and victory gardeners were urged to grow enough fruits and vegetables to put aside for winter. Government pamphlets and agents of state agricultural extension services taught them how to can produce at home.



But canning required sugar, and sugar, too, was rationed. Women who canned could receive additional sugar, but they had to complete a special application. Canners certified that they expected to can a given

quantity of fruit in the coming year and would can four quarts of fruit per pound of sugar allotted. In 1943, families bought 315,000 pressure cookers (used in the process of canning), compared to 66,000 in 1942. The government and businesses urged people to make gardening a family and community effort.

The result of victory gardening? For the average American in World War II, the Victory Garden was a practical way to contribute to the war effort. Some 20 million Victory Gardens were planted (US population in 1940 was 132 million), and by 1942, these little plots produced 40 percent of all vegetables consumed in the US. It is estimated that 9 – 10 million tons of vegetables were grown.

Slogans such as “grow your own, can your own,” “food will win the war,” “our food is fighting,” and “plant for victory” that promoted Victory Gardens and appealed to everyone, gave Americans on the home front a feeling they were doing something

helpful to win the war. With loved ones off at war, it greatly improved morale to have an outlet for the patriotism, fear, and anxiety that many Americans felt about the war. Throughout the war, the Victory Garden campaign served as a successful means of boosting morale, expressing patriotism, safeguarding against food shortages on the home front, and easing the burden on the commercial farmers working arduously to feed troops and civilians overseas.



When World War II ended, so did the government promotion of victory gardens. Many people did not plant a garden in the spring of 1946, with the expectation being there would be a greater availability of food. However, the agricultural market had not returned to full production so grocery store shelves were not fully stocked. The country experienced some food shortages. Once the war ended, there was an overall decline in interest in gardening as life returned to normal. Many of the garden plots had been on loaned property, which needed to be returned in peacetime. ■



A Gunner's Day

A gunner's day is never done,
Up at dawn before the sun.
With the roar of engines in his head,
Wishing he could have stayed in bed.

Chow at four, dried eggs and such,
Won't have time to eat too much.
Briefing at five, the crew is all there,
And ever anxious to be up in the air.

See to your chute, ammunition, and guns,
For the boys all know its not for fun.
Jerry will be there high up in the blue,
Waiting for someone, perhaps for you.

Take off at six or maybe six-thirty,
Hope no one has a gun that is dirty.
Form a group at 12,000 feet,
See the formation, they really look neat.

Put on your mask the air is getting thin,
Off to battle, some with a grin.
We're over the water, now test your guns,
Enemy coast, here comes the fun.

Flak at six and flak at twelve,
"Look out!" you heard the bombardier yell.
Here come the Fighters, coming in low,
Maybe they're ours, don't shoot 'till you know.

P-58's and P-38's
Our escort is here, they're never late.
They're fighting fools, each man and his ship.
There is never a Jerry that they couldn't whip.

The air is cold, just fifty below,
Turn up the heat so you don't freeze a toe.
A sharp lookout boys, the target is near,
We don't care to meet the enemy here.

There is the target, plenty of flak,
"Bombs Away!" boys now we turn back.
Coming out of the sun, there are enemy ships,
Aim true boys, we've still got more trips.

There goes one down, another one too.
Our Fighters are busy to see none get through.
There one flames in the sky, as another goes down.
The pilot bails out, he makes it safe to the ground.

Then in our tail our guns start to roar,
There's blood on your guns, you shoot as before.
Your ship is hit, but still flies through the air,
You think of your loved ones and whisper a prayer.

Smoke from the target leaps high in the sky,
"We'll show them damn Jerries we know how to fly!"
The Fighters have left us, the few that are left.
Our Fighters that got some, we got the rest.

We've been up six hours, two hours to go.
Though we're doing 200, it seems very slow.
England at last, the tail gunners learn.
We think of our buddies who will not return.

We're over the field the crew gives a sigh,
We have finished another to do or to die.
Wheels touched the ground with a screech and a bump,
Our ship brought us back over the hump.

We're tired, dirty, thirsty, and sore,
The sun has gone down an hour before.
First clean your guns, do it good boys,
For that gun's life is mine or yours.

A sandwich and coffee, your chute you turn in,
Down in the briefing room, turn in your gun.
Two meals, both in the darkness of night,
Get on your nerves, but you're still ready to fight.

The mess hall is warm in the cold of night,
You sit down to eat, and talk between bites.
You talk of the Fighters, theirs and ours, too,
And of the boys that didn't get through.

