

306th Echoes

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deposited in the 8th Air Force Museum Archives in Pooler, Georgia, the East Anglia Air War Archives in Abilene, the 306th Museum at Thurleigh, and two copies placed with the leadership of the 306th Bomb Group Association.

Seven-Year Journey continued on Page 6



Seven-Year Journey for 306th Archives Comes to a Close in Abilene

By **Vernon L. Williams**
East Anglia Air War Project

Top Left, L to R: Cliff Deets, Brandy Deets, Barbara Neal, Dr. Vernon Williams, Charles Neal. Photograph by Shannon Smith.. Top Right: 306th Archives on Nov. 18, 2007 at ACU. Bottom, L to R: Brandy Deets, Dr. Vernon Williams, Barbara Neal, Cliff Deets. Photograph by Charles Neal. Abilene Christian University, May 2014.

In the April 2008 issue I reported on the arrival of the 306th Bomb Group Association archives on campus several months earlier. I wrote: “The 306th Bomb Group Association owes a debt of gratitude to Marty Lenaghan and his sidekick, Kim. They trucked the 306th Archives from Michigan to Texas in an arduous journey that finally ended at the campus of Abilene Christian University the early evening on November 18, 2007. Every box and filing cabinet had to be unloaded and moved down the length of the Administration Building to the elevator and muscled up to the third floor. Working with Dr. Vernon L. Williams, the two stevedores moved the entire collection to its holding space and locked behind closed doors.” (see photograph upper right) You can read the entire story in the April 2008 Echoes on our website at www.306bg.org.

Just a few months shy of seven years later, I was waiting in the same building for my high-powered group of volunteers to arrive to start the final phase of work on the archives—a three-week surge or organizing the digital files scanned by students over the seven years. Barbara and Charles Neal with Cliff and Brandy Deets arrived eager to work. Over the next three weeks they handled tens of thousands of digital files as they compared files, deleted duplicates, and organized the digital collection onto several hard drives. These hard drives would hold copies of the entire collection, and a set would be



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

Obituaries

Please send obits as soon as possible after the death, to secretary (see contact information at left on this page below).

The secretary has learned of the following deaths:

NOTE: Please send any further info re anyone listed with "No further info," via Secretary's contact info on p.2 of each issue.

- **Belcik, Thomas F**, 423rd waist gunner (George Broz crew), of Chicago, IL, died 15 Dec 13, at 90. He reported with the crew 7 Jun 44. He has been honored online at the WWII Memorial Registry, as a waist gunner on 'Paper Doll' by a gd. On 10 Dec 42, he enlisted as a Pvt in the Air Corps as a 19-year old single man, with a year of college and civilian occupation of 'General industry clerk.' Post-war he married Loretta, and retired after 37 years with People's Gas. Predeceased in Aug 98 by Loretta at 75; survived by 3c, 11gc, 12ggc; mass at Blessed Sacrament Parish (St. Maurice location); buried at Queen of Heaven Cemetery in Hillside, Cook Co, IL.
- **Brandstrom, Raymond R Sr**, 423rd pilot & co-pilot (Henry Wills crew), born to Swedish immigrants in Skagit Co, WA, died 22 Nov 11 in Stanwood, WA at 88. Ray arrived at Thurleigh 21 Jan 45 and departed 14 Mar 46, after apparently flying post-combat in the Casey Jones mapping project. Post-war he married Vernita. Ray served the Stanwood community in many roles: on the Stanwood Planning Commission, Our Saviour's Lutheran Church Council, and Board of Directors of the Josephine Sunset Home in Stanwood; 25-year member of their Volunteer Fire Dept, and served as first Fire Chief of the consolidated cities of East and West Stanwood. In the US Postal Service, he worked 30+ years as a mail carrier, and then as Post Master in Stanwood. He was instrumental getting approval for, and construction of the current Stanwood post office. He was also a dedicated little league coach for a number of years. Predeceased in 01 by Vernita at 77, Ray appreciated his 3 caregivers and the staff of Merrill Gardens, Stanwood; he was survived by 4c, 4gc and buried at Anderson Cemetery. *Obituaries continued on Page 16*



This B-17 joined the 367th BS on 16 September 1944. It was later transferred to the 381st BG in May 1945 as part of a large transfer of aircraft from the 306th. The Fortress was returned to the US and scrapped at Kingman, Arizona 5 December 1945.

Mission Memories Times Two

John Wohead Makes a Difference at Wartime Thurleigh and Later as a Missionary to Africa

By Vernon L. Williams
East Anglia Air War Project

John Wohead joined the Army Air Corps in September 1942 and soon was assigned to the 423rd Bomb Squadron, 306th Bomb Group at Wendover, Utah. He was an original member of the group, entraining for combat along with the rest of the ground echelon for the trip to Richmond, Virginia by troop train. At Richmond Wohead and the rest of the ground echelon received additional equipment, training, and a short leave before leaving the United States. On 15 August the 306th ground echelon moved to Fort Dix, New Jersey in preparation for embarkation for England. Here the 423rd Bomb Squadron suffered an outbreak of mumps and were quarantined while the rest of the Bomb Group boarded the *Queen Elizabeth* and departed New York City for combat. Five days later, Wohead and the 423rd BS boarded the *Queen Mary* and followed. For Wohead and his comrades, the road to war had begun.

John Wohead was born on September 28, 1916 in Bremond, Texas. His parents were Henry J. and Katy M. Wohead, who farmed cotton on land about 45 miles southwest of Waco. Henry and Katy were both born in Poland and met each other in Texas where they married and began a life in cotton farming for a time. They had five children in Texas and later three more after moving to the Midwest, five boys and three girls in all. John was the oldest. During the mid-1920s the family relocated to



Top: Portrait made in London a few weeks before D-Day. Left to right, John Wohead, Mike Wohead, and Walter Cochran, a hometown friend. Bottom left: map of Shinyanga in northern Tanzania where John Wohead spent his missionary career after WWII.

Wohead family photograph



Chicago and later resumed farming in Indiana and Illinois. As he grew up, John learned the basis of farming and working with machinery and equipment. After leaving high school, he “gained widespread experience in four years as a journeyman carpenter, five years general farm work, then ten years of truck farming selling vegetables in Chicago and one and a half years of technical arc welding.” All important skills that he would bring to his job with the ordnance unit in the 306th Bomb Group and later in his long service in Africa.

At Thurleigh, England with the 423rd Bomb Squadron in the 306th, John served as an armorman, loading the bombs aboard the B-17s scheduled for missions each day. He remembers that “it was very encouraging when orders came out to load propaganda leaflets instead of bombs. Then he knew that the war was almost over.” By the end of the war, Wohead had received decorations for the Normandy, Northern France, the Rhineland and Central Europe offenses. The Flying Fortresses stood

Mission Memories continued on Page 13

President's Column

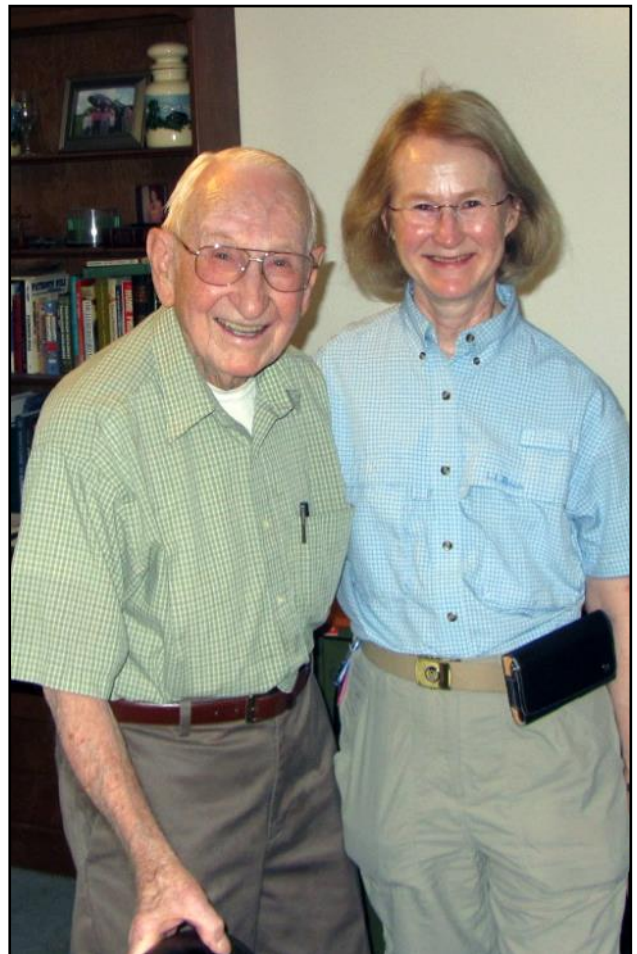
Today I had the privilege of taking Albert McMahan to lunch in Lawrenceville, Ga. Albert is a 306th veteran who has served in several roles for the Association including president in 2004-2005. He is responsible for both Barbara (our secretary for the past five years) and I being officers of the association. Albert and other veterans are an inspiration and role model for many of us. I hope he, or your own "special" veteran inspires you and your family to attend our reunion in Colorado Springs this September 11-14 (see registration information in this issue). It will include a fabulous kid-friendly hospitality room with computers for accessing a large amount of 306th records, a flight simulator, and videos. In addition, I hope you will help preserve additional priceless WWII memorabilia and records that may be in attics and basements from your loved veterans; it can be sent to the attention of our Secretary whose contact info is on page 2 of every Echoes. One other hope is that you will be willing to serve the 306th in some capacity – more regarding our needs are below.



Albert states his appreciation for what we in the successive generations are doing to keep reunions going for those who can attend and for the publication of the Echoes (he reads it front to back the day it is available), as well as the collection and preservation of WWII memorabilia and records. He has contributed to our collection and that of the Mighty Eighth Museum. This evening I am in Savannah, Ga, and will be visiting the National Mighty Eighth Air Force Museum tomorrow to deliver more records and memorabilia and electronic copies of many items that have been contributed by 306th Bomb Group Historical Association affiliates and scanned.

I spoke with Dr. Vivian-Rogers Price, Research Center Director of the Mighty Eighth Museum and she stated that the 306th has the rgest representation in the Museum of all the bomb groups in WWII. Your efforts and contributions have made that possible, as well as the dedicated efforts of our former long-time Secretary Russell Strong and Dr. Vernon Williams and others. Those others include our vice-president Cliff Deets and his wife Brandy. Cliff, in addition to being your reunion chairman this year, has worked on 306th records at his home and then he and Brandy helped Barbara and me with what I call the 306th 'surge.' The four of us drove to Abilene Texas and joined Dr. Vernon Williams at Abilene Christian University for a big push to try and complete the eight year effort to collect and digitize the material collected by Russell Strong and additional material collected since Russell, after decades of service, left his historian duties to Dr. Williams. Our 'surge' involved over eight hundred hours of effort over 21 straight days.

We have been able to post a great deal of additional data on our 306th web site, 306bg.org (which data takes additional effort to 'code' properly). Thank you, Dr. Williams and Cliff Deets, who did much coding work the last several weeks. For me, it was inspirational to see the correspondence, photographs, and other material as I was organizing the electronic records. We also had an A-2 flight jacket, patches and other items. Because much of the scanning was done over eight years by various ACU stu



*Albert McMahan and Barbara Neal, 4 June 2014.
Photograph by Charles Neal*

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dents we have duplicates, and many of the scans need to be cropped.

Above I promised more regarding how you can help. There is still work to be done on the electronic records we have; it is my hope we can collect additional material from you – our readers and your relatives. In addition, as an evolving organization we need help to fill officer and board positions. I articulated the vision endorsed by the Board at our last reunion that we wish to continue as long as there is a veteran who wishes to attend – and I expect that to be for several more years. In addition, there are veterans unable to attend who enjoy, like Albert McMahan, the publication of the Echoes. Further, there are veterans, descendants, and researchers who find the 306th website (306bg.org) very valuable. Dr. Williams has been an incredible volunteer resource for the past eight years. Were it not for him the Association would have collapsed a few years ago; however, he has a full time job and many responsibilities and interests. We began relieving him of some of his burden last year by assuming responsibility for reunion planning. We need someone to be our next (2015) reunion chairman. It is time to begin transitioning other duties as well. We need a web master and Echoes editor(s). These are challenging, but not impossible jobs. I ask you to personally contact me if you are in a position to consider helping. Charles306@earthlink.net is my email and you can call me on my cell phone at (310) 467-4542.

Our veterans did not shrink from the challenges presented to them in WWII. I expect we the succeeding generations can rise to the challenge of supporting our heroes and preserving their legacy. I very much hope to see many of you in Colorado Springs.



Charles Neal
President



Secretary's Column

By Barbara Neal

(Secretary contact information on page 2)

PLEASE SEND ADDRESS CHANGES and DEATH INFO to me (Barbara). If you've moved, or know of one of our vets having died, please do not make a fugitive investigation necessary. All our vets earned the right to have an obit published for free so future generations and history lovers can learn about those who served our country.

"Keep old memories and new hopes alive" was in my fortune cookie as we enjoyed lunch with our dear 306th friend, Albert McMahan, near Atlanta on June 4th. Albert preceded me as your Secretary, and recruited me to succeed him. It is such a pleasure to see him still in such good shape, physically and mentally, as he approaches his 94th birthday early this Fall. This photo of me with Albert was taken in his room, which he emphasized has everything he needs. As so many of you, Albert has many memories of his time at Thurleigh, of his further service stateside afterward, and his life since then, a number of which he shared over lunch. Now he's writing the story of his life.

We of the next generation, and our offspring too, greatly appreciate hearing and learning of those old memories that our veterans have. The Veterans Roundtable events at our Reunions bring alive for us the experiences shared by so many – including our own departed loved ones. Join us at this year's September gathering in Colorado Springs, as our veterans of the 306th and of the Second Schweinfurt Memorial Association [SSMA] join US Air Force Academy cadets and officers, in sharing old memories and new hopes from their various perspectives, further enriching all our lives.

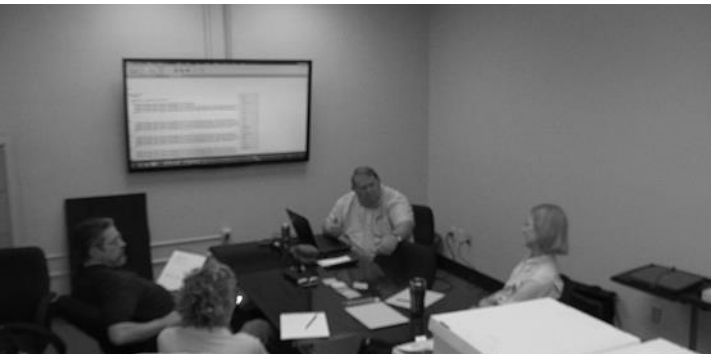




Seven-Year Journey continued from page 1

Over the seven years more than 500 students donated thousands of hours of work as they scanned the archives, organized and worked at reunions, created photograph exhibits, served as interns, and learned about the 306th Bomb Group in World War II in the process. The students came from a variety of backgrounds and had many different levels of knowledge and interests. Our small number of interns, about 30-35 over the seven years, were the best at what they did. Others contributed what they could to the project. The volunteer force made many mistakes, but over time the work was done, and the collection eventually was finished and ready for our surge volunteers to come and organize the massive digital collection.

