Bainsfather Dies at 88; Headed S-2

John A. Bainsfather, esteemed long-time Group intelligence officer, died 23 Dec 88 of kidney failure in Cincinnati, Ohio. He was 89 years of age.

Bainsfather had served in the Marines in WWII and proudly wore the Victory ribbon for that involvement on his WWII uniform. He joined the 306th Bomb Group 5 Apr 42 at Wendover, UT, and was assigned as intelligence officer for the 306th squadron.

He was third man to become group intelligence officer, assuming the duties 8 Aug 43 following Watts Humphrey and John B. Wheat, both of whom were promoted to higher organizations in the 88th AF. Bainsfather had become a captain 1 Dec 42, and was promoted to major 20 Sept 45.

(Turn to page 3)

Houlihan in President’s Post ‘89

A major piece of business before the annual meeting was the election of officers, with President Reginald Robinson again presiding.

Donald R. Ross chaired the nominating committee, and the slate presented included:

William F. Houlihan, president
Marshall E. Baker, vice president
Russell A. Strong, secretary
C. Dale Broscow, treasurer
Leo VanDeurzen was the sole candidate for a director’s post.

The entire slate was elected to office without opposition.

Holdover directors are John R. Grimm, Robert P. Ricordan, and Robert J. Starzynski. Also serving as directors during 1989 are Reginald Robinson, as immediate past president, and Hugh Phelan, chairman of the 1989 reunion.

Baker Receives Dubious Honor

According to a story made by Bombarders, Inc., Hollis H. Baker, 423rd bombardier in 1944-45, was the fifth oldest bombardier to be commissioned during WWII. He was 28 years, 12 days old when he received his gold bars 15 Jan 44. He came to the 306th 8 July 44 with Wallace Wood’s crew, became squadron bombardier 1 Oct 44, and retired from the USAF in March 69 as a colonel.

(Turn to page 2)
Eighty at Vegas
(from page 1)

Nevada National Guard Reserve.
After dinner he switched to pinks and his WWI flight jacket with the death head of the 36th777 squadron, and proceeded to sing a bevy of WWII songs that were familiar to most of the crowd. For this he received a standing ovation.

Between the greeting to the group and the evening's entertainment, during dinner two large screens in front of video tape slides of WWII Westerns were in full swing. The rare footage taken by the late Wendell Holl, group mess officer, in early 1942 were shown on a 19mm projector several years ago this had been borrowed from Mrs. Hull and placed on video tape for preservation. Now it is rare footage indeed of great interest to WWI aficionados, as well as showing a couple of crashes landing.

Dancing concluded the evening. And on Thursday morning those remaining breakfasted in the hotel dining rooms, and evidenced the same problem seen in earlier years—it is difficult to part from good friends of the 36th!

Six Squadron Leaders at Vegas

Six former 36th squadron commanders were in attendance at the Las Vegas reunion.

Bill Lanford, 36th, was the only one of the 36th who served in both wars and was the third 36th commander.

Henry Terry, the second 36th commander, carried up from Tucson, and Robert Rondin, Terry's successor at the 36th.

Robert C. Williams, commander of the 36th in mid 1944, attended.

There were 24 squadrons commanders in the 36th during the war. Others who have attended prior reunions include John L. Ryan, William S. Roper, Commander, 36th; Peter M. Witt, John L. Lambert and John Buie.

Those deceased are Henry Holt, George R. Buckey, Eyril W. Kesling, 367th; John L. Moyer, 368th; and John S. Chaluffet, 423rd.

Yet to appear at the reunions are: Maurice Salada, Thomas Hulings, Ralph L. Oliver, J.W. Wilson and Eugene C. Lavier.

Stalag Luft III
Reprise from page 1

In correspondence, I knew Don Eichedge was involved because he had recruited me for the activity shortly after my arrival at the camp. And I learned the Great Day of the 367th was another one of us only when we were being flown together from Paris to Washington D.C. by the government short range transport.

Former Air Force Academy Superintendent, Lt. General A.P. Clark, who spoke at the 306th's Colorado Springs reunion, figures prominently in the Stag story. Then at Prague in early 1945, he and shipmate, Bill Lane, flew the Stag's wildfire operations at Sagan by that his count involved 60 to 70 percent of the prisoners. But what was probably Clark's most significant and lasting contribution to the lives of the POWs was that Krieges was not of the stuff that all are written. He redesigned the latrine system.

Disease and impetigo were rampant when Clark arrived in the East Camp in February of '45. Having memories of visit to Civilian Conservation Corps with his father, an Army doctor, Clark set about correcting the primitive abrds that were the source of the epidemic. His model was adopted by the Luftwaffe for all of its camps.

In the complex structure of German prison camps that at one time held as many as six million persons, the six camps that the Luftwaffe administered for downed Western airman came closest to adhering to provisions of the Geneva Convention for the humane treatment of prisoners of war. Camp administrators and prisoners alike gave credit for this fact to the express direction of Luftwaffe commander-in-chief and Hermann Goering, who was elsewhere completely steeped in the full catalog of Nazi crimes.

As a sidelight, author Durand notes that one of the earliest treaties on the treatment of prisoners of war was written by nobility that gathered at a retreat between Prussia and the United States in 1785. It was prompted on the American side by treatment of its Revolutionary soldiers captured by the British. During World War I it was the basis of the agreement between the United States and Germany for the treatment of POWs.