Of ships going down exploding in air,
The bullets that missed your head by a hair.
Your ship full of holes, guess Joe is in bed,
He has a flak fragment lodged in his head.

Then head for your sack at nine or ten.
A letter from home, another from her.
I love you she wrote, then you know you've won,
A gunner's day is never done.

Wanted: Silent Auction Items

Do you have

- ✓ Artifacts from World War II
- ✓ Personal items from 306th veterans
- ✓ Books about World War II
- ✓ Books about the 8th Air Force
- ✓ Books about the 306th Bomb Group
- ✓ Pictures
- ✓ Other Memorabilia

?

If you have any items relative to the mission of our veterans that you would like to donate for our Third Annual Silent Auction, please notify Sue Moyer (ssma42@gmail.com) with a description of the item and a suggested minimum bid.

All items will be displayed in the hospitality room where reunion attendees will have the opportunity to review the items and place their bids.

Winners will be announced at the Saturday night banquet and payment transactions (cash or check made payable to the 306th Bomb Group Historical Association) will occur at that time.

Proceeds from the silent auction will go to the support of the 306th BGHA.



The Norden Bombsight: World War II's Big Secret



There was probably no piece of equipment that was more secret, closely guarded, classified, fascinating, and only spoken of in hush-hush tones than the Norden Bombsight. This sophisticated piece of equipment is arguably one of the most technological advancements to come out of World War II. Even though Carl Lucas Norden had built a prototype and was developing his bombsight well before, it was its use during World War II that made it famous.

Tradition has credited Carl Norden with the inventor of this classified piece of equipment, but he did not invent the only bombsight used during the war. He invented one of the two major bombsights used, and his was not the first one in combat.

It was an engineering team at Sperry Gyroscope Company in Brooklyn, NY to whom the honor goes. This team's bombsight outdid the Norden in speed, simplicity of operation, and eventual technological significance. It was the first bombsight built with all-electronic servo systems, and was thought to be much easier to use and maintain.

The US Government was so supportive of this technological advancement that they authorized the Sperry Company to build an 186,000 square meter plant in Great Neck, NY to commence manufacturing the bombsight. However, the Army

cancelled its contract with Sperry less than a year after the plant's opening, and handed the business over to Norden. After investing more than \$100 million in Sperry bombsight manufacturing plants, the Army Air Force concluded that the Norden bombsight was far superior in accuracy, dependability, and design. The Sperry contract was cancelled in November 1943. When production ended a few months later, Sperry bombsights had been installed in B-24 Liberator bombers.

Politics entered into the debate over which bombsight was more accurate and more technologically superior, as well as which manufacturer could meet the demands of the military in providing the quantity of bombsights requested. How did the two bombsights compare? If both bombsights were classified, why did the Norden bombsight become so famous during World War II? Why was so little known about the Sperry bombsight? Why did the Army cancel its contract with Sperry?

Carl Norden, a Dutch engineer educated in Switzerland, immigrated to the US in 1904. In 1911, Norden joined Sperry Gyroscope to work on ship gyrostabilizers, then in 1921 he became a consultant to the Navy where he began studying the science of bombing problems. So intense was he at his work that he often worked 16 hours days and thought very little of anyone who didn't. Known to be confrontational and volatile in nature, the Navy suggested Norden consider taking on a partner to handle the business so he could concentrate on the development. In 1923, Norden partnered with a former Army Colonel named Theodore H. Barth. Over the next five years these two men built and tested bombsight prototypes developed from Norden's drawings. The Norden Company, which was incorporated in 1928, delivered its first prototype bombsight to the Navy in 1931. Norden applied for a patent in 1930, but it was not issued until 1947. However, the version for which Norden sought his patent had incorporated many of the central improvements pioneered by the engineers at Sperry.

Meanwhile, the Sperry Company began designing and building bombsights in 1909 for commercial and military aircraft. As early as 1914 Sperry had received a patent for its efforts.

In the 1930s, the US Army was building up its own airborne fighting arm, known as the General

Headquarters (GHQ) Air Force, which had been established in 1922. The Army was structured so that the GHQ Air Force had to arrange training and procure supplies through another arm, the Army Air Corps.