I can not say enough about Charles, Barbara, Cliff and Brandy. They took the raw collection of digital files, ran audits of the file directories, made corrections, deleted duplicates, scanned newly donated items, learned to create HTML web holding files for our website, learned other new software strategies, and worked long hours, seven days a week, often into the night. What they were doing in a very short three-week blitzkrieg was taking the seven years of work and bringing it into a useable arrangement for archives and also for the website. It was not easy work. Filled with frustration and fatigue, the volunteer team worked diligently with me to complete our tasks each day. Their labors, together with those of the students over the years, have preserved the history of the 306th for the future. Thanks to them, generations of Americans will know the 306th story, know the



Top: Dr. Vernon L. Williams and Barbara Neal packing up the final group of archives going to Pooler, GA. Bottom: Surge team discussing strategy for the day's work plan.

Photographs by Charles Neal

Excerpts from Charles Neal's Diary at the ACU Surge—May 2014

“Coding, the process of preparing the directions for the computer to use to present material on the website reminds me of my days as a computer systems analyst and programmer. Computers are dumb, if we humans have a missing or misplaced punctuation mark – the computer cannot handle it. The really hard part is when a non-printing character such as a space caused things to fail. It is various tedious work”

“Barbara and Brandy have spent days on reviewing and fixing scanning issues with respect to the Stars and Stripes and Yank publications. The scanning equipment and software the students and B & B used is really designed for books. Besides errors such as not having pages in the correct orientation, often pages errors also included incorrect cropping and strange issues with pages containing pictures. The software was designed for books lying flat and the software accommodates the typical curves of a book – not of much larger tabloid type paper publications. Add to that a curving banner masthead that the software would interpret as the curvature of book page and cause all lines below to become curved and you see B&B had a lot to review and fix problems among the over 6,000 pages. That was just those two publications there also are huge numbers to photos and other scanned images. Will we get through it all? The students varied in ability and dedication and Dr. Williams only has so much time – not enough to review the massive amount of data images.”

“Silly me, I thought putting together a “master” file of all the work of 7 years of student scanning would take days. Well, I don’t know if I have a chance to during the three weeks Barbara and I are scheduled to be here. Over the 7 years some things were scanned several times with varying names and sizes. The only sure way is to open the files and visually inspect them – only the files are huge and take too long often two minutes plus to do when I am dealing with thousands of images – looking a photo handling software here at the hotel.”

“It is really hard to try to identify duplicates. Different scanning devices were used and some students placed a 3” by 5” items and hit scan. That resulted in the entire platen, usually 9” X 12” being scanned – which produced single images of 200 megabytes. These images are of a photo with a whole lot of white space. Fortunately they are at a high enough resolution that they are still useful after cropping but until they are cropped the file is much too large to post to the internet, both aesthetically and that they would take minutes to load a single photograph.”

“It is a good thing I am a preserving person. Boy, I have wanted to throw my hands up and say this is just too much to handle. Multiple sources of disk drives, backups that are not identified as such, etc. I have extensive computer experience and have and can use tools most do not even know about, even so this project is pushing me to the limit – thank goodness for Cliff and Brandy not to mention Barbara and Vernon. When I get most frustrated I think of the WWII veterans who made life as I know it possible, they did not give up on the task – so neither will I, I am determined to stay positive.”

Seven-Year Journey continued on page 14

Wartime Diary

Lt. Loy F. Peterson
369th Fightin', Bitin' Pilot
October 1943 to June 1944

Edited Inserts by Clifford Deets

Beginning with this issue, the war diary of Lt. Loy F. Peterson makes its appearance. Because of Lt. Peterson's cursive writing, the diary has been transcribed verbatim to make reading easier, but his style of writing is replicated to include using his punctuation, capitalization and use of dashes (-) and plus (+) signs. The left and right hand pages of his notebook have a single page number in red in the lower right corner of the right hand page. Dates appearing in his diary are justified in the upper left corner of the left hand pages of the notebook, and in the upper right corner of the right hand pages of his notebook, again replicated here.

Lt. Peterson began flying missions starting in late 1943 when there was still significant German fighter opposition, then through early to mid 1944 when Luftwaffe fighter opposition was dwindling but flak danger was ever increasing, and finally completing his tour just weeks after the D-Day invasion at Normandy. As you read along, you will quickly learn of his love and passion for the aircraft that he named and regularly flew, "Satan's Lady" and for his crew that he called "his boys." You will experience his frustration with the English weather and with sickness that occasionally grounded him, and his true sense of loss when fellow squadron men and planes were lost in combat.



The original crew consisted of the following men:

- Lt. L. F. Peterson, pilot – Arizona
- Lt. G. R. Haywood, co-pilot – Pennsylvania
- Lt. C. B. Jackson, bombardier – Kansas
- Lt. C. P. Conrey, navigator – Colorado
- Sgt. A. Picarillo, engineer and top turret gunner – Massachusetts
- Sgt. G. B. Richardson, asst' engineer and ball turret gunner – Ohio
- Sgt. B. W. Watkins, radio operator and gunner – Mississippi
- Sgt. C. F. Hayes – Crew armorer and left waist gunner – New York
- Sgt. C. H. Lamp – right waist gunner – South Dakota
- Sgt. C. W. Foley – tail gunner – New York – 18 years old when he joined the crew.

Between the time the crew started training together and the day we flew our first raid over enemy territory a few personnel changes took place due to various conditions. The combat crew of "Satan's Lady" finally wound up with these changes:

- Lt. W. D. Daniels, bombardier – Missouri
- Sgt. P. W. Christenson, radio operator-gunner – Illinois
- Sgt. J. W. Bentley – right waist gunner – New York

Part 1 of the diary appears below, covering October through the last day of December 1943.

1943

The following pages will not be a day by day account of my life in the Army since I have not kept any written record since my enlistment as an Aviation Cadet September 25, 1941.

Rather it will be a dated collection of the highlights of my combat tour of duty with my crew –and of our ship, a Flying Fortress which we named "Satan's Lady."

Crew #13 was formed in Pyote, Texas on June ,1943 where we began our Second Air Force combat training.

This account has its beginning on the day we took off from Grand Island, Nebraska to fly to England. Hold your hat, here we go!

Bluie West, One Greenland

October 4, 1943

Saw the aurora borealis for the first time last night – an awesome, beautiful, indescribable display of Nature's strang-

Peterson Diary continued on page 8

Peterson Diary continued from page 7

est phenomenon. Took off in the clear, cold dawn, climbed out of the gorge to get 11,000 ft. of space under us before crossing the Greenland icecap. Solid expanse of glaring ice + dark crevasses as far as the eye could see. Glad to leave it, get out over the Atlantic. Ran into a bit of weather before sighting Iceland. But the ship was an old veteran of weather by this time.

Quite the most desolate field we have ever seen – built out on a peninsula of gravel and lava beds – no trees, no shrubs, nothing but wind. Had to lay over here one day due to bad weather, and spent all our time in one of the huts trading our money in poker games.

October 6, 1943

Let's get out of here! Decision was unanimous so we blew the joint. Last leg to dear old England was uneventful, but we were immediately initiated to English weather. Conrey hit the northern tip of Scotland right on the nose + I flew instruments from there on in. Broke into the clear right over Prestwick + set her down with a sigh of relief. England two years to the day since I had made my first flight with my Army instructor in the little old Stearman trainer!

After sweating and babying the ship all the way across the Arctic circle what did they do but take her away from us the minute the wheels stopped rolling. A madder bunch of men you have never seen! C'est le guerre!

After flubbing around with some odd ground school in England, we were assigned to 306th BOMB GROUP, 369th BOMB Squadron, 8th AAF. on OCTOBER 16, 1943

November 3, 1943

Rolled out at the crack of dawn again – damned tired of having missions scrubbed, but this was the real McCoy. #1 for the entire crew and "Satan's Lady." Target: the shipyards at Wilhelmshaven – we flew #2 position, 2nd element, low squadron of the lead Group. Formation was a bit rough and two of our ships in the high squadron collided in mid-air over the North Sea and exploded. I didn't see them come together, but my waist gunners said it was a sight they'll never forget. Fighter escort – P-47's – arrived right on time. slight scattering of flak over the continent – few enemy fighters, but below + behind us.

Routine return to our base – all tired, but triumphant at having finally "sweated out" our initiation to combat. Pathfinder mission.

Plan to Attend the Colorado Springs/Air Force Academy Reunion in 2014

(For a sneak preview, see save-the-date information and photographs of our reunion site on page 32)

Cliff Deets

Reunion Chairman

(Editor's note: a "Pathfinder" or "PFF" mission is where the formation would drop their bomb load on a "Pathfinder" aircraft, one equipped with a radar set, usually mounted in place of the ball turret. The radar was used to locate the target through the weather and drop bombs based on the radar return)

November 5, 1943

Breakfast before dawn again – weather looked good so our hopes ran high. Got off with no trouble – target was Gelsenkirchen, smack in the heart of the Ruhr – "Happy Valley" to all bomber crews. We had heard about the flak in this area but I never dreamed it could get so thick – Group Leader made some beautiful evasive action, and we only received a scattered burst at our level. Flew #3 position of high squadron leader. Satan's Lady collected a crease across the top of right wing – first battle damage. Instrument procedure let-down through overcast over England. Saw only one FW-190 at all close to us, but we were



flying at 29,000 ft. and the boys in the waist really suffered from the cold – a minus 40° C!

November 11, 1943

Armistice day – one quarter of a century later. What would Dad have thought if he had known 25 years ago that I would be flying over Germany – fighting it all over again.

Awakened in the dark, cold, fore-dawn hours again – guess everyone was pretty anxious to give those bastards a pasting on this memorable day, but Mother Nature stepped in with other ideas. As we approached the enemy coast the overcast was building up right in front of us – leader saw we couldn't make it over the top + turned back – mission abandoned. As far as you could see there were B-17's + P-47's streaming back to England; don't know how many hundred of planes in all.

Over enemy territory when turned back, but no mission credit.

Peterson continued on page 10

Right: Albert Picarello , Engineer/TT; Bottom, Peterson crew at Dyersburg, TN: Top row, l to r: Ben Watkins, Charles Hayes, Albert Picarello, Cecil Lamp, Charles Foley, George Richardson. Kneeling, William d. Daniels, Gerald R. Haywood, Loy Peterson.



Peterson continued from page 9

November 16, 1943

Happened to be out at the ship last night when they were filling the Tokyo tanks, so I knew there was a long haul in the offing.

What do you know? Off to Knaben, Norway to plaster the molybdenum mines there. Had to climb through an overcast on Group assembly + and rendezvous and managed to miss the rest of our ships somehow. Damned if we were going to abort – so we flew out to the Coast and tacked onto the high squadron of another Group going over. Didn't go very high, but God it was a long haul, and we dodged snowstorms all way the across the North Sea. Beautifully clear over Norway (rugged country) + our Group made the first run on the target – a beautiful bulls eye – precision bombing at its best. Sweated out our gas supply all the way back to England. Left the Group we had flown with at the Coast and proceeded home on our own. Lt. Conrey, navigator and Sgt. Christenson, radio operator did a beautiful job bringing us in, and I got some nasty instrument practice letting down through a blinding snowstorm 500 feet above the ground. Landed at base before the rest of our Group, and even waiting for them with sarcastic questions like – “well where the Hell have you been all this time?”

The “Lady” purred beautifully, thanks to that “on the ball” ground crew of ours. Three yellow bombs on her nose now.

December 1, 1943

When they awakened me this morning I was perplexed to find that none of my other officers were going with me. Found that I was to be Lt. Murphy's co-pilot, and we were leading the Fightin' Bitin' boys in the low position – I was to be “checked out” on leading the Squadron. Leverkeusen in Happy Valley was the target - another Pathfinder job. Murphy couldn't see well enough across the cockpit to fly us in position, so I flew most of the raid – the sun right in my eyes gave me most of the trouble today. Flak very moderate, but very accurate – bombing hard to judge because of cloud cover. Ship above me almost dropped his bomb load through my plane, but eventually he slid over the top of the lead squadron + when his bombs went away one knocked the aileron off of Lt. Toomb's ship – another knocked out his #3 engine. He did a beautiful job of keeping her under control – dropped back out of formation and brought the ship home. What a head-up stunt that was – dropping bombs with another plane beneath. Flak hit the #2 engine of a ship ahead of us in the lead Group and within 30 seconds the interior of the plane was a sheet of flame. Pilot kept her flying

straight + level for almost 4 minutes before the flames melted the plates + she broke in half. Not a chute left the ship.

Also saw a sight I'll never forget – a '17 in a spin, only they don't spin in the conventional manner – they'll go down end over end or wing over wing.

Our ship wasn't even hit, but I sure did some fancy sweating!

December 5, 1943

Flying without some of my boys again today, although my gunners will be along. Co-pilot with Major Flannigan leading the 369th in the high position. Target on the southern coast of France – can't mention the name because we didn't get there. Mother Nature had her way again, stopped us about 200 miles inside France.

Some target was sure going to catch Hell today – I realized the true significance behind the statement, “Supremacy in the Air” today. The sky over France was almost black with Fortresses, Liberators, + fighter escort – I would estimate roughly that there were 600-700 planes within my field of vision. Victory through Air power – and each raid larger than the last.

Since we were so deep in enemy territory for a long time, Bomber Command gave us credit for a raid – chalk up #5!

(Editor's note: 548 bombers and 336 fighters were dispatched this day)

December 11, 1943

The field has been socked in for almost a week, but it was a beautiful, clear and cold moonlight last night so I was sure of an early briefing.

Group went to Emden but my crew did not go – guess they want to give some of the newer crews to get some experience. That puts Satan's lady two raids up on us now, @!?-d-xx

369th lost Lt. Noack + his crew today – direct burst of flak in #2 engine + he had to drop out of formation. Everyone says he was under control so we hope for a successful abandonment of the ship. A good man – I flew as his co-pilot on what might have been my first mission, but it was scrubbed before we left England.

About noon I said to Hell with all, + went into town to do a little shopping and see a show.

December 13, 1943

Our squadron is off operations for this raid, so we cheered the rest of the Group as they left for a slight fracas over Kiel – after those damned sub pens again – kill them in the nest, so to speak.