The GHQ Air Force, as impressed with the Norden bombsight as the Navy, made it standard equipment on its own bombers by 1934. But because the Norden Company was a dedicated source to the Navy, the only way the Army Air Corps could get Norden bombsights was by ordering them through the Navy, a pass-along arrangement that complicated design development and delivery. But in January 1936, the Navy suspended all deliveries of the Norden sight to the Army Air Corps until the Navy's own requirements were satisfied. At that point, the commander of the GHQ openly encouraged the Sperry Gyroscope Company to develop a bombsight that would meet Air Force specifications. The result was a much improved piece of equipment that eliminated many of the problems seen in earlier versions of both the Norden and the Sperry bombsights. In addition, the Sperry innovations required the gyro that operated the sight to run on AC power. This was a detriment to the use of it by the airborne division of the US military since their instrumentation ran on DC power. But not to be deterred, the Army Air Corp was so inspired by the performance of the Sperry bombsight that it soon adopted the induction electrical systems for aircraft, which later facilitated radio instrumentation.



The controversy surrounding the quality of each bombsight – which was more superior and desirable – continued. Instructors and bombardiers stated the Sperry sight was just as good as the Norden and was

easier to use from an ergonomic standpoint. When operating the Norden, one would have to be a bit of a contortionist to reach around and under the sight head to simultaneously work the controls on the right side of the sight with both hands while sighting through the eye piece. The Sperry, on the other hand, was set up with controls on each side that were easy to operator by the bombardier. Despite all this comparison, the Norden was eventually chosen as the bombing system of choice and thus the Sperry system was cancelled.

Development of the bombsight is not without its myths. There is a story that a woman by the name of Mary Babnick Brown donated her hair for bombsight cross hairs since her hair was uncut since birth and maintained uniform thickness from root to tip. Her hair was indeed used during the war, but as a humidity sensor, not for any bombsights.



Another account is one of a diamond cutter by the name of Carl Hans, a German who started a diamond tool company in the early 1940s. He invented many diamond tools. Apparently early prototypes of the bombsight used spider webs and then human hair for crosshairs in the original bombsights, none of which held up very well. Mr. Hans invented a diamond chisel that would do the job to perfection. Because he never became a citizen, Mr. Hans needed special clearance to enter the defense plants during the war to be able to show them how his tools would do the job better than what they were doing at that time.

In 1940 and 1941, the Norden bombsight was installed in Air Corps B-17 bombers and the Sperry version was installed in the B-24s used by the 15th Air Force in the Mediterranean area and in lend-lease B-24s supplied to the British Royal Air Force, since the Navy refused to release Norden bombsights to foreign governments.

When US participation in World War II started, the USAAF drew up widespread and comprehensive bombing plans based on the Norden. Careful calculations told them they would need 220 bombers for a 93% probability of one or more hits. This was not considered a problem, and the AAF forecast the need for 251 combat groups to provide enough bombers to fulfill their comprehensive pre-war plans.



The bombsight was used for the first time in March 1943 with disastrous results. Only 16% of the bombs dropped fell within the aiming point.

Faced with these poor results, Curtis LeMay started a series of reforms in an effort to address the problems. In particular, he introduced the “combat box” formation in order to provide maximum defensive firepower by densely packing the bombers. As part of this change, LeMay identified the best bombardiers in his command and assigned them to the lead bomber of each box. Instead of

every bomber in the box using their Norden individually, the lead bombardiers were the only ones actively using the Norden and the rest of the box followed in formation and then dropped their bombs when they saw those of the lead bomber leave the aircraft.

When Jimmy Doolittle took over command of the 8th Air Force from Ira Eacker in early 1944, precision bombing attempts were cancelled. Area bombing efforts were widely used with 750 to 1000 bombers raids used against large targets, such as railroad marshaling yards, airfields, oil refineries, and military installations.

Since the Norden bombsight was considered a critical wartime instrument, bombardiers were required to take an oath during their training stating that they would defend its secret with their own life if necessary. If the bomber should make an emergency landing on enemy territory, the bombardier would have to shoot the important parts of the Norden bombsight with a gun to disable it. Later it was determined this method would still leave a nearly intact apparatus for the enemy to investigate. Therefore, a thermite grenade was installed; the heat of the chemical reaction would melt the Norden into a lump of metal.

After each completed mission, bomber crews left the aircraft with a bag in which they had deposited the bombsight. They would then deposit the bombsight in a safe (known as the Bomb Vault). Following each mission the bombsight was serviced and critical maintenance was performed. This was probably the most technically skilled ground-echelon job, and certainly the most secret, of all the work performed in the maintenance depot. Because of the violent maneuvering after a bomb drop and rough landings due to damaged aircraft, the sights were generally out of adjustment. When sights arrived in the maintenance depot for repair, they were visually inspected for damage assessment. If damaged beyond repair, the bombsight was shelved for possible use of parts. The sight was then tested and recalibrated, a rather difficult procedure due to vibrations from heavy trucks and planes in the area.