Lt. Heap – another squadron pilot, flew the Lady today so the crew + I sat around “sweating her out.” She came back again – her 8th raid - with just a couple of small holes in the wings. Our ship is now three raids up on us, and gaining fast, blast the luck.

Group lost Lt. Brinkley + and his crew today – they were



*Enlisted Men's chow line on Christmas Day 1943
Loy Peterson Historical Collection*

flying with another Group, when last heard from they were sending out an SOS over the North Sea.

December 14, 1943

When the orderly woke us up at the ungodly hour of 2:00 A.M. we thought he was kidding – I had barely gotten my sack warm. Reunion! The entire crew back together again, and we are flying the Lady – great day!

Mission scrubbed just before engines were started, + everyone called back to be briefed for another target. Time marched on, in the cold light of dawn everybody felt as though they had already put in a full day. Briefed and out to the ship again – and guess what, mission scrubbed again! New Eighth AAF record – 2 missions scrubbed within 3 hours. Back to the sack for the rest of the morning. Spent the afternoon out at my dispersal doing some painting + odds + ends on the ship. She has collected about 18 patches already. Honorable scars of battle – and more undoubtedly coming.

December 16, 1943

Eight months ago today Houser + I left Albuquerque as brand new first looies for B-17 transition school at Hobbs, N.M. How time flies! Pretty rough day today – I led the Fitin' Bitin' boys into Bremen, Germany. Had to make a take-off on instruments and rendezvous above the muck. Saw nothing but a solid carpet of clouds all the way to the target + back – strictly a Pathfinder job, but from the smoke pouring up through the clouds I would say that Bremen has “had it.”

Procedure instrument let-down back over England – hedge hopped cross country at 500 ft. back to base – and Lt. Conrey did a good job of finding the field. When the wheels touched the ground the fuel warning lights came on – guess we were running on the smell of gas.

As usual, Bremen threw up a solid curtain of flak, but I managed to maneuver the squadron around the edge of it – no hits on the ships.

Not a milk run by a long shot.. Chalk up #6

December 20, 1943

A damned cold has me grounded so I missed today's raid – had a little job to finish I guess – back to Bremen again. Planning to make another “Hamburg” out of it.

Lt. Opdyke flew Satan's Lady and brought her back with just a few minor holes – said he had a little trouble with #1 engine. She has 10 raids now of which I flew the first 3, and the old girl “ain't what she used to be.”

369th had some bad luck today – the bombardier on Lt. Kinsey's crew evidently jerked his oxygen line loose at altitude, and passed out. The crew could not revive him, and he was dead upon landing – also the tail gunner on Lt. Hilton's crew had oxygen trouble, + when they returned to base he was alive + rational – but totally blind.

It was clear over Bremen, as usual, a curtain of steel – all planes pretty badly shot up.

December 22, 1943

In the dispensary with a blasted English cold – missed going today with the Group to Osnabruck in “Happy Valley.” Haywood went along as tail gunner – observer and Conrey as Ass't. Navigator in the lead ship.

Group lost Lt. Winters + his crew – fighters ganged up on him in the few minutes that our escort was not around. Those bastards play marbles for keeps.

Peterson continued from page 11



Peterson congratulating his crew chief, M/SGT Harry Tzipotwitz, for 30 missions with no aborts or even "having to feather an engine." Tzipotwitz was an original aircraft mechanic with the 306th who later became a crew chief on the line where he oversaw the maintenance for the Satan's Lady.

Loy Peterson Historical Collection

Satan's Lady came back again.

December 24, 1943

This damned cold still has me grounded, and I missed the easiest raid of the year. Every plane in the Eighth Air Force that could get off the ground hopped across the Channel to plaster some highly important military targets around the Pas d' Calais and Cherbourg Peninsula.

Haywood went along as tail gunner – observer in the lead ship.

Am I browned off!

(Editor's note: the 24 December 1943 raid was the largest of the war to date with 722 heavy bombers (B-17's

and B-24's) dispatched, and another 541 fighters dispatched to escort this very large raid, almost 1300 planes total. One year later to the day, 2046 heavy bombers were dispatched to 36 targets with 853 fighters dispatched as escorts, the largest single raid of the war by the 8th AAF)

December 30, 1943

Briefed at 0500 A.M. this morning take-off at dawn, leading the 369th into Ludwigshaven, Germany. There was a 10/10ths undercast all the way – consequently a Pathfinder job. Beautifully clear at 22,000 and we rendezvoused on the nose with our fighter escort (ah, those beautiful P-38's). Encountered some light flak over the target – saw a couple enemy fighters on the way out. All in all – the most uneventful raid so far except for being long. This was the 13th raid for Satan's Lady, but only the fourth one on which our crew had flown her. Low squadron – low Group.

December 31, 1943

Briefed at 0500 A.M. – take off + rendezvous over the field before dawn. Formation got together by following the blinking Aldis lamp in the tail of the ship ahead + spotting the Group leader's flares.

Leading the 369th – High Squadron, Low Group all the way down across the Brest Peninsula, across the Bay of Biscay into southern France to bomb a big airfield outside of Bourdeaux.

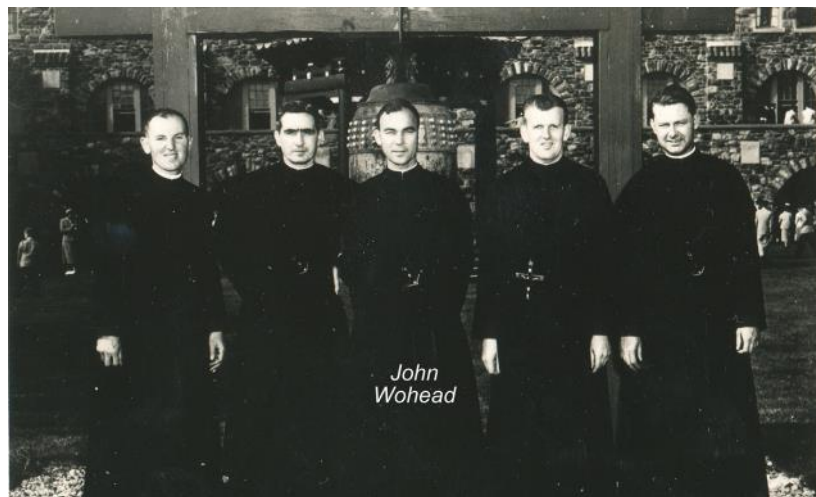
305th Group lead the Wing and a more screwed up job of leading I have never seen. Flew evasive action all over Biscay – crossed the French coast almost on the Spanish border – took a cook's tour of most of France, and ended up by breaking away from the 305th and making our own bomb run on an airfield outside of Cognac. Plastered Hell out of it, but by this time we had thrown away an hour's precious gas. Babied the boys home on the long haul – flak over Lorient – Arrived over England to find a ceiling of 2000 ft. which lowered to 300 ft. over our base. By the time the sun had set and the visibility was what you could see straight beneath you. Planes flying in every direction. Made two passes at the field and finally landed drenched in perspiration. One ship in the Squadron crash landed – everyone else safely down. 9 hours 50 minutes. What a day! Aged 5 years.



To be continued.... Part 2 of Loy Peterson's War Diary will appear in the next issue of Echoes.



Top, clockwise:
John Wohead in training, 1942;
Wohead, center,
with colleagues at the seminary;
Wohead with his African construction crew in Tanganyika in East Africa; Wohead just after the war; John Wohead with his parents.



John
Wohead



Mission Memories continued from page 3

down and victory was won. He was discharged as a corporal on September 15, 1946, four years to the month since his enlistment. Mission Number One was finished, and Mission Number Two was about to begin.

After the war, Wohead returned home and resumed working as a carpenter. "When I told my parish priest I felt called to be a missionary, he suggested I apply to the Maryknoll Brothers to use my farming and mechanical skills," Wohead remembered. That is exactly what he did.

"At age 34 John became a postulant at the Old Farm House which used to be the Maryknoll Seminary" and on November 15, 1950, he "entered the Maryknoll Brothers Novitiate" at Brookline, Massachusetts. In the beginning he took the name Brother Ernest, but later changed it to Brother John and two years later, he received his first assignment. In 1952 Brother John, former bomb loading armorer and Air Corps specialist with the 306th, now moved on to his next mission at the Maryknoll Junior Seminary at Mountain View, California. There he assumed the responsibility for the boiler room and heating plant, while maintaining other mechanical equipment at the facility.

Three years later, John received new orders, this time to the mission field on the other side of the globe. On May 21, 1955, he traveled to Maswa-Shinyanga, Tanganyika in East Africa where he joined the staff of the Maryknoll Mission and spent the remainder of his working life in service to the African com-

munities there.

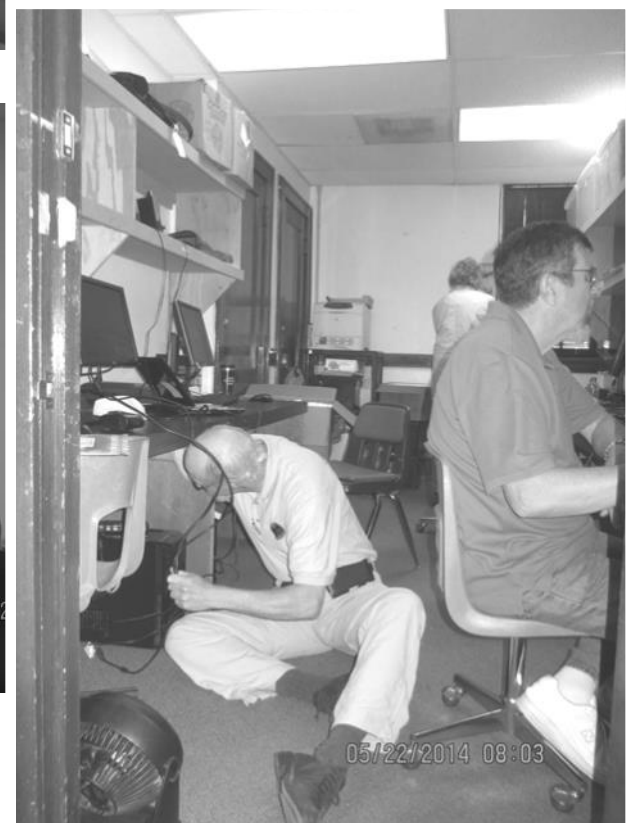
"In Shinyanga he supervised and worked on the construction many churches and school buildings in many of the Maryknoll Missions and made a great contribution to the building of the Cathedral in Shinyanga town. His job was to see that the African Contractor did a good job. He had to do all the measuring and setting up all the 'batter boards,' because for the African workers the church was 'too big' and they refused to do any measuring for fear of doing it wrong. In most cases, he had to tell them what to do next. He used his own concrete mixer, wheel barrows, shovels, vibrator and electrical generator."

"The Cathedral was increased in size four times and decreased three times. Finally, Bishop Castor Sekwa let Brother John determine the final size of the Cathedral," large enough for a standing crowd of 3,000 with seating for 2,500 parishioners—one of the largest churches in East Africa.

John also drew on his family's long experience in truck farming. In 1998 John explained to a reporter that he had "a green thumb," but that the "bumper crop in his truck garden" was due to "good seeds, good soil and El Nino's triple amount of rainfall this year. El Nino floods caused a lot of damage in East Africa, but the rain helped our rice farmers make it big this year, and it didn't hurt my garden at all," reported John Wohead.

Mission Memories continued on Page 31

Seven-Year Journey continued from page 6



Top, clockwise: Cliff Deets, Brandy Deets, and Charles Neal at Cracker Barrel early in the Surge; Brandy preparing an inventory of the Stars and Stripes; Charles moving computer components around (we received all new computers after the Surge—so we had to make do with the old ones); Dr. Vernon L. Williams giving a lesson on how to produce HTML web files for upload to our 306th web page. Many new collections were added to the web during the Surge in May and many more will be coming; the crew with Vernon's wife Kay relax at the end of a long day.

Photographs by Charles and Barbara Neal



Top, clockwise: Brandy on the computer in the lab; Barbara Neal working on a collection; Clifford Deets working on the correspondence file collection; Brandy sorting through original documents, queuing them up for the digital audit; Charles and Clifford at the Copper Creek Restaurant; Clifford and Barbara taking a breaking during the Surge; the Surge crew plus Vernon's wife Kay at the World famous Perini Steakhouse in Buffalo Gap, after another long work day.