But in simple terms, how did this sophisticated piece of equipment work? The Norden calculated two angles: the range angle based on the altitude, airspeed, and ballistics; and the current angle to the

target, based on ground speed and heading of the aircraft. The difference between these two angles represented the “correction” that needed to be applied to bring the aircraft over the proper drop point. If the aircraft was properly aligned with the target on the bomb run, the difference between the range and target angles would be continually reduced, eventually to zero (within the accuracy of the mechanisms). At this moment the Norden automatically dropped the bombs.

Legend concerning the accuracy of the Norden bombsight has always been paramount. The device’s role in the Allied victory cannot be denied, but some exaggeration did exist. It is true – the bombsight’s accuracy never met planners’ expectations. Nonetheless, once information was released concerning the bombsight’s existence and its accuracy, popular media fostered the claim that bombsight bombardiers could hit a pickle barrel from 20,000 feet. Actually, from that altitude, such a small object would be completely obscured by the bombsight’s crosshairs, so the idea of being that accurate is absurd.

The bombsight was only as good as the person using it. A skilled bombardier who knew his sight could obtain very accurate results. The Norden was designed for the purpose of dropping bombs accurately on specific targets. It was also designed to put the mean point of impact on the target.

Even with its faults, the Norden bombsight was a technological marvel for its day, and it did its job quite well. In spite of its many shortcomings, it did help bombardiers achieve the strategic objective of destroying the enemy’s infrastructure. The ability of the Germans to wage war was directly destroyed by the accurate placement of bombs on or near the target. Of course there were misses and collateral damage did occur, but history shows that the German industry was brought to a halt. During the bombsight’s long history, the US government purchased more than 50,000 units. By 1944, the typical cost per unit was \$7,500. However, the cost of the entire program came to more than \$1 billion. ■

On the Home Front: Toys Go to War

The sense of crisis created by the Depression permanently altered lifestyles and attitudes. People were forced to conserve materials such as rubber, metal, and gasoline. Only after the United States officially entered World War II following the attack on Pearl Harbor, did frugality become more than a personal virtue. American civilians now entered a new world where food, gasoline, rayon and other resources were officially rationed. These materials requiring prudent usage were considered critical to the war effort.

In January 1942, President Franklin D. Roosevelt established the War Production Board to oversee the use of critical materials within American industry including those civilian factories converted into war production facilities.

When the US was thrust into World War II, everyday life across the country was dramatically altered. Every industry was affected, including the toy industry. To aid the war effort few toys were sold simply because men were off fighting in Europe and Japan and anything that could be used to make toys was also needed for producing tanks, ships, planes and other weapons. Many companies, particularly those like Lionel who made metal toys, ceased making toys and instead made war material. During World War II, Lionel's Irvington, New Jersey factory was kept busy fulfilling government war contracts for binnacles and other navigational aids for ships, a particularly important task in the days before radar.



On the side, however, in an effort to stay connected with its toy customers, Lionel created the Wartime Freight Train made entirely out of heavy-duty paper stock. Lionel produced an assemble-it-yourself train-in-a-box made of cardboard, with

wood for the axles. It included everything from a locomotive and caboose to 198 inches of O-gauge track. The company also sold a wood pull train for patriotic children who had donated their old Lionels to scrap drives. These items were not the same as a Lionel electric train, but it was the best the company could offer under the circumstances.



Since most factories were turned over to war production, and metals, rubber, and paper used for making necessary munitions, there didn't seem to be much left for childhood entertainment. And yet, toys and games were produced, most of which were designed to instill and reinforce a sense of patriotism in the children. Beginning in mid-1940, items of a military nature were quietly introduced into toy likenesses by a number of manufacturers. However, keeping a mother's sensitivity in mind, in many instances the toys were referred to as "defense" items and not "war toys." Cardboard planes, tanks, and even soldiers could be found under a Christmas tree. Paper dolls became even more popular than previously, and books were printed according to the war economy. [It is easy to determine which books were printed during this time period: today the pages are quite brown and brittle.]



Mostly children played with what they had and what they could make. Shortages were something everyone was used to due to the Depression, so spending money on toys was a luxury. Most children had very few toys, and many of those had been handed down from older family members who had outgrown them. Hopscotch and marbles were a

mainstay in most households. However, board games were pretty rare, and dice and cards were frowned upon since some families considered these to be gambling tools. Children's games had spinners and specialized card games were created by enterprising toy companies. Card games, such as "Rook" and "Old Maid" were popular items.