Photographs by Charles and Barbara Neal



Obituaries continued from page 2

- **Brown, Richard L**, 369th radio operator gunner (Edgar Smith crew) on 'Beautiful Takeoff,' originally from Big Horn, WY and longtime resident of Billings, MT, died 11 Feb 14, at 90. With the crew, he reported 10 Feb 45, and completed 21 missions by the end of combat. He continued in the Casey Jones mapping project and departed in Jan 46. He stayed in the AF Reserve, and resumed his college education, earning his BS in Chemistry in 48 at U of WY. With Chemical & Geological Laboratories, his professional career as an analytical chemist began in Casper, WY, where he and Virginia married. In 51 he became manager of their new lab in Midland, TX, and in 55 they moved to Billings, MT, where he was an owner in laboratories known today as Energy Laboratories; he retired as president in 90. He'd retired from the AF Reserves as Lt Col, and was past president of both the Dept of MT Reserve Officers Association, as of Billings Chapter 2. He was a member of Society of Petroleum Engineers, and MT Geological Society. He enjoyed golf and celebrated his first hole-in-one in 05. With his wife and family members, he attended many 306th reunions. His faith was important to him and his family. Survived by Virginia, his wife of nearly 64 years, 4c, 11gc, 1ggd; services at St Thomas the Apostle Catholic in Billings; buried at the National Cemetery just SW of Billings in Yellowstone County; memorials invited to Billings Area Catholic Education Trust (BACET).
- **Casa, James**, 367th armorer, of Westchester, IL, died 25 Sep 10, at 85. He reported on 19 Feb 44. His wife, Laretta survived him to 30 Aug 11, when she died just days short of age 81. They were predeceased by 1s, and are buried at Queen of Heaven Cemetery, Hillside, IL.
- **Colantoni, William M.D**, 369th bombardier navigator (Edward Hennessy crew) of western PA, died at Presbyterian Senior Care, Washington, PA on 3 May 13, at 96. He reported 30 Dec 42, and was the 5th officer to complete his tour, departing 5 Jun 43, transferred to 11th Combat Crew Replacement Center, at Bovingdon. He'd served in the Air Corps from 35 to 38, after graduating from high school, and had been called back to active duty in 41; his active duty ended in 46; discharged from AF Reserves in 59. In 46, he attended Waynesburg College by day, and at night worked as a mechanic and electrician in the Weirton Coal Mine at Isabelle, PA. Graduated U of Pittsburgh Medical School in 51, served his Internship in Pittsburgh, and in 52 established a private practice in Fredericktown, PA. In 57 graduated as an Anesthesiologist from Pittsburgh Medical Center and St Francis Hospital. In 70-72 served as an Emergency Physician at Memorial Hospital in Las Vegas. He served as Anesthesiologist on staffs of various hospitals back in PA until retiring in 97. Meanwhile in Dec 72 he married Marie. He was a member of St Michael Archangel Catholic of St Oliver Plunkett Parish in Fredericktown, PA; charter member of Luzern Township volunteer fire dept, in Labelle, PA; and member of American Legion in Fredericktown. Predeceased by Marie in Mar 98; survived by 1s, 2gc, 2ggc. Service and Mass at St Oliver Plunkett Parish, Fredericktown; he is with Marie at LaFayette Memorial Park Cemetery in Brier Hill, PA.
- **Cole, Warren W**, 368th tail gunner and Evadee, originally from IL, died in CT where he had long lived on 8 Apr 13 at 90. He enlisted in Peoria, IL in the Air Corps in Oct 42 with one year of college; he reported in Aug 43 with Bruce McMahan's crew. On 11 Jan 44 (Halberstadt mission) he was one of 5 crew members surviving being shot down over German-occupied Holland with Willard Dale Reed. His son-in-law reports that "with the help of the resistance, his wits, and high school French, he evaded capture through occupied Holland, Belgium and France" returning to England by the end of Jan 44, per *First Over Germany*, with one fellow crew member. Post-war he married Constance in 49. He was employed by General Electric in market research, and subsequently owned and operated several coin operated laundries until his retirement. A member of the Orange [CT] Congregational Church for over 50 years, he served on many boards which included 13 years as a trustee. Survived by 3c, 5gc, his graveside service was at Orange Center Cemetery, Orange, CT. Donations were suggested to AmericanWarrior (www.americanwarrior.us), an organization which honors WWII Veterans by escorting them to visit the WWII Memorial in Washington, DC.
- **Connolly, Loras 'Red' J**, 368th / 369th tail gunner (crews of Edward J Hennessy & Charles Schoolfield), of Brookfield, IL died 20 Oct 12 at 90. He was at Thurleigh April – Aug 43, and was the 87th enlisted man to complete a tour. He'd enlisted in Cook Co, IL in 43 with work experience as a railroad clerk; no info re his post-war work. A friend's online tribute indicated Red was important to all of us; he'll keep all the other poker players straight and keep the whole gang laughing. Predeceased by his wife Mary Helen and 2s, survived by 2s, 2gs; funeral mass at St Mary's Church of Riverside, IL; interment at Queen of Heaven Cemetery, with memorials appreciated to the American Heart Association.
- **Conway, Quentin T**, 368th bombardier (James S Law crew), a native of GA, died there 26 Apr 13 at 92 at Halcyon Hospice. With Law, he reported 23 Dec 44, and on 8 Jan 45 (Speyer mission) over the target they suffered serious injuries and loss of two engines, barely making it across the Channel to England, crashing in the landing attempt. Despite a head injury, Conway completed 26 missions, including Dresden in Feb and Rhine in Mar. Post-war he remained active in the AF Reserves; he returned to

Atlanta, where he married, they raised their family, and they were active in Brookhaven United Methodist. In 95 he and his wife retired to their mountain home in Ellijay, where he was active in First United Methodist. He enjoyed bee-keeping, gardening, making furniture, and sharing the results. Predeceased by his wife of 60 years, Ethelyn, in Dec 08; survived by 3c, 4gc, 5ggc; buried at Crest Lawn Memorial Park in Atlanta. (The Secretary thanks Carol, daughter of Ken Wait, co-pilot of that 8 Jan 45 mission, whose obit is below, for alerting us of Conway's passing, learned from Ken's returned '13 Christmas card being marked "Deceased.")

- **Corvo, Philip J Sr**, 369th bombardier (Alfred Lomar crew), who long lived in Morrisville, PA, died 25 Jan 12 in nearby Yardley, at 88. With the crew, he arrived 9 Dec 44; after 9 missions, he departed, hospitalized, on 26 Apr 45. He was a 1st-generation American born in WV, 10th of 11 children, whose parents and 3 eldest brothers emigrated from Sicily. His father, after years of hard work in the coal mines and the death of 2c, moved the family to Trenton, NJ. There Phil completed high school and enlisted in the Air Corps. Post-war he earned a degree in Business Administration from Rider College, and worked as an industrial engineer at US Steel, Fairless Works, where he met Betty, who was a secretary there. They moved to Morrisville to rear their family. He eventually retired as a plant supervisor of the wire rope division of US Steel, Trenton Works. Meanwhile, in the mid-60s, Betty taught business courses at St Mary Cathedral and retired in 83 as a teacher at McCarriston High. In retirement, Phil enjoyed gardening, long energetic walks, and they travelled the US and abroad. He completed his autobiography to preserve his family's history as a legacy for their descendants. Predeceased in Jul 05 by Betty, his wife of 52 years; survived by 2c, 3gc; buried at Newtown Cemetery.
- **Daniels, Joseph N**, 367th ball-turret gunner (Irving B Pedersen crew), of Mendota Heights near St Paul, MN, died 18 Feb 11 at 85. With Pederson, he reported 1 Jul 44; he completed his 35 mission tour. Post-war work by Joseph and his wife Sarah apparently included working at weddings. Longtime members of the Temple of Aaron, the Jewish War Veterans was an important part of his life. Memorials were preferred to the Alzheimer's Association. Sarah survived him until Aug 12, at 86. They are survived by 1s, 4gc; buried at Temple of Aaron Cemetery, Roseville, St Paul, MN.
- **Demoray, Miron 'Bill' N**, 367th bombardier (William B Turner Jr crew), of Grand Rapids, MI, died 9 Apr 12 at the Christian Rest Home, at 95. Before he was enlisted in 44, Bill had 2 years at U of Toledo; worked at the Grand Rapids Stamping Division of GM; married Lois in Aug 39 after they'd skated together in roller dance competitions; and in 42 they'd had their first child, Ron, born with multiple disabilities, which inspired them to become tireless proponents of increased opportunities for similarly challenged children, spending many hours raising money for special-needs children and helping establish the Christian Foundation (later Children's Retreat of Pine Rest Christian Hospital). With Turner, Bill reported 28 Oct 44 and flew 30 lead missions. In Nov 45, he returned to MI, briefly working again at GM, before entering his father-in-law's family business, Zoet Hardware. Friendly and outgoing, he and Lois operated the business together for many years. Bill enjoyed building Lionel model trains with sons in the basement; gardening; raising beautiful roses; attending services at Highland Hills Christian Reformed Church (where he and Lois were charter members); people-watching and visiting with neighbors from their lawn chairs each evening with Ron; and later traveling in the motorhome that allowed them to travel comfortably with Ron, escaping harsh MI winters to FL yearly. He enjoyed spending time with his grandsons, often helping with their newspaper routes. After 65 years of marriage, Lois died in 05. Bill moved into the same nursing home as Ron to be near him and gave him a shave every day until Ron, too, died. Bill is survived by 1s, 4gc, 3ggc; buried at Rosedale Memorial Park; memorials suggested to the Christian Rest Home.
- **Gesino, Michael G Sr**, 423rd ball-turret gunner (David A McNaught crew) & POW, originally from Minneapolis, MN, died 6 Oct 11 in the VA Hospital at Dallas, TX of heart failure, at 88. He reported 1 Jul 44 with McNaught, and with him was downed 20 Jul 44 (Kothen) when the target in Eastern Germany was a Junkers manufacturing plant which made 40% of the Luftwaffe's Jumo 213 engines; POW at Stalag Luft 4. At 19, he'd enlisted as a Pvt in the Air Corps in Minneapolis on 28 Aug 42, and married Phyllis just 10 days later. Of their 6s, 3 served in the Army and 1 in the Navy. The North Texas Patriot Guard [motorcycle] Riders [home page www.txpgr.org/], per his family's request, respectfully escorted and served by standing a flag line for the memorial service at the funeral home, and the interment at Dallas Ft Worth National Cemetery. Predeceased by Phyllis in Oct 03 at 81; survived by 5s, 18gc, 23ggc, 3gggc.
- **Gordon, J Victor**, 1628th Ordnance Co, born in MD and reared in PA, died 18 Dec 11 in Salem, OR, at 90. Pvt Gordon reported to the 306th 16 Dec 42 and departed 23 Dec 45. Post-war he married Doris in 46. They relocated to Southern CA in 52, and in 59 to OR. A lifelong banker Vic was president of Guaranty Bank, and finished his career working for the Small Business Administration overseeing government loans to disaster victims. He was an avid hunter and fisherman; their family en-

Obituaries continued from page 17

joyed most weekends camping on the Clackamas River. After his early retirement, he and Doris traveled the world for several decades before health issues interfered. Predeceased by 1s, Vic was survived by Doris, 3c, 4gc, 7ggc as of Dec 11. Buried at Willamette National Cemetery.

- **Haynes, George J**, 369th engineer / top-turret gunner (William J Canell crew), of Lawrence, MA, died 30 Jul 11 at 94, at Wingate at Andover. He reported 4 Apr 45, initially as a gunner with 367th crew of Richard Jenkins. He served in the European, African and Middle Eastern Campaigns, indicating he continued with the Casey Jones mapping project after combat ended. Post-war, he served as Lt on the Lawrence Fire Dept for 37 years until retiring in 82. He was a member of the American Legion, coached South Lawrence West Little, and was a volunteer at Central Catholic High for many years. His funeral mass was celebrated 3 Aug, with burial in Ridgewood Cemetery in N. Andover. Survived by his wife, Mary V, 2s, 5gc.
- **Hess, Francis J**, 367th Original, radio operator gunner (John R McKee crew) & POW, originally from Philadelphia, PA, and long-time resident of Boise, ID, died 4 Jan 11 at 93. With the crew, Hess was in the original contingent of flight crews to get to Thurleigh in the summer of 42. Downed 20 Dec 42 on his 4th mission (Romilly-sur-Seine) near Paris, he was POW at Stalag 17-B. Post-war, he stayed in the service, and retired from the USAF in 66. He earned his Associates Degree from Burlington Co Community College, NJ, and went to work for the US Navy as a mathematician's aide. After the death of his wife, Dorothy, Francis retired from the Navy and moved to Boise with his youngest son. He loved Boise and ID in general. After his son graduated from high school, Francis traveled Europe; then returned to Boise and married Mary Kay. They had a lot of fun together at senior dances throughout the Valley; traveling to ex-POW conventions across the country; and visiting family and friends. Predeceased by both wives and 1s, he is survived by at least 5c, 13gc, 11ggc; buried at Cloverdale Cemetery in Boise, ID.
- **Hicks, 'Bud' George P**, 368th tail-gunner (Duane D Clocksin crew), a life-long resident of Londonderry, NH, died in Parkland Medical Center on 8 Nov 12 at 85. He reported with Clocksin 16 Feb 45; had 27 combat missions; and participated in the Casey Jones mapping project afterward. He departed 10 Jan 46. Continuing in the USAF, he served in Korea and Vietnam wars as a M/Sgt and retired from the NH Air National Guard in 86 with 42 years of service. He was a retail manager at Merrimack Farmers Exchange, retiring after 25 years. In retirement, he worked with his brothers at Sunnycrest Farm. In Londonderry, he served as selectman, School Board moderator, Planning Board member, and with the volunteer fire department. He was member of American Legion Post 27, the Londonderry Lions Club, Londonderry Grange and Hoodcroft Seniors Golf. Survived by his wife of 65 years, Irene, 2d, 5gc, 9ggc; his remains were buried at Glenwood Cemetery in Londonderry.
- **Hilsinger, Raymond G**, 367th ball-turret gunner (John McAllister crew), of Washougal, WA, died 24 Oct 12, at 87. He reported with McAllister 15 Jun 44; the Secretary has no further info about his tour. His wife Violet predeceased him 16 Apr 10. No further info re his post-war life, burial, or any survivors.
- **Holt, Charles O Jr**, 368th bombardier (William McCaulie crew), of Seneca, MO, died 8 Mar 12 at 88 the Seneca House Nursing Home after an illness. He reported with the crew 1 Sep 44; he completed his tour 31 Jan 45. Before reporting, he married Virginia 25 Sep 42 in Jay, OK; she predeceased him 27 Dec 00. Post-war he worked for the Milnot Company. He was a long-time ham radio operator, and member of the American Legion, VFW, and Seneca United Methodist Church. Preceded in death by 1s, he is survived by 4c, 6gc, 10ggc; buried at Seneca Cemetery.
- **Hopkins, Ben Ray**, 368th flight officer/co-pilot & POW (crews of Louis G Cook & Glenn J Lally), a native of Richland Springs, TX, died in the Long Beach, CA, V.A. Hospital on 3 July 10, at 90. He reported to Thurleigh 4 Apr 43 with Cook. On his 4th mission, 17 Apr 43 (Bremen, with Lally), they were downed; Hopkins was POW at Stalag 3. Before Thurleigh, he married Jo Anne 9 Dec 42. Post-war, he attended Clemson in SC for 2 years before transferring to Univ of Southern CA, earning his BS in Civil Engineering in 50. Ben was a licensed Civil, Structural, and Mechanical engineer and General Contractor in many states; he was well recognized as an expert in design and construction of towers, oil drilling equipment, and materials handling. After an engineering job at Dresser-Ideco, a manufacturer of oil derricks and radio towers, he joined Clarence Thomas as a partner in 55 to form Thomas & Hopkins, Professional Engineers. He continued the business after Thomas' death in 68. Ben also founded Tower Structures, Inc, a tower-manufacturing and construction company, retiring in 90. Jo Anne died 23 Nov 90. In 93 he returned to Richland Springs, and married La Verta, who died 10 May 05. He gradually lost the use of his legs due to injuries suffered in WWII. He lived the last three years of his life in Orange, CA, with a daughter and her family. A photo of him in WWII is posted online at WWIIMemorial.com. Buried at the Richland Springs Cemetery, he is survived by 4c, 1d-in-law, 3gs, 2ggd.
- **Jablonski, Joseph R**, 423rd flight engineer (Douglas T Schrack crew), resident of Hamilton, NJ, for 60+ years, died in hospital there 9 Jan 13, at 87. He arrived at Thurleigh 21 Aug 44 with Schrack. S/Sgt Jablonski flew 35 missions. Post-war at

- Rider Univ, Trenton, NJ, he earned a degree in accounting. He worked for General Electric and later retired from the State of NJ Dept of Treasury, Division of Pensions, in 87, after 20 years. Survived by his wife of 64 years, Mary, 2s, 5gc, 7ggc, his funeral service was at St Raphael's Holly Angels Church in Hamilton, NJ; entombment at St Mary Mausoleum, Trenton.
- **Jackson, Robert W**, 367th co-pilot (Ralph Malsom crew), of Willow River, MN and formerly of Superior, WI and Hopkins, MN, died at Augustana Mercy Health Care Center, Moose Lake, MN, 3 Oct 10 at 86. With the crew, he reported 26 Feb 44; his tour ended 29 Jun 44. Post-war he worked as a draftsman and map maker for the US Weather Bureau in Alaska; Sikorsky Helicopter in CT; various firms in Superior, WI; and Dennis Hurd in Minneapolis. He was known for his quick wit, was a perfectionist and excellent craftsman, though he did not expect perfection from others. He loved designing and building wooden ships (including a 50' sailing ketch pictured on his gravemarker); and he read extensively. He was predeceased in Oct 99 by his wife Beatrice at 75, and 1d in 06. Survived by their son-in-law and 1gs, he and Beatrice are buried at Bennett Cemetery, in Bennett, WI.
 - **Jenks, Lee T**, 423rd waist gunner (Nelson Hardin crew) & POW, of Port Richey, FL, died 15 Sep 13 at 92. He reported 28 Nov 43 with Hardin; their 'Wampus Cat' went down in Holland on 29 Mar 44 (Brunswick), with all the crew surviving. S/Sgt Jenks was hospitalized in Amsterdam several months before being held by Germans in Mennigen and Obermansfeld. In Jan 45 at Lake Constance, Switzerland, he was in an exchange for 8 German POWs interned in the US. Lee was in a V.A. hospital in MA until his Dec 45 discharge from the service. Upon returning home he became a photographer, working for Vogue magazine, the Metropolitan Opera, and for 20 years as a studio manager for a catalog company in NJ. When he retired, they moved to FL and traveled extensively, including attending various 306th Reunions. Most recently, Lee, wife Doris, and daughter Bonnie, were with us in Savannah in 12. Survived by Doris, who is reserved for our 14 Colorado Springs Reunion, 3c, 3gc, 4ggc. Services at FL National Cemetery, Bushnell.
 - **Johns, Lloyd E**, 369th pilot, originally from Ontario, CA died 11 Dec 12 at 91. He arrived Thurleigh 13 Apr 44, and completed his tour of 28 missions, 16 Aug; he also was a squadron leader. In Dec 44 he married Gloria, enjoying 58 years together before she died from a lengthy illness in Aug 02 "in one of those war time marriages that wouldn't last" as he wryly told the Secretary in Oct 11. After his discharge in mid-45, they returned to Southern CA, where he enrolled at USC. In spite of life becoming more hectic before his junior year, having to increase his part-time work hours when their first child was born, he graduated Jun 49 with his BS in chemical engineering not long before their second was born. Their third was born a few years later. He spent 7 years working for two major chemical companies, before seeking a major change, applying to work for Aramco (Arabian American Oil Co). As a result they spent 23 years in Saudi Arabia, followed by two years at its Houston office before retiring. They got all 3 daughters through college, after which they, on their own, earned their Masters' degrees, two in education and one in biology, he proudly reported. In 81 he and Gloria retired to Laguna Woods; they did quite a bit of traveling as long as she was able. He enjoyed golf and time with family. Survived by 3d, 5gc, 5ggc.
 - **Johnson, William J**, 367th bombardier (Roy Hoffman & Wilfred E 'Billy' Miessler crews), of Minneapolis, MN died 28 Dec 13 at 88. With Hoffman, he reported on 28 Nov 44; he completed 26 missions prior to participating in the Casey Jones Project, during part of which he was the briefing officer. Our Jan 97 Echoes, p.3, has the dramatic 1st-hand story by Sal Angelle (obit in Oct 08 issue) of the 9 Mar 45 gunnery mission, in which Miessler's 'Hellcat Hattie' caught fire and went down in The Wash; of all the crew members, who with their Mae West parachutes landed in the frigid water, only Johnson and co-pilot Stanley D Burns survived. (This issue, one of many posted under the Echoes tab at our website, 306bg.org, is a 60 MB pdf, so the file takes a while to load on your computer screen.) Johnson departed in Jan 46. Post-war he earned his BA in Saint Paul at College of St Thomas in 49; in 50 he earned his MA at U of OR. He retired as teacher and coach at DeLaSalle High, with 30+ years, and as Maj, retired USAF. An avid golfer, he was predeceased by his wife Kay, and is survived by 4c, 6gc; interred at Ft Snelling National Cemetery; memorials preferred to DeLaSalle High.
 - **Karfonta, John B**, 367th bombardier (John Gooch crew), of New Berlin, WI, died 13 Jan 11 at 87. With Gooch, he reported 10 Feb 45; he completed 15 missions 18 Apr 45, and departed 26 Aug 46 after participating in the Casey Jones Mapping Project. He stayed in the service, retiring in Oct 68 as Major. Afterward, his service in his community included as the Milwaukee Police Dept's Health & Safety Coordinator. The family thanked Froedtert Cancer Center and Horizon Hospice for their care and support. Survived by his wife of 62 years, Marie, 4c, 10gc, 1ggc; Mass held at Holy Apostles Catholic in New Berlin; burial at Holy Cross Cemetery.

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- **Klucick, George**, 367th Original, engineer (George Buckey crew), of Jefferson Hills, PA, died 26 May 12 at 93. He was the 7th enlisted man to complete his tour at Thurleigh. Survived by 2d, 4gc, 2ggc; buried at Jefferson Memorial Cemetery, Pittsburgh, PA. No further info.
- **Krajcik, August 'Gus' J**, 368th Original, tail-gunner (John M Regan crew), born in Wisconsin Rapids, WI and reared near Chicago, died 1 Apr 11 at Providence Alaska Medical Center in Anchorage, at 92. He was 23, a single farm hand, when he enlisted at Chicago in Jan 42 as a Pvt in the Air Corps. He was the 10th enlisted man to complete a tour (25 missions), and in Jun 43 returned to the US, to Columbia, SC, where he met Dorothy. Gus was then sent to the Pacific, where he flew as an A-20 turret gunner. A year after beginning the campaign in New Guinea, they arrived at Okinawa and the war ended. He returned to Columbia; married Dorothy in 46; and they moved to the greater Chicago area, where their children were born. After managing a large farm in Barrington, IL, they returned to SC, where he served as a State Park Ranger for 15 years before retiring in 81. He then delivered Meals on Wheels for 25 years and for 15 years was a hospital eucharistic minister. He was a life member and post commander in VFW, a fourth degree Knight of Columbus, a regular in his church choir, and a member of the Legion of Mary. Meanwhile, Dorothy had worked for Western Union Telegraph, and retired as chief clerk at the Columbia, Richland County Health Dept. She was a member of the VFW Auxiliary. In the 58th year of their marriage, she predeceased Gus in Nov 03 at 80 in Columbia. They were predeceased by 1s in 67 at age 11; 1d in 95 at 44. Survived by 2d, 9gs, 8ggc; buried at Elmwood Memorial Gardens, Columbia, Richland Co, SC.
- **Krashes, 'Bert' Bertram**, 369th bombardier (Richard Buttorff & Wm C Tarr crews) & POW, originally from New York, NY, died 4 Jan 14 at 90 in a hospice in the West Palm Beach, FL area, having lived in FL since 88. He reported with Buttorff 12 Apr 44. Just 12 days later, on 24 Apr (Oberpfaffenhofen), flying with Tarr (who had earlier lost his original bombardier and navigator) Bert became POW at Stalag 3, after the crew bailed out one minute before the plane exploded. Post-war in 49, he joined the Gemological Institute of America in New York, beginning as an instructor and gemologist. He was recognized as a pioneer in the Institute, helping establish its East Coast school, laboratory, gem identification and grading services, and the traveling classrooms that took GIA's education to jewelers across the US. He rose to be Vice President and director of the gem trade laboratory in New York in 77. His dedication and high standards were key for GIA diamond grading reports to gain international respect and growth. He retired from their Board in 98, having given 49 years of service to GIA. Survived by his wife, Charlotte, 5c, 6gc, 9ggc.
- **Kuykendall, Reed H**, 367th tail-gunner (Henry L Ware crew) & POW, originally from Memphis, TN, died 22 Mar 12 near Corinth, MS at 90. He reported 27 Nov 43 with Ware; he was POW at Stalag 4 from 4 Feb 44 (Frankfurt) when Ware's plane was shot down in the vicinity of Calais; all the crew survived their downing. Post-war he was a machinist; he retired in 83 from Richards Medical. He was a member of Union Baptist Church. His wife Annie Lou, retired employee of Kellogg in Memphis, predeceased him in Jun 04, at 78, and was buried at Union Cemetery, Hightown, Alcorn Co, MS.; survived by 2s, 3gc, 4ggc.
- **Lomar, Alfred Arthur**, 369th pilot, died 2 Nov 10 at 87. He reported 9 Dec 44 and completed his tour 15 Apr 45. He was a single college student in NJ when he enlisted in Dec 42 as Pvt in Air Corps. Survived until Mar 13 by wife Dorothy, they are buried at George Washington Memorial Park, in Paramus, NJ. No further info.
- **Masle, Harry E**, 367th gunner (Loren Page & W Bradley Butterfield crews), died 13 Aug 12 at 88 in Little Falls, NY, his life-long home. He enlisted as Pvt in the Air Corp, and reported 16 Oct 43 with Page. Post-war he was employed by Sperry UNIVAC and Remington Arms, retiring in 86. He served as Commander of Little Falls' American Legion Post in 76-77, and was Legionnaire of the Year in 79. As well as our Association, he was also a member of the Royal Canadian Legion Branch in Gananoque, Ontario, Canada; Little Falls VFW Post; Dolgeville Rod and Gun Club; and Little Falls' Polish Community Home. His many interests include bowling, shuffleboard, boating, fishing, and hunting. At one time, he owned and operated the Seely Island Club in Little Falls. After 40 years of marriage, he was predeceased in 91 near her 59th birthday by his wife Eleanor, and 1s in 11. Survived by 2c, 3gc, 2ggc, he is buried at Mountain View Memorial Gardens in Little Falls. The family thanked Hospice and Palliative Care for the care and compassion shown to him during his illness.
- **McBride, Clifford W**, 369th pilot, of Stuart, FL, died 22 Aug 10 at the Hospice House in Atlantis, FL, at 93. His tour at Thurleigh was from 25 Feb to 26 Jun 44. Originally from MI, post-war he worked with GMC 28 years. He'd lived in FL since 74, was an avid bowler and golfer. Predeceased by his wife Martha in 94, and 1s in 98, he's survived by 2c, 5gc, many ggc. Buried at South FL's Veteran Cemetery.
- **McLaughlin, David 'DC' C Jr**, who operated 527 postal unit at Thurleigh, life-long resident of Baton Rouge, LA, died 11 Jul 11, just 10 days before his 94th birthday, at Ollie Steele Burden Manor, where he and his wife had lived for 18 months. When

DC was enlisted at New Orleans in Dec 42, he was married, with experience working as a clerk and had completed 2 years of college. Post-war he graduated from LSU, though his real commitment was to Catholic High School, which he'd attended when it was known as St Vincent's Academy, from 3rd grade until graduating in 33 at age 15. He was a charter member of Catholic High's Men's Club and attended its annual Barbecue until 10. In 98, he received Catholic High's Golden Bear Award, selecting him for the school's Hall of Fame. He was a founding member of Sacred Heart of Jesus Catholic Parish; of Usher's Society at Sacred Heart until he moved to St Jude Parish in 79; and of Catholic Boy's Club (later CYO). He was Scoutmaster and Cubmaster at Sacred Heart for many years. Predeceased by 2d, at his death he was survived by Wanda, his wife of 71 years, 4c, 10gc, 5ggc. Buried at Roselawn Memorial Park, with donations suggested to Catholic High's development fund.

- **Montoya, Eduardo 'Monty' M**, 368th bombardier (crews of Toy Husband & Louis G Cook), a native of Santa Fe, NM, died after a long battle with congestive heart failure on 4 Sep 13 at 93 in Colorado Springs, CO, where he'd lived since 69. He reported with the Husband crew 23 Apr 43; served as 368th Sq Bombardier; and was the 84th officer to complete his tour (25 missions) on 26 Dec 43. When the war ended, he was in pilot training; after completing it, he was separated and heavily recruited to enlist as a M/Sgt pilot, which he did. That program failed to materialize; he regained flying status as a M/Sgt bombardier in B-29s, and flew a second tour of combat over Korea. In 53 he was recalled as a commissioned officer and pilot, eventually attaining command pilot status, commanding 3 different units and was Wing Inspector General at two bases. He completed a tour of duty in Vietnam, serving on Gen Westmoreland's staff. He retired at NORAD HQ, Colorado Springs in Sep 74. He also retired as a realtor in Jul 85. In 53 he had married Dorothy, with whom he had 3s before her untimely death in 58. He was a member of St Patrick Roman Catholic Church; Knights of Columbus; Colorado Springs Chapter of the Retired Officers' Association (for which he served as Sgt-at-Arms several years); AF Association; Daedalions (fraternal organization of military pilots); AF Academy Quarterback Club; and several unspecified veterans associations. Survived by Klara, his wife of 27 years, 3s, 2 step-s, 6gc, 2ggc. Donations were suggested to Pikes Peak Hospice & Palliative Care.
- **Muri, 'Bob' Robert N**, 423rd pilot & co-pilot (Norwood L Garrett crew) & POW, life-long resident of MT, died 6 May 12 at 92. Bob reported 16 Oct 43 with Garrett; when their plane was downed 24 Feb 44 (Schweinfurt); Bob was 1 of 7 crew members who got out; he was held at Stalag 1. Post-war he married Jean, and ranched with his brother on the family ranch in Cartersville, later moving to the Moon Creek – Tongue River area where he retired. Survived by Jean, his wife of 67 years, 3c, 6gc, 8ggc; buried at Eastern MT State Veterans Cemetery in Miles City, MT. Donations were suggested to the Red Cross, noting that it played a huge part in keeping POWs alive in the war.
- **Rector, Fred J**, 367th pilot & POW, native of Greenville Co, SC, died at 93 on 27 Jul 11. He reported on 16 Oct 43; on 30 Jan 44 was made D Flt CO until downed 22 Feb 44 (Bernburg); held at Stalag 1. After 20 years with USAF, he retired as Lt Col. He then worked for the US Postal Service, retiring after 40 years. He was predeceased in Dec 06 by his wife Kathryn, at 87. She retired from J P Stevens Victor Center; was a member of the Greer Garden Club; and won the soprano gold medal award at Wellford Lyman Tucapau School twice. They were members of Greer First Baptist Church, and are buried at Wood Memorial Park, with donations suggested to the American Red Cross.
- **Ringvall, Neal T**, 367th navigator (Williams McNeil crew), of White Plains, NY, died 22 Nov 11 at White Plains Hospital, at 92. He reported to Thurleigh 23 May 44 with the crew, after having flown 18 missions in the 15th AF before coming to England; he flew 2 missions on D-day, and was assigned to HQ 17 Jul 44. Post-war he learned to make eye glasses; worked as a small engine mechanic; and was a heating and air conditioning contractor, retiring in 78. He enjoyed travel with family and friends, especially to car shows in the summer, to show younger generations how to drive a model A. He was fortunate to visit family and friends in both Sweden and Norway. He loved making music; crossword puzzles; reading good books; and watching the birds outside his kitchen window. Predeceased by his wife Ethel in Oct 85 at 73, and by 1d; survived by 1d, 2gs, 7ggc, with donations suggested to any military organizations or the cancer society.
- **Ristuccia, Lawrence A Jr**, 367th waist gunner & flight engineer (crews of Talmadge McDonough & Robert C Sage), originally of Waltham, MA, died 15 Jan 14 in hospital in Cambridge, at 92. He reported 28 Apr 44, completing his missions in Nov 44. After marrying in 48, he moved to Belmont; he summered and lived recently part-time West Dennis, on Cape Cod, MA. A graduate of Fitchburg State Univ, he furthered his education at MIT in Cambridge and Northeastern Univ. He worked in research at MIT from 50 to 67 including MIT's Nuclear Reactor. He worked many years at Kennecott Copper's Ledge-mont Laboratory in Lexington, and with Raytheon Corp including development of the Pigeon Point Resource Reclamation Center, in DE. He taught at Northeast Regional Vocational School in Woburn from 82 until he retired, and was a member of the MA Teachers Assoc. Larry was a devout Catholic, a member of 3rd Order of Mary, and Knights of Columbus; as a communicant of St Luke's Parish