In an article entitled "A War to Win and A Job to Do," author Mr. John M. Cloud noted how manufacturers were showing ingenuity in developing new playthings made from non-critical materials. In part, Mr. Cloud wrote:

No other group is more cognizant of the fact that we have a war to win than is the toy industry; and that the more speedily it is won the better it is for everybody. Toy manufacturers are doing their part in the war effort by keeping down prices; workers in toy factories have subscribed to voluntary pay roll deductions for the purchase of war bonds; and factories suitably equipped are turning out war materials. Many toy men are now serving with the armed forces. The industry's effort to lend all aid goes still further as is evidenced by the manner in which manufacturers have developed toys made from non-critical materials.

Steel, iron, copper, brass, nickel, zinc, etc., are all materials vital to the country's war effort'



likewise, they are materials which have been used in the production of playthings. The toy manufacturers, with a remarkable show of ingenuity,

have developed, and are developing, items which use little or none of those critical materials. It is important that this war be won in order to safeguard a democratic way of life for posterity; it is also to be desired that the children of today have

toys so that they may grow up to become well equipped citizens tomorrow. The serving of both ends is being carried out successfully by the toy manufacturers.

The War Production Board prohibiting the production of toys made of critical war materials as well as the shortage of related materials, inspired toy manufacturers to come up with creative ways to continue production. Paper dolls, puzzles, and games increased in popularity thanks to their widespread availability. Toys, board games, and hobby sets with military and war motifs also became standard playthings. The 1940s saw yet more board games; this time around it was Candy Land and Chutes and Ladders, specially designed for children to play and enjoy (a departure from the economically minded Monopoly) and yet more games for the whole family such as Clue. Mr. Cloud's article states:

The measure of success that manufacturers have had in developing new toys made from non-critical materials was in evidence at the Toy Fair. A velocipede with frame, handle bars and wheels made from wood has been developed by a manufacturer who previously made only metal wheel toys. A well-known manufacturer introduced a sled eliminating all steel except for a thin strip on the runners. Another metal wheel toy manufacturer has brought out a series of wooden express wagons which met with enthusiastic buyer response. Aluminum and metal dish sets now have their counterparts in glass and plastic. Manufacturers of Christmas tree ornaments and decorations have produced startling items made from paper. Manufacturers new to the industry have developed wooden spring horses, pedal cars and juvenile autos made entirely of wood. A wooden doll carriage was the highlight in the line of one manufacturer whose name is symbolic of carriages. Construction toys of both cardboard and wood assure that children may continue to learn and derive pleasure from building. A prominent manufacturer of model airplane kits has successfully developed sets in which pine and cardboard replace balsa. Wooden chess men and game pieces are now available in place of those formerly made of Catalin. These are only some of the items in which the manufacturers have eliminated the use of vital materials; additional

items unquestionably will be forthcoming in the near future.

Support for men and women serving in the military extended into the manufacture of dolls. Madame Alexander produced dolls standing approximately 14" tall that honored WAVEs and WAACs.



Original World War II Military Dolls will bear a tag with the quote, "Praise the Lord and Pass the Ammunition!" All composition with molded hats or caps, these proud representatives are circa 1942. They are approximately 15" tall. ■



Hangar Queen

Not a proud title, the term "hangar queen" refers to any grounded plane that is being systematically "cannibalized" (i.e., stripped of its parts) so that other planes may fly. This aviation term refers to an aircraft that is in the hangar permanently. In a 1944 article, the term was used to describe an aircraft that required a great deal of regular maintenance and has an unfavorable ration of maintenance time to flight time. The B-17 Flying Fortress was famous for being able to take a lot of damage and still make it back to base.



This B-17 rests in an English airfield after being severely damaged by flak over Frankfurt. Amazingly, she was eventually repaired and returned to regular duty. ■

In Memoriam

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

Andrews, Wayne T, mechanic and electrical specialist (423rd) of Plano, TX, passed away on 28 August 2016 at age 99. He is survived by a daughter, two grandchildren, and two great grandchildren.

Atherton, Roy A. navigator (423rd, Thomas Hedley crew) died October 18, 2015, in Walnut, IL, at age 93. He was a graduate of Monmouth College and owned and operated the Atherton Grain Company after the war. He was on numerous boards in Walnut including Citizens Bank and the Walnut Grade School Board, and he was a past president of the local Rotary. He was survived by his wife, Jeanne, a son and daughter, four grandchildren, and seven great grandchildren.

Baird, William M, intelligence clerk (306th BG staff) of Roanoke, VA, passed away 25 February 1996.

Baker, Marshall E. administrative clerk (368th) of Alexandria, VA, passed away 31 July 2013, and was interred in Arlington National Cemetery. He joined the 306th as a private in April 1942, attained the rank of sergeant Major, and was ordered to Officer Candidate School in May 1943. He continued to serve in the Air Force after the war, attaining the rank of Colonel. He earned graduate degrees from the University of Maryland and Harvard and was awarded two Legion of Merit medals and a Bronze Star during his 32 year military career.

Bates, George R, radio operator (369th Clifford McBride crew), passed away 18 May 2015 in Lancaster, PA. He was a foreman at the Alcoa plant in Lancaster for twenty-nine years, retiring in 1983.

Bennett, George D, navigator (367th, Murrel Henry crew), of Fort Lauderdale, FL, died in March 2014. He served as 423rd Squadron navigator. He earned a degree in commercial engineering from the University of Cincinnati in 1939 and then worked almost 40 years in that field after the war as Chief Engineer for the firm of Powell Brothers Inc. a marine construction company.

Bremer, Charles H, navigator (368th, John Gaydosh crew) of Raleigh, NC, passed away on 5 December 2016, 93 years old. He worked in HVAC post war and retired as a Senior Vice President for Reznor Corp. of PA. He is survived by his second wife, Lillian, four children, three stepchildren, twelve grandchildren, and four great grandchildren.

Conte/Counte, Samuel R, tail gunner (423rd, Neill Kirby crew) age 93, of St. Augustine, FL, passed away on March 27, 2017. Due to the misspelling of his last name by the priest filling out his birth certificate, Sam was listed on 306th records as Samuel R. Counte. On his 34th mission, he survived the crash landing of his heavily damaged plane in Belgium. After the war he attended Rutgers, then, with his brother, he started Conte Brothers landscaping business. Later he moved to Florida and started, owned, and operated his own landscaping business. He is survived by his wife of 50 years, Jessie, two sons and two stepsons, ten grandchildren and three great grandchildren.

Dornbrook, Eugene F, navigator (423rd) POW, of Ohio, passed away 6 April 2007 at age 88. He was flying with pilot

Thomas Logan when they were shot down on a mission to Hamburg on 25 Jun 43, becoming a POW at Stalag Luft III.

Early, James B, ball turret gunner (423rd, Charles Oliver crew), internee, died 15 September 2010 in Marion, IN, age 87. After the war he reenlisted in the Air Force and retired in 1967, serving in both the Korean and Viet Nam conflicts. On a mission on 24 April 1944 (Oberpfaffenhofen), the aircraft he was on, piloted by Dale Ebert, was shot down and crash landed in Switzerland where he was interned for the remainder of the war. He was survived by two sons, two brothers, four sisters, and seven grandchildren.

Edris, Warren P. Jr., copilot (368th, Otto Buddenbaum crew), POW Stalag III, age 95, of Mountain Lake, NJ, died 29 October 2016. He was shot down with Buddenbaum on 8 March 1943, target Rennes, France. He was reported killed in action but had evaded for two months before capture and internment in Stalag Luft III. He authored the book "Dying for Another Day" that chronicled his adventure. Post war, he was a pilot for American Airlines for twenty-eight years. Two wives, Doris and Bette, both predeceased him and he is survived by a sister, three children, a grandson, and two great grandchildren.

Faulkner, George R, bombardier (368th, Ned McKinney crew), 91, of West Chester, PA, passed away 18 October 2016. He retired from Tower Perrin as a pension consultant and vice president in 1985. He is survived by three children, six grandchildren, and three great grandchildren.

Feltner, Kenneth N, engineer/top turret gunner (423rd), internee, died 17 March 1968, in West Virginia. His plane, piloted by Dale Ebert, was shot down on 24 Apr 1944 (Oberpfaffenhofen) and crashed landed in Switzerland where Feltner was interned for the rest of the war. In 1958 he was co-owner of the thoroughbred racehorse, Grecian Galley.

Flynn, William J, navigator (369th, Martin Newstreet crew), POW, died 3 October 2016, age 97, and was interred in Arlington National Cemetery in January 2017. He was with the crew of James Opydyke on 11 Apr 43, targeting Stettin, when shot down and captured. After the war, he retired from the Air Force as a Lt. Colonel and had a successful law practice. He is survived by his wife of 75 years, Dorothy, five children, eight grandchildren, and five great grandchildren.

Hildebrand, Frederick B. Jr., navigator (423rd, Donald Cheney crew) of Regent Square, Pittsburgh, PA, passed away 5 November 2015, at age 90. He flew with the Casey Jones project after VE Day. He worked for U.S. Steel, retiring after thirty-three years service. He is survived by a son and two grandchildren.