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in Belmont and St Pius X in So Yarmouth, he often served as the Lector delivering the readings. His family was most important; in his spare time he enjoyed model train railroading, photography, piano, wood working, activities with our association (including the 87 DC reunion), the AF Gunner's Assoc, and VFW Post in Belmont, as well as Senior Center activities, exercising, and working on his home in West Dennis. Survived by Mary, his wife of 65 years, 2c, 2gd; his Mass was at St Lukes, Belmont, and burial at Calvary Cemetery, Waltham.

- **Rose, Woodie M**, 369th ball-turret gunner & evadee (Fred G Jones crew), who was born in AR, died 26 Apr 10 at 97 in Tyler, TX. where they'd lived for 12 years. He reported to Thurleigh 29 Jun 44 with the crew; he and the rest of the crew crash landed in France near Switzerland 16 Jul 44 (Munich mission). They were picked up by the Maquis, stayed with them 24 hours, and then walked in Switzerland and internment; they were later classified as evadees. Post-war in Brinkley, AR he worked for Arkansas Power and Light, from which he retired. He was a 32nd degree Mason, a deacon and Sunday school teacher for many years; and member of Bethel Baptist Church. Survived by his wife of 63 years, Clara, 2d, 2gc, 2ggc; buried at Whitehouse Cemetery, Whitehouse, Smith Co, TX.
- **Ross, Donald R**, 368th bombardier (Albert Rehn crew) SQ & GP bombardier, native Nebraskan, died 18 Dec 13 in Omaha at 91. He reported with Rehn 19 Nov 43; flew 46 missions; promoted from Capt to Major while served as GP bombardier from 17 Oct 44 to 1 Aug 45, when he departed; discharged 6 Jan 46. He'd entered the Army Air Corps in Oct 42. Post-war he resumed his college education at Univ of NE, earning his JD in 48. He practiced law and served on Lexington, NE's City Council. He'd been newly elected mayor when he was named NE's US Attorney by President Eisenhower in his early 30s, moving to Omaha and serving in the post from 53 to 56. He then returned to private practice, and became VP and general counsel for ConAgra. Before his judicial career, Ross was active in state and national Republican politics. He was Republican National Committeeman for NE from 58 to 70, and Vice Chairman of the Republican National Committee from 65 to 70. Before age 50, Don was appointed US Judge, 8th Circuit Court of Appeals by President Nixon when Harry Blackmun was named to the US Supreme Court. At that time, Don's law partners gave him a judge's robe embroidered inside with his frequent saying, "Do whatever is right." When he retired in 87, he noted to those gathered that he'd spent years trying to live up to the robe's inscription. The Oct 86 Echoes noted Don was elected our association President (our third, with Ralph Bordner having been the first; John L Ryan the second), with Bill Houlihan elected the new VP, as Bob Starzynski moved from VP to Board of Directors. Don organized and attended many reunions. Don's wife of 70 years, Janice, survived him to 8 Mar 14; they're survived by 5c, 14gc, 17ggc. On 24 Mar 14, the Court held a memorial service in Omaha, attended by judicial leaders as well as former Judge and FBI Director William Webster. The family held a private service in Omaha before Don's and Janice's inurnment at Arlington National Cemetery on 18 Apr 14. *[The Secretary notes that the crew photo for Albert Rehn, on which Ross initially served, shown on p.92 of Russell Strong's book of photos of Combat Crews, needs the following corrections, according to a contemporaneously-labeled original print of the same photograph, as received from Ross' crew mate John C Wilson. The needed corrections: (1) the front row's unknown was George VanderLeest co-pilot from WI of their original training crew, who was replaced at 306th by Guillermo (William) Perez of Mexico; (2) the pictured tail gunner Hopkins' correct first name was Cecil L [not Gail L]; (3) the ball turret gunner in the photo was actually Lowell Jackson from OH, who was replaced after the photo by the bt name shown on the label, Ralph Milton.]*
- **Santoro, Anthony 'Tony' L**, 369th flight engineer & waist gunner (Robert P Riordan crew), a life-long resident of Houston, TX, died 6 Sep 13 at 95. Tony was one of the 306th originals; he was on the special mission in Apr 43 of Riordan's crew carrying maps to North Africa, which story is relayed on p.3 of the Apr 89 Echoes; a photo of the crew basking in the Algiers heat on that trip is on p.8 of the Jul 89 issue (Those are 2 of many issues posted at our website, 306bg.org, under the Echoes tab). Tony was one of 33 enlisted men who completed full tours (then 25 missions) by the end of Jun 43. When he docked in Manhattan, he was given special leave to go home to Houston to marry his beloved Margaret. Though he was later offered a promotion to 1Lt if he'd 're-up,' he declined, so he could begin civilian life with her and their 9-month daughter. Before enlisting in Nov 41, he'd turned down a scholarship to Rice Institute; instead he became a master mechanic. Post-war, as his family grew, he put his mechanical skills to work in various places, including working for the Wildcatter, Glenn McCarthy, Dow Chemical, and several others. His fellow workers admired his skills and had great affection for him. He was a talented 3rd baseman in Houston semi-pro leagues, and loved all sports – especially football and baseball – a love he passed on to all 3 children. He loved opera, especially those by Puccini. He and Margaret attended many 306th Reunions through the years, and he was always deeply interested in friends and family. Tony was predeceased by 1s in Aug 12, at 63; survived by Margaret, his wife of 70 years, 2c, 7gc, 5ggc. Buried at Houston National Cemetery.
- **Sheets, James K Jr**, 368th radio operator (Lawrence Marks crew), long a resident of Trotwood, OH, died 18 Oct 11, at 89. With Marks he reported 4 Apr 45, and presumably continued serving in the Casey Jones mapping project post-war. He was single and

20, when he enlisted in Oct 42 as Pvt in Air Corps in Columbus. In 44 he married Berneal. He chaired the 306th Registration committee for our '86 Dayton Reunion. He retired from McCall's/Dayton Press after 36 years, after which he was an avid golfer at Larch Tree. For years he served as a high school official for football and track; and was involved with the Shrine Marching Patrol at numerous community events. Survived by his wife of 67 years, Berneal, 3c, 2gc, 2ggc; buried at Glen Haven Cemetery, New Carlisle, OH.

- **Stroud, Roy C [Cline] Jr**, 367th navigator (George L Staud crew), of Omaha, NE, died 13 May 13, at 88. With the Staud crew, he reported 9 Apr 45, which date ensured he would have continued flying in the Casey Jones Project, which mapped Europe and North Africa photographically. He had enlisted in Omaha on 12 Feb 43 as Pvt in the Air Corps. He continued in the USAF through Korea. He graduated from Creighton University, and was a member of the American Legion, VFW, and the 8th AF Historical Association. The family (sister June, her 3c, & 1 neph) suggested donations to VFW or American Legion; buried at Westlawn Hillcrest Cemetery, Omaha, near parents Roy & Jennie, and sister Myra. No further info.
- **Tanella, Stephen F**, 367th bombardier (Perry Raster crew) & Sq bombardier, originally of NY, died 12 Oct 12 at 94. When he was enlisted at Newark, NJ in May 42 as Pvt with no branch assignment, he was 24, single, with a year of college and civilian occupation of "Musicians & teachers of music." By the time crew mate George Roberts flew 15 missions on 'Rose of York' with him, he recalls Capt Tanella, as a very amiable person who got along great with the crew, and an excellent bombardier, proving it on a Jun 44 trip to Hamburg's oil refineries, where "despite tough enemy fighter opposition he placed our bombs right on the money and destroyed the installation." With the Raster crew, he was presented to the Royal Family at the 6 Jul 44 christening of 'Rose of York.' Tanella was 367th SQ bombardier, following Jerome J Kostal, and succeeded by Robert G Schwein. Post-war, he met Florence an accomplished dancer "on the road" with the Rhythm Debs. They married, and lived on Long Island, NY. Per her obit they were renowned for their many performances at St Thomas More (Hauppauge, NY, on Long Island) and were active in the Elks and American Legion, as well as many volunteer activities. Upon retirement [from what career(s), the Secretary was unable to determine] they moved to Boynton Beach, FL, where they were in our Directories by 88. At Tributes.com, his funeral home (in Carmel, IN) listing includes a great slide-show of photos, including him in uniform in WWII, photos with his parents, siblings, wife, children, grandchildren, always as a happy and involved fellow; two from recent years show him holding his framed WWII portrait and playing a saxophone. Florence predeceased Steve in Jul 08 at 86, in their 64th year of marriage; survived as of Jul 08 by 6c, 13gc, 6ggc.
- **Tunstall, Donald 'Don' D**, an Original, 367th tail-gunner (Earl Tunnell crew) & POW, of Darlington Co, SC, died 9 Oct 12 at 90. He was in the lead B-17 with Col Frank Armstrong for the first mission to Germany 27 Jan 43 (Wilhelmshaven). Less than 6 weeks later, Don was with Tunnell when they were downed 6 Mar 43 (Lorient), and became POW at Stalag 17-B. He was single when he'd enlisted as a Pvt at Columbia, SC on 18 Feb 42. Post-war he married Margaret. He was a life member of the DAV, X-POW, National VFW, 8th AF Historical Society, the 8th AF Museum, where his name appears in the Memorial garden, and the Caterpillar Club (exclusive membership for those making emergency parachute jumps). Our Jan 98 Echoes, p.4, has a story by his daughter Maureen of being on board a visiting B-17 with her dad. Don and Margaret were active members of Epworth United Methodist, and known throughout Darlington and the surrounding area for giving their best in good deeds. Margaret retired as secretary for the Darlington Co Superintendent of Education, and she did volunteer work at Heritage Nursing Home for 13 years. After 57 years of marriage, Margaret predeceased Don in Dec 03, at 76. Survived by 2d, 5gd, 6ggc, they are buried at Grove Hill Cemetery in Darlington.
- **Vaughter, James Victor**, 369th bombardier (Ralph Peters crew) & POW, originally from Byers, TX died at 91 on 9 Jan 10 in Sacramento, CA. He reported 8 Aug 43; on his 12th mission, 14 Oct 43 (2nd Schweinfurt) was downed with Peters; POW at Stalag 3 to the end of the war, including the forced march when the Russians began entering Eastern Germany. He'd entered the service as an Aviation Cadet in 40; post-war he stayed in the AF, reaching the rank of Lt Col Master Navigator in 64. He earned an MBA from Univ of CO in 58, and joined the staff of Cal State Univ, Sacramento as Director of Facilities Planning, followed by other positions at the U including assistant to the VP, until retiring May 81. He long lived in Carmichael, CA (Sacramento area) and was very active in the community, including being a charter member and Past President of Rotary Club of East Sacramento; Life member of the Comanche Riders Association; serving for years as a member of the advisory board of the Salvation Army; and was a devoted member of Saint Marks United Methodist. A Charter Life Member of SSMA, Jim served as its President 7 years and Secretary 6 years, being a tireless worker for the organization from 80-95, scheduling, organizing, and managing most of its reunions, as well as handling much of its correspondence until 83 when our George Roberts became its Treasurer. He shared his POW story both in our Echoes (begun in Apr 80 issue; concluded in Jul 80), and in "Through the Eye of the Needle," edited by our 306th Joe Consolmagno compiling 68 first-person WWII accounts (published in 92 by Stalag Luft III Former

Corps. Post-war he continued in the AF. In SLC, he met Renee, who was working at Safeway. She was born in Logan, UT, and grew up there and in SLC. They married 27 Sep 46, in the SLC LDS Temple. Their children were born as he was transferred around the west: SLC; then Travis AF Base, CA; and Mountain Home AF Base, ID. He retired from the AF in 64, and they moved to Napa in 65, opening a retail, jewelry, and gift store, later known as Walkenhorst's. Renee worked with him to develop the business until she retired in 1984. John was active in Napa Rotary and Lions, and enjoyed vegetable gardening, fishing, and traveling. She enjoyed embroidery, traveling, gardening, cooking, and sewing. They were both very active LDS members, and served four missions together, two in family history (SLC & Murfreesboro, TN), an employment mission in SLC, and a local church mission in St Helena (north of Napa). She predeceased John 19 Nov 12, at 85. They are survived by 4c, 22gc, 28ggc.