Hood, Theodore 'Ted' C, engineer/top turret gunner (423rd, John Winward crew), age 94, of Little Rock, AR, died 29 September 2016. He continued his service in the U. S. Air Force after the war, serving in Viet Nam and retiring in 1973 in the rank of Chief Master Sergeant (CMSgt). He was awarded the Purple Heart for wounds received while with the 306th. He is survived by his wife, Sarah, a daughter, three sons, and seven grandchildren.

Hubbard, Jack C, radio operator (369th Kenneth Dowell crew), 94, passed away 25 October 2015 and is interred in Sarasota, FL. He continued his service with the Air Force after the war, attaining the rank of Major and serving in the Korean and Viet Nam conflicts. Hubbard authored the book

“Patriot’s Will” about his life and exploits in three wars. He is survived by his wife, Karen.

Kirk, William S, pilot (367th) of Midlothian (Richmond), VA, passed away November 16, 2013. As pilot of one of the four 367th squadron planes in the low squadron on 14 Oct 43, Black Thursday, Kirk was able to fly his very heavily damaged plane and crew back to England, the only aircraft of the 367th low squadron to survive this infamous mission. He would later become a Flight Leader for the 367th.

Kirkpatrick, Wallace B, navigator (369th, Jack Spaulding crew), POW, passed away 3 March 2017 in San Antonio, TX. On a mission to St. Nazaire, France, the airplane he was on collided with another 306th aircraft, and he became a POW in Stalag Luft III for the remainder of the war. He continued his career with the Air Force after the war, also serving in the Korean conflict. He then served with the civil service as a logistics support manager serving at Fort Sam Houston and at Kelly AFB in San Antonio. He is survived by three daughters, a son, and six grandchildren.

Marti, Rudolph J, engineer (369th Howard Few crew), age 94, died 5 February 2013 in West Jordan, UT. Joining the 306th in April 1945, he flew missions during the Casey Jones project. After the war he was a rancher in Utah.

Rich, William M, pilot (423rd), of Ohio, passed away in April 2016. After the war, he became a practicing doctor of dentistry.

Risso, William L, pilot (368th Robert Chrisjohn crew), passed away 7 January 2017 in Albuquerque, NM, age 97. He worked for Detroit Diesel, Allison Division, after the war and after his retirement there, he moved to Florida where he was active in the U. S. Coast Guard Auxiliary.

Romanin, Aldo, pilot (369th), passed away at age 84 on 26 May 2009 in Phoenix, AZ. After the war he received a degree in mechanical engineering, studying at Geneva College and Carnegie Technical Institute, then designed gas turbine engines for Research Garrett, Allied Signal, and Honeywell.

Rozett, Walter P, pilot and squadron assistant operations officer (369th), past president/vice president of 306th BGHA, passed away 29 January 2017, living most recently in a retirement home in Davis, CA. He became a squadron, and group formation lead pilot, flying lead for eleven combat missions. Walt received degrees from Iona College, New York University, and MIT. He served in accounting with CBS in New York for 15 years and then went on to be chief financial officer for four different Fortune 500 companies. Most recently, in retirement, he was president of CALCRA, serving the interests of retirement community residents in California. He has four surviving sons.

Shweky, Seymour, radio operator (368th Leland Deck crew), 93, of Hollywood, FL, died on 6 August 2016. After the war, Mr. Shweky was in the financial services business for over forty years. He is survived by his second wife, Alberta, a daughter and two sons, four grandchildren and one great grandchild.

Simonian, Samuel, ball turret gunner (369th, Eldon Ralstin crew), POW, died 11 March 2017 in Melbourne, FL. He is interred at Arlington National Cemetery. His airplane, piloted by Ralstin, was shot down on 16 August 1944 on a mission to bomb Bohlen, Germany and he became a POW.

He is the recipient of the Purple Heart and is survived by two daughters and five grandchildren.

Stafford, Roy L, tail gunner (367th Charles Sutton crew), died the morning of 14 February 2017, Lincoln City, OR. After the war, he operated a meat packing business in Lincoln City, assisted by his late wife of 63 years, Yvonne. He most recently attended 306th reunions in Fort Worth in 2009 and Savannah in 2012.

Starzynski, Robert J, tail gunner (4th Station Complement Sq, 367th Virgil Dingman crew) evadee, Purple Heart recipient, 306th BGHA vice president and board member, passed away in Chicago, IL, 15 February 2017. Starzynski had volunteered for combat from ground support duties and was shot down on 17 June 1944 on a mission to Noyen. He evaded capture with the help of the French resistance and was finally returned to Thurleigh in September. He was awarded the Houlihan Award for his service to the 306th BGHA in 2015. He is survived by his wife, Louise, and three children.

Talley, James C. II, navigator (423rd Paul Reieux crew), of Knoxville, TN, passed away 19 Dec 2015 at age 91. He is a recipient of the Purple Heart. Returning from a mission on 28 Dec 44, the plane he was on caught fire over England and Talley was able to successfully bail out even though his parachute canopy was partially fused from the fire in the aircraft. He served in numerous positions after the war, serving as a Sr. Vice President of 1st Tennessee Bank, as well as president of the Knoxville Chamber of Commerce. In 1962 he was given the “Mr. Knoxville” Award by the chamber. Jim is survived by two children, four grandchildren, and four great grandchildren.

Tordoff, Arthur J, copilot (369th Aldo Romanin crew), passed away in Virginia City, NV, on 19 August 1994. He participated in the Casey Jones project photographing and mapping continental Europe. After the war he served as a steam engineer on railroads.

Werner, Donald C, tail gunner (423rd Vernon Cole crew), passed away 12 July 1990, Rochester, NY. He was awarded the Purple Heart for wounds received on a mission to bomb Ludwigshaven, on 23 December 1944. Flak struck his plane in the tail gunner’s position, striking him in the face, the injuries serious enough to permanently ground him from further combat duty.

White, Donald H, navigator (369th, Robert Schoch crew), Stalag Luft III POW, of Colorado Springs, CO, passed away 4 October 2016, age 95. White held a PhD in music composition and taught at DePauw University (director of the school of music) and at Central Washington University (chairman of the music department). On a mission with pilot Barney Price on 26 Mar 1944 (Pas de Calais), their aircraft was shot down and White was captured. He is survived by three daughters, and three grandsons.

Whitney, Frank G, radio operator (367th, Paul Martin crew) of DeFuniak Springs, FL, died March 14, 2017, interred at Arlington National Cemetery. He used his radio/electronic skills to join Westinghouse after the war, a 31 year career that included working as an electrical engineer on NASA’s Gemini space program. He earned a bachelor’s degree from the University of Tennessee and a master’s degree from George Washington University. He is survived by his wife of 72

years, LaVonne, two daughters, a grandson, and two great grandchildren.

Yerak, Raymond A. tail gunner (369th, Charles Kinsey and Theodore Czechowski crew), of Willoughby Hills, OH, passed away on 11 February 2017 at age 92. He is survived by his wife of 67 years, Regina, five children, and two grandsons.

306th Family:

Hackworth, Mabel Louise, of Greensboro, NC, wife of 368th radio operator (and POW) Richard G. Hackworth, and Mother of active 306th BGHA historical contributor Jeff Hackworth, passed away quietly February 11, 2017. She and her husband, Dick, had been married for 36 years prior to his 1981 passing. She is survived by her three children and six grandchildren.

Just a Reminder:

New Membership Policy Announced

In Fall 2016, our Board implemented an important way to develop and maintain a listing of registered Members interested in the 306th Bomb Group Historical Association (BGHA). In earlier years, the 306th BGHA maintained a mailing list, while not requiring an actual membership list; but now, having a record of our registered members became more important in 2015. Recognizing the decline in veteran membership, and wishing to ensure the continued existence of the 306th BGHA, we applied for and received from the IRS, a change in our tax exempt status: we moved from being classified as a tax-exempt veterans' organization to being classified under Section 501 (c)(3), as a public charity. As stated in the application, the purpose of the BGHA is the education of individuals interested in the history of the US Eighth Air Force's 306th Bombardment Group during World War II to December 25, 1946 (covering the important post-combat, then-Secret, Casey Jones Project of aerial photographic mapping) and dissemination of information regarding the Group, our veterans, and their service in Europe.

A further impact of the declining number of our veterans, has been a decrease in donations as well, making it necessary to seek financial assistance from others in order to maintain the website and the publication of our newsletter *Echoes*.

With the increasing use of our www.306bg.us 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 to simply 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 registration form that 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.

PLEASE NOTE: 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. ■

If you have not yet registered your membership, please remember to do so! Access the website and register TODAY!





306th Bomb Group Historical Association Membership Registration Form

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
306th BGHA/SSMA 2017 Reunion

5 October to 8 October

Hilton Garden Inn
Indianapolis Airport

**(See feature article and registration form
for additional information)**