- **Walls, Raymond E**, 368th waist-gunner & Evadee (Robert W 'Bill' Seelos crew), originally from WV and long-time resident of Baltimore Co, MD, died 12 Sep 11 at 94. Originally assigned to the 352nd Service Squadron, he trained as a gunner and was on combat as of 17 Jan 43, initially as a replacement tail-gunner on Seelos' crew, and later as waist-gunner. With Seelos, downed 5 Apr-43 (mission to the Erla Works, Antwerp, Belgium), one of 7 who bailed out after 3 of that day's crew were killed in the plane. Walls' story of evading, and his return to England, was relayed by pilot Seelos in Echoes of Jul 94, which also covered Walls' and Seelos' personal reunion in Apr 94 in Baltimore. Per that article, Walls had at least 1d; no other survivor info, and no burial info has been located by the Secretary, in researching his Echoes issue returned by USPS 27 Feb 13. [Note: the Secretary does not know if Walls' photos of those who helped him successfully evade capture, and photo of the couple who have cared for the graves of the crew, reached our 306th archives as was Walls' intent in Fall 10.]
- **Wohead, John Joseph**, 423rd an Original munitions loader, died 16 Nov 11 in Ossining, Westchester Co, NY, at 95. See article in this issue of Echoes beginning on page 3 regarding his wartime and post-war decades of service at Thurleigh and in Tanzania, Africa as a Maryknoll Brother. Buried at Maryknoll Cemetery in Ossining.

306th Family

- **Norris, Lena "Mae"** W, wife of Kenneth G Norris (423rd ball-turret gunner on Elmer Heap crew; he died 25 Mar 12; his obit was in #3 Summer issue of 12), died with dementia and Parkinson's at 90 in the nursing home in Dublin, VA on 28 Jul 13. After he retired in 86 from working for his hometown of Salem, NH, they returned to her hometown of Snowville, VA, southwest of Roanoke. Both were deeply caring people, always helping others and at their church, Snowville Baptist. In the 67th year of their marriage, he predeceased her. They are buried at Snowville Baptist Church cemetery, survived by 1d, 2gs.
- **Prentice, 'Peg' Margaret**, wife of 67 years of Albert 'John' Prentice (423rd navigator on 'Queen Jeannie' & POW who died 29 Sep '12; his obit was in #4 Fall issue of 12), died in Livonia, MI on 27 Dec 13, at 93. Peg and John lived in Farmington, near Detroit, MI. During the war, Peg worked for the Ration Board. She was a homemaker until high school years for their eldest son, Mike (who we met in 07 at our Dayton Reunion, accompanying his father 'John' with Mike's sons). She then worked 10 years with handicapped young adults, and then 10 years as a teacher's aide in the Southfield, MI school system. Survived by 2s, 4gs, 1ggs; memorials suggested to Angela Hospice, Livonia, MI.

NOT Recent Obituaries (for long ago deaths)

Note to readers: In an effort to catch up on long ago deaths missed in earlier issues, this column covers (chronologically, not alphabetically) deaths from 1957 -2004, for a number of vets represented by our current 306th followers. Many others still need to be covered in upcoming issues from 2005 to the more recent years, covered in Recent & Family column. bn

- **McCormack, Billy Jack**, 367th ball-turret gunner (Joseph Hess crew), of Kaufman Co, TX, died 2 Jul 50, days short of age 28. With Hess, he reported 22 Sep 44; his service may have continued into the Casey Jones mapping project, as had crew mate DesRochers. When he was enlisted in Oct 42 at nearby Dallas, TX, he was single with experience driving a tractor. S/Sgt McCormack is buried at Crandall Cemetery, in Crandall, Kaufman Co, TX, apparently with extended family members, perhaps including parents. No further info.
- **Timmons, W. O**, 368th ball-turret gunner (James S Law crew), born in Graham, Young Co, TX, died while still in the service 13 Jul 50 at age 27. With Law, he reported 23 Dec 44, and on 8 Jan 45 (Speyer mission) over the target they suffered serious injuries and loss of two engines, barely making it across the Channel to England, crashing in the landing attempt. He recovered from serious injury, and continued flying missions. Post-war he remained active with the USAF. From his FindAGrave.com

Obituaries continued from page 25

memorial (which has his photo in uniform & links to his family members in Graham, TX), we learn that S/Sgt Timmons was one of 5 in the airplane, all of whom were killed when the plane crashed near Mason, Ohio. The 5 are buried in three caskets at Jefferson Barracks National Cemetery, St Louis, MO.

- **Britton, Chester 'Chet' or 'Brit' J**, 367th co-pilot (Roland 'Ron' A Lissner crew) & Internee, died in his hometown of Lexington, NE, in a head-on car-truck collision 6 Nov 51, at 28. With the crew, he reported 9 Dec 44, and with the crew he was interned in Sweden 3 Feb 45 (Berlin) after their plane was crippled by a shell just after bombs away. Their plane reached Swedish air space and was escorted by Swedish fighters to Bulltofta, where it landed. When Brit enlisted in the Air Corps as Pvt at Omaha 12 Dec 42, he was 19 and single with his civilian occupation listed as 'Skilled brick & stone masons & tile setters.' His family owned a local building supply / lumber yard. By the time their crew was formed in July 44 at Lincoln, NE, Lissner knows Brit was married; he further knows that Brit and his wife (name not recalled now) had no children when Brit was repatriated, and Brit was Best Man at Lissner's Sep 45 wedding. He was honored at WWII Memorial.com by Lissner. Brit is buried at Saint Ann's Cemetery in Lexington, NE, where also buried are his parents, an older brother William Jr (who married Doris), a younger sister Marjorie, and Ruth, likely Brit's wife, who died in Sep 94, at 72. Listed on Ruth's monument are 3 Britton children, and 3 children from her later Swift marriage. No further info.
- **Strode, Lloyd L Sr**, 369th co-pilot (Walter P Rozett crew), of Hannibal, MO, died 20 Dec 71, at 52 of lung cancer. With Rozett, he reported 25 Sep 44; he completed his tour 24 Feb 45. Earlier, in Mar 42 in Hannibal, he'd married Frances. Post war, for several years in the Hannibal area, Lloyd ran a plant for Standard Oil delivering fuel to farmers. He later ran a Goodyear tire business until his death, always enjoying his business very much and seeming to get along with anyone. He had many friends and loved golf, playing twice a week with his buddies. He was survived for 30 years by Frances, who never remarried, and 2 sons. She also served in WWII as a WAC stationed at Mather Field, CA. Active with First Christian Church in Hannibal, she was known for her volunteer work at Hannibal Free Public Library, in the public schools, and on flowers and trees throughout Hannibal. They were members of Hannibal Country Club, where she was a member for 50+ years. Frances, known to her friends as 'Hank' survived Lloyd to Nov 02, at 82. They're buried at Grand View Burial Park in Hannibal, survived now by 1s, 3gs, 2ggs.
- **Trammell, Edsel Henry**, 368th waist / tail gunner (James S Law crew), of Woods Co, OK, died 24 Jan 76, at about age 51. With Law, he reported 23 Dec 44, and on 8 Jan 45 (Speyer mission) over the target they suffered serious injuries and loss of two engines, barely making it across the Channel to England, crashing in the landing attempt. Married when he was enlisted in Dec 43, his civilian occupation was "Farm hands, general farms." S/Sgt Trammell is buried at Memorial Hill Cemetery, Waynoka, Woods Co, OK; no further info.
- **Payton, Clifford G**, 423rd co-pilot, who was born in MA and whose hometown was Ironton, Lawrence Co, OH (across the river from Ashland, KY), died in Apr 79 at 63. He had originally enlisted at Cincinnati, OH in Nov 42 as a Pvt in the Air Corps as then-resident of Hamilton Co, OH with one year of college. He reported on 8 Jul 44 with Wallace W 'Winston' Wood. On his first mission, 18 Jul (Peenemunde) with Lois C Parks Jr, they lost engine 1 shortly before the IP, and when last seen, engine 2 was on fire; Parks landed the B-17 at Bulltofta, Sweden; Payton (listed as a resident of KY) and others of the crew were interned. Payton stayed in the service, flying B-29s, per listing online at WWII Memorial by Clifford Jr, his son. He was survived by his wife Lea until 95, when she died at 66 in Philadelphia, PA, and at least 1s. Col Payton and Lea are buried together at Arlington National Cemetery in VA.
- **Miller, Lloyd Merle**, 367th engineer (Roland 'Ron' A Lissner crew) & Internee, died 30 Mar 81 at 58. He reported with Lissner 9 Dec 44 and flew most of his missions with him, including 3 Feb 45 (Berlin) when their plane was crippled by a shell just after bombs away. Their plane reached Swedish air space and was escorted by Swedish fighters to Bulltofta, where it landed. The crew was interned in Sweden. Miller had been enlisted in OH in Mar 43, as a single resident of St Joseph Co in northern IN (near IL), with civilian occupation of "Draftsmen." A listing for him at WWII Memorial.com only has his full name, with his home town as South Bend, IN. He is buried at Rock Island National Cemetery in Rock Island, IL. No further info.
- **Hall, Elvie Cleveland**, 369th gunner / engineer (training crew of Walter P Rozett) of Alamance Co, NC, died there in Burlington on 5 Dec 86 at 71, with his NC death record listing his occupation as having been Air Force. He was a married resident of Alamance Co, NC when he enlisted 1 Oct 42 at Camp Croft, SC, as a Pvt in Air Corps; his civilian occupation was then Loom Fixer. His wife Irene survived him to 2 Apr 88, at 66. He and she were members of the Masons and Eastern Star, and of Carolina United Church of Christ in Burlington. They're buried in Alamance Memorial Park, in Alamance Co, NC; survived in 88 by 1s Wayne in Huntsville, AL, 2gc, 2st-gc, 2 st-ggc.
- **Robbins, Finley G**, 367th navigator (Roland 'Ron' A Lissner crew), originally from Springfield, TN, and for years a resident of

the greater Chattanooga area of Hamilton Co, TN, died 9 Dec 87, at 64. In late Aug 44, before the Lissner crew headed to England, he married Martha in TN. He reported 9 Dec 44 with Lissner, and with him, was interned in Sweden from their B-17's serious damage 3 Feb 45 (Berlin). When Robbins had enlisted as a Pvt 3 Dec 42 at Knoxville, TN, he had a year of college and was a single resident of Hamilton Co, TN [likely Red Bank, where he lived with his parents and sister in Apr 40, when his father was district circulation manager for the Daily News, and Finley, as a 16-year old high school student, stuffed their newspapers]. Robbins, who was never listed in 306th directories, was honored at WWIIMemorial.com by Lissner. His wife Martha survived him to Jul 95, at 67; they're buried with his parents and sister at Hamilton Memorial Gardens in Hixson, Hamilton Co, TN. No further info.

- **Boersma, Julius J (Julian)**, 369th waist gunner / engineer (training crew: Walter P Rozett), of Grand Rapids, MI, died 17 Nov 93 soon before age 72. He reported to Thurleigh with Rozett's crew 25 Sep 44, and then was separated from the crew, since at that point each crew had one waist gunner. He's listed in Russell Strong's Card File as a 369th engineer. When he was enlisted in Feb 43 as Pvt with no branch assignment at Kalamazoo, he was a single carpenter. No further info.
- **Marchant, Thomas S**, 367th navigator & POW, from Middlesex Co, VA, died 6 Sep 95 of cancer at home in Hartfield, Middlesex Co, VA, days before turning 80. He reported 8 Dec 42; on the Group's 11th mission (Romilly-sur-Seine) 19-20 Dec, with John R McKee, an Original, they were downed. Marchant was POW at Stalag 3. The Secretary learned of Marchant thanks to Capt Alexander 'Sandy' G Monroe, USN (Retired), who greatly appreciated info at our 306bg.org website in compiling his book, *In Service to Their Country - Christchurch School and the American Uniformed Services* (Pleasant Living Books, 2014) re many of his fellow alums of this small private college-prep school in VA overlooking the Rappahannock River, who've served in our nation's military. Marchant graduated in its class of 33 and before he enlisted in Oct 41 as an Aviation Cadet at Baltimore, he attended Cornell U, graduated from U of IL, was single, and an insurance salesman. Post-war he married; they settled to rear their family near where he'd grown up in Middlesex Co, VA. He retired from a successful career in insurance. He was member of historic Christ Church Episcopal, serving there as junior warden and treasurer of Christ Church Brotherhood. Buried at Christ Church Cemetery, Saluda, Middlesex Co, VA; survived as of Sep 95 by his wife Ruth, 4c, 4gc.
- **Grimm, Raymond M**, 369th engineer (Ralph T Peters crew) & POW, of Lakewood, OH, died 11 Sep 95 at 74. With Peters, he reported 8 Aug 43; when they went down 14 Oct 43 (2nd Schweinfurt) he was POW at Stalag 3. He was single when he enlisted at Ft Benjamin Harrison, IN in May 42 as a Pvt. His wife Mary Ann survived him to 25 Mar 04 at 81. No further info.
- **Ballish, Frank E**, 367th bombardier (Roland 'Ron' Lissner crew & others), of Connellsville, Fayette Co, PA, died 21 Dec 95, at 75. He reported 9 Dec 44 with Lissner; was not with that crew 3 Feb 45 (Berlin) when they were interned in Sweden. He continued missions apparently to the end of the war, and may have continued flying in the Casey Jones mapping project. When he was enlisted 16 May 42 as a Pvt with no branch assignment at Greensburg, PA, he was still single, residing again in Fayette Co (the same county in S.W. PA where he lived in 30, and is buried) with civilian occupation classification of 'Gardeners & Grounds Keepers, Parks, Cemeteries etc.' Buried at Green Ridge Memorial Park in Connellsville, PA. No further info.
- **Furrer, John H**, 423rd tail gunner / engineer (Paul Reioux crew) of Mansfield, OH, died 14 Sep 96 at 76. With Reioux he reported 1 Sep 44 as tail gunner, but was replaced on the crew at arrival by John Perry. He was transferred to 15th AF, where he flew most of his combat. When he enlisted in Cleveland, OH in Apr 42, he was single with a year of college. Post-war he married Betty in Apr 54. He was Director of Adult Ed at Pioneer Joint Vocational School, where he retired in 85. Betty survived him until 22 Jul 12, dying at 89 in Loogootee, IN at the Martin County Health Care and Rehab Center. They are survived by 3c, 5gc.
- **Menzie, Forrest 'Si' Dale**, 367th tail gunner (Shelby D Hodges crew), of IN, died 27 Nov 96 at 71. He reported 22 Sep 44 with the crew. He completed 35 missions 19 Feb-45. One good buddy from the crew, 'Pete' Silvio P DeZolt, waist, was wearing Si's high school class ring (Pierceton, IN, 43) when on 3 Feb 45 Pete was on the 'Rose of York' which was lost over the North Sea; 'Rose' has never been found. Si married his high school sweetheart 11 Aug 44, during training at MacDill Field (Tampa); post-war they returned to Pierceton and he initially worked at Warsaw Plating Works. In 52 they moved to nearby Larwill, where his sister was raising cattle he cared for, and he began work at Gene Reeg Motor Sales in Columbia City. He later purchased the farm, and in 86 retired from Gene Reeg with 35 years as service manager/appliance repair technician. In 95 he realized his dream of building a new home overlooking the 'little bit of heaven' wooded area and pond he'd lovingly improved for decades, where his wife still lives. He could fix anything and shared his time and talent helping others, in the family, Larwill Methodist, and community. He was an American Legion member, an excellent bowler, and dedicated IU basketball fan. He enjoyed gardening, raising strawberries, hunting mushrooms, and attending school and sports events of their grandchildren. Predeceased by 1s in 93, survived by his wife, 1d, 4gc, ggc.

Registration Form

306th Bomb Group Historical Association and SSMA Reunion

September 11-14, 2014: Embassy Suites; 7290 Commerce Center Dr; Colorado Springs

Group rates (pre-tax) Sept 11-14: King-size bed suite \$95/night; two Queen-size bed suite \$102/night

DEADLINE for Hotel reservations: Aug 20th or earlier if our block of rooms is full

Please call the Embassy Suites direct at 719-599-9100, or 800-Embassy

Veteran (306th BG or SSMA) no registration fee (list name below)..... = \$ 0

Registration Fee (per person for all others except children 12 & under, list all names below and indicate 306th BG, SSMA or child if appropriate)..... x \$40 = \$ _____

Wednesday 10 September – Arrival/hotel check in – dinner on your own

Thursday 11 September – Arrival/hotel check in and register

- Complimentary breakfast for reunion attendees booked in hotel (6:30 – 9:30 am); Hospitality Room, Roundtables and Lectures no charge (7:00 am – 8:00 pm); Complimentary Manager’s reception for hotel guests (5:30 – 7:00 pm)

Garden of the Gods Bus Tour (12:30 – 4:00 pm)..... x \$25 = \$ _____

Friday 12 September

- Complimentary breakfast for reunion attendees booked in hotel (6:30 – 9:30 am); Hospitality Room, Roundtables and Lectures no charge (7:00 am – 8:00 pm); Complimentary Manager’s reception for hotel guests (5:30 – 7:00 pm)

United States Air Force Academy Tour (9:30 am - _____) bus fee..... x \$15 = \$ _____

(note the “Folded Wings” memorial service to be conducted in the Cadet Chapel)

First Over Germany Dinner (7:00 pm)..... x \$45 = \$ _____

Dinner (number of children 12 or under @ \$23).... x \$23 = \$ _____

- I will host Air Force cadets or junior officers for dinner..... x \$45 = \$ _____

Saturday 13 September

Official photo taken of attendees & Cash Bar cocktail hour before Banquet

306th BG Banquet (7:00 pm)..... x \$49 = \$ _____

Banquet (number of children 12 or under @ \$25)..... x \$25 = \$ _____

- I will host Air Force cadets or junior officers for dinner..... x \$49 = \$ _____

TOTAL amount for this Registration Form\$ _____

Full name of your family’s Thurleigh Vet _____ Circle one: Living Dec’d

His Squadron or base unit, if known _____ His duty at Thurleigh _____

Every person attending for this registration; how related to Vet; date plan to arrive @ Reunion

My name: _____ Day plan to arrive: ___/___/14
 _____ Day plan to arrive: ___/___/14
 _____ Day plan to arrive: ___/___/14
 _____ Day plan to arrive: ___/___/14

Please add an asterisk * by the name of anyone attending his/her first Reunion. Mark each person with 306th, SSMA, how related, & if child. Note any special requirements on back, i.e. wheelchair accessible room, special dietary needs, etc.

Make checks payable to “306th Bomb Group Historical Association”

On check memo line mark “Reunion.” Mail check & Registration Form to Treasurer Judith Hermley; 5314 Bob Sikes Blvd; Jay, FL 32565

Colorado Springs Reunion Plans Taking Shape

September 11-14, 2014

Plans are coming together for the 2014 reunion to be held September 11-14 at the Embassy Suites Hotel in Colorado Springs, Colorado. We will be joined this year by the **Second Schweinfurt Memorial Association**. A great deal of advance planning has taken place with an emphasis on involving/connecting our **Veterans** with the **Cadets** of the **Air Force Academy**, and with the **306th Flying Training Group**, the command at the **Academy** directly responsible for screening all cadets for aptitude for flight, cadet training in glider and powered flight, and parachute training. Of course the **306th Flying Training Group** is the direct descendant of the **306th Bombardment Group (H)**, having deliberately chosen the Group number "306" for ties to the **306th BG**, its historical significance, and to its relationship to the movie **12 O'Clock High** (they actually have a "toby" mug as was seen in the movie).



There are many details still to be worked out but the following are some of the events planned for the reunion:

- **Garden of the Gods** guided bus tour will be offered Thursday afternoon, September 11. This is a national park with free admission to the public and is rated as the top attraction in the Colorado Springs area. The 1350-acre park consists of numerous 300-million year old rock formations, beautiful scenery, and a visitor's center with more than 30 exhibits. There will be a charge to members to cover the cost of the bus, the bus tour guide, and to attend an HD multimedia movie

at the visitor's center. Visit their web site at gardenofgods.com.

- **Tour of the U. S. Air Force Academy** will be held on Friday, September 12. There is no admission fee to the public, but visitors are normally only allowed to take limited self-guided walking and driving tours of the **Academy**. We are working diligently to expand our tour to include some special events for the group and particularly for the Veterans. The tour will start at the **Cadet Chapel** where we will conduct our "Folded Wings" memorial service followed by a tour of the chapel itself. From there, we will observe the Cadet Wing assemble for noon meal formation and march off. Next will be a visit to **Arnold Hall**, named for General Hap Arnold, where there are various displays, and where a Subway Sandwich shop and Godfather Pizza will be available for those wishing to have a snack during the tour. Next will be a stop at the **Academy Cemetery** where we will place wreaths at the memorial plaques previously dedicated by the **306th Bomb Group** and the **Second Schweinfurt Memorial Association**. Finally we will stop at the **Barry Goldwater Visitor Center** to view exhibits, attend a twenty minute movie, and browse the gift shop before retuning to the hotel. Details are still being worked out for other events to be included on the tour. Since there will be special access for our tour, it will be necessary to keep us assembled together through most events. Therefore we will be providing bus transportation to and from the hotel and the **Academy**, and from place to place on the **Academy** grounds. There will be a charge for the bus transportation.

- **Hospitality Room**-we will have most all of the exhibits available that were at the New Orleans reunion including archive research computers, the B-17 flight simulator computer, books available to peruse in the reading corner, and the movie corner with **12 O'Clock High** and other videos playing whenever the room is open. There will also be a **Second Schweinfurt Memorial Association** display table, and of course we will again be encouraging everyone to bring framed pictures of their Veterans for display. You Veterans don't forget to bring pictures of yourself, don't be modest, you really were handsome in uniform.

- **Roundtables**-we will again be scheduling at least two and probably three roundtables giving our Veterans a chance to tell their stories and answer our questions about their experiences. We are looking forward to including Second Schweinfurt Veterans on the panels.

Denny Continued from page 5

- **Presentations, Gatherings and Other Attractions**-the schedule will include our normal business meeting and board meeting and we are working on having a few presentations on general items of interest to all. We will be reserving a time slot for a **Second Schweinfurt Memorial Association** gathering and presentation. Daytime events on Saturday will be limited to allow you more time for informal visiting or for exploring on your own the other sights and attractions in the Colorado Springs area. Look for a list of other attractions in the next issue of **Echoes**.
- **Dinner and Banquet**-this year's Friday evening **First Over Germany Dinner** and the Saturday **306th BG Banquet** will again be buffet style with a variety of foods available on the serving lines. We also will be soliciting members to host an **Air Force Academy Cadet** or **306th FTG Officer** for the dinner and banquet, the goal is to have at least two cadets/officers at each table.

We are trying to make this a special reunion, particularly for our **WWII Veterans** who may attend, with the goal of honoring them, their service to our country, and their years of attending reunions. Therefore this year the registration fee for any Veteran attending (306th BG or SSMA) will be waived. Children 12 years of age and under will also have no registration fee. The registration fee will be **\$40** for all others adults attending.

The staff at the Embassy Suites, Colorado Springs has been extremely helpful and is looking forward to serving us. Group room rates before taxes are **\$95** per night for a one King bed suite, and **\$102** for a two Queen bed suite. All rooms come with a complimentary breakfast each morning that includes made-to-order eggs, omelets and breakfast meats, pastries, seasonal fruit, yogurt and beverages; a complimentary "Manager's reception" in the evening that includes select wines and drafts and light snacks; free WiFi access and free parking at the hotel. The hotel has an in-house restaurant and bar that is open 11:00 am to 11:00pm daily. Your room also comes with complimentary use of the hotel swimming pool, whirlpool, and fitness center.

We have blocked out a fixed number of rooms at our group rate. Help your reunion planning staff by making room reservations early to allow us to increase our block of rooms if necessary, call direct **719-599-9100**, or **1-800-Embassy** and ask for the 306th group rate. The Embassy Suites asks that all reservations for our reunion be made not later than August 20, 2014. Please let the reunion planning staff know of any special requirements you

may have such as a wheelchair accessible room or other special needs. Contact Cliff Deets at 619-405-7132, email address cldeets@att.net, or Barbara Neal at 435-655-1500, email address barb306neal@gmail.com or if you encounter problems making reservations. You may also contact our Embassy Suites representative, Elle Christensen, at 719-955-6807 if you cannot resolve problems making reservations.

There are a number of restaurants in the immediate vicinity of the hotel. In very easy walking distance (don't have to cross any streets) is an Outback Steakhouse, TGI Friday's, Hooters, and Chicago Pizza. A short drive, about a half mile away on the same street the Embassy Suites is located, is Las Palmitas Mexican Restaurant and a Zio's Italian Kitchen.

For those flying into **Denver International Airport** who don't have a connecting flight to the airport in Colorado Springs, you may want to book a trip on the **Colorado Springs Shuttle** company 13 passenger van that goes between the Denver airport and Colorado Springs five times daily. A one-way trip is \$50 (there are discounts for round trips, two persons booking together, veterans, seniors, etc). When making reservations, if you identify yourself attending the 306th Bomb Group reunion, they will deliver you to the door of the Embassy Suites. Visit their web site at www.coloradoshuttle.com or call 719-687-3456 for reservations. The trip from Denver to Colorado Springs is about two hours with local stops along the way. Gray Line buses may also be starting a regular shuttle soon. If we find out more details, we will include them in future issues of Echoes.

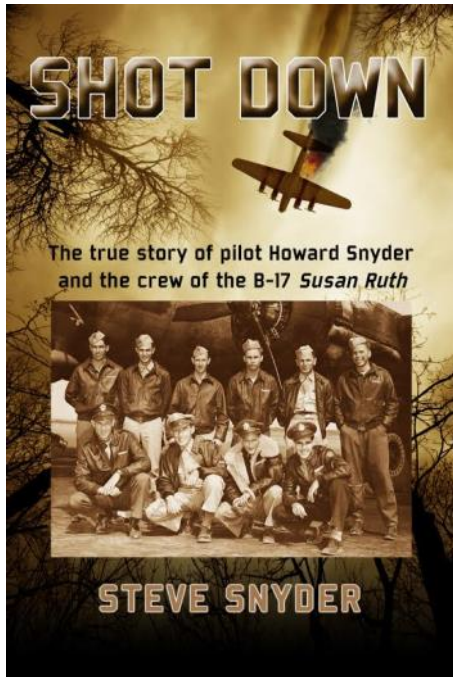
Airlines flying into **Colorado Springs Airport** include Alaskan, American, Allegiant, Delta, and United. We have heard from the Embassy Suites staff that if you are flying into **Colorado Springs Airport** it may be less expensive to take a cab from the airport to the hotel, about 16 miles, rather than the local shuttle bus service. A local shuttle costs about \$55 and the cab fare without a tip would be about \$40. Remember there is free parking at the Embassy Suites so you may want to consider a car rental that will facilitate seeing the other attractions in the area.

Reserve the dates! A detailed reunion schedule will be included in the next Echoes as well as more information about other attractions in the Colorado Springs area. We are looking forward to a great reunion and hope to see you all there, particularly all of you **Veterans!**



Call Embassy Suites direct 719-599-9100, or 1-800-Embassy and ask for the 306th group rate.

Deadline for hotel reservations is: August 20, 2014



Steve Snyder Releases New 306th Book on the *Susan Ruth*

By Vernon L. Williams
East Anglia Air War Project

This is no ordinary memoir of a World War II father. The literature of the Second World War is filled with volumes written by sons and daughters, nieces and nephews who step into the shoes of the historian, hoping to preserve a small piece of their family's history. Only a few are successful. With *Shot Down* and the story of the Flying Fortress *Susan Ruth*, Steve Snyder has reached a level of scholarship few amateur historians achieve. Snyder's story of his father and the *Susan Ruth* crew provides valuable details about many aspects of the war: the American home front, separation for young families, training, combat operations, bailing out behind enemy lines, the underground, German atrocities, and behind-the-scenes stories of Belgium civilians who risked all to save American flyers.

This is a story that all young Americans should read so that they can learn about the price of victory over the tyranny that was Hitler's Europe. As each generation comes and goes, World War II fades further into the annals of history. *Shot Down* keeps the story of real people alive for generations of Americans, many who are not yet born. If we can learn from the lessons in the *Susan Ruth* story, we can apply those experiences to our own future, and our nation will be the better for it.

Visit Steve Snyder's website and order the book.

Website: <http://SteveSnyderAuthor.com>

Mission Memories continued from Page 13

At age 74 John Wohead's work began to wind down as he entered a new stage in his life. Later he moved back to the United States and spent much of his time with family, staying with his sister Mary Burk for 19 summers. He died on November 16, 2011. He was 95 years old. The curtain had closed on two significant missions in his life. The first he helped secure the victory in Europe against the Nazi tyranny in Europe. The second was a mission of community to East Africa where he made a lasting and continuing difference in the lives of countless African families. In the early years of his retirement, he once remarked that "these past 40 years of mission work went by very quickly. It seems like only yesterday."



Wohead family gathers at the end of the war for a wedding celebration. Three Wohead sisters are Mary Wohead Burk (left), Anna (3rd from left), and Veronica (4th from left and bride). John Wohead (306th BG-3rd from right) and brother Mike (2nd from right)—engineering officer who built airfields in England and Europe during the war). Bottom: The cathedral in Shinyanga built by John Wohead and his African crew.



Museum Notes

Thurleigh Airfield 306th Bomb Group Museum

Recent Memories of the Franklins at Reunions

The Franklins will not be at the reunion in Colorado Springs—the first time they have missed since they began their extraordinary run long before many of us attended our first 306th reunion. While we may see them back next year, the editor thought it would be fun to look back over the recent years and remember the fun times that Ralph and Daphne brought us. Thanks for the memories. . . . Can you guess when and where?