Under the command of a traditional military man, Luftwaffe Colonel Friedrich von Lohoff, Stag Luft III was 36th's most favored of the Luftwaffe camps. Food parcels provided by the International Red Cross sustained life and health of the prisoners above the bare subsistence level of German nationals. There was never the food shortage that plagued the better fed and healthier German prisoners despite the desperate food shortages the Germans themselves were suffering.

In one of the major anomalies of the war, while the German war machine was losing food supplies and starving all of its conquered lands, it was providing prisoners of war in Stag Luft III with special food, staffs, and musicians provided by the International Red Cross for the prisoners.

Books, athletic equipment, and musical instruments provided by the International YMCA were put to good use by the prisoners. They organized bands, sports teams, theaters, and extensive educational programs to sustain physical and psychological morale.

"The prisoners in Stag Luft III made such excellent use of the limited allocations available to them that many people gained erroneous impressions about the camp, impressions that obscured the dismal and unhealthy realities of life in a prisoner of war camp is supposed to offer captives, as specified in the Geneva Convention of 1929, Stag Luft III was only the norm and not the exception."

In 1931, 36th's Bn of Von Lohoff's tenure there were 268 escape attempts and 100 tunnels dug from the camp. He paid a bitter price for trying to go by the book in running Stag Luft III. He was arrested by the German authorities the day after the great POW "flight" from Stag Luft I; a prison camp after a court martial. After the war, he spent two years in a British prison camp.

The mass escape that was Von Lohoff's downfall was the final straw that gave victorious Allies the key to Europe. The 36th included most of the 36th officers, led the Americans exodus at 11:00 PM on the night of January 27, 1945. As they set out they saw flames over in the North Compound where RAF Baracks 104 from which the Great Escape was tunnelled nine months earlier.

The South Compound seems to have suffered the most on the forced march in driving and sub-zero temperatures, according to Durand. Noting that the Germans convention stipulates that prisoners of war are not to march more than 12.5 miles a day, Durand records that the men of South walked 34.5 miles in 27 hours, with one man collapsing and dying at Montgomery. For three days, they had the other man's march of 15.5 miles to Spremberg, where they were jammed into 40 & 6 boxcars for the final leg of their journey to Stag Vila, outside Munich.

Durand's book of Stag Luft III draws from official records of the Allied and German governments, as well as those of the neutral protecting power; the International Committee of the Red Cross and YMCA records; personal letters of former prisoners throughout the war. The author also had access to published and unpublished memoirs, diaries, and manuscripts of key participants among the Allies, Germans, and Stag Luft III personnel. He was especially well informed on the early history of the compounds.

Because of the thoroughness of Durand's research, the completeness of his documentation and his access to key eyewitnesses, many of whom no longer are with us, there probably can be never a more accurate and complete story of Stag Luft III than this account.

Combat B-17
Now Displayed At Wright-Pat

Shoo Shoob Baby took the long way home, but he showed up in the line of the 91st Bomb Group (triangle A), and an even more hecatic career in the European air lanes after the war. It all came to a grand finale 15 October at 2:39 AM on January 28. After the retirement of the restored plane landed at Wright-Patterson AFB, Ohio, and is now housed at the USAF Museum.

It had long been an important goal of Museum officials to replace the B-17 on display, which had never left the days during the war.

Shoo Shoob Baby (B-17G-SO RB4-32076) was a Boeing-built plane that joined the 401st Squadron of the 91st Bombardment Group. Two months later, on its 24th mission, it ended its tour of duty in Sweden.

The Swedes acquired the airplane and converted it into a passenger and cargo plane. From there it became the property of the Royal Danish Air Force, and in 1955 was purchased by the Babi Company of New York. In 1965 it was sold to the Institute Geographique National in Paris. It was finally retired in 1961.

Legend has it that it was found in a dump in France by an exiled American, and was later given to the United States Government by France. In 1972 it arrived in boxed, having been unceremoniously not too intelligently cut into pieces, at Wright-Patterson AFB, OH. It sat on the ramp at the USAF Museum until July 1978, no nearer restoration than when it was arrived. This was due to a 20-year backlog of such work at the Museum shops.

Then the 61st Military Aid Wing at Dover AFB, DE, volunteered to undertake the restoration, and the parts went east once again. The work was undertaken there with great dedication and care, and the result now awaits hundreds of thousands of visitors annually in the WWII display at Dayton, OH.

Our pictures were taken by Jack Grimm, now a 306th director.

Hansell Dies;
Headed ICWB

Maj. Gen. Haywood S. Hansell, Jr., commander of the First Bombardment Wing of the 8th Air Force from 1 Jan. 43 to 15 June 43; died 14 Nov. 38 in Hilton Head, SC.

He joined the Air Corps in 1928 to learn how to fly, and became a member of the Air Aerobatic and Demonstration team known as "The Men on the Flying Trapeze." Claire Chennault was his leader.

Hansell commanded both the third and fourth wings of the 8th, and later commanded the 21st Bomb Group in the Pacific. He retired in 1946, was recalled in 1951 and retired in 1955.

Hansell authored The Air Plan That Defeated Hitler and privately published it in 1972. He also wrote a manuscript that was never published.

Gen. Hansell beside plane named for his son. (1943)
Roskovitch
Story Brings More Than

As one might guess, the story on Mike Roskovitch and his son evoked considerable comment from the readership, especially as those attending the Las Vegas reunion read the story while there.

Ray Stymacks Recalls:

"Mike and I were buddies from the very start at Scott Field Radio School in September of 1941. We completed school in February of 1942 and were shipped to Wendover Field, Utah. We were both with the 423rd, and after training went to Thurlow, England, where we completed our missions."

"We remained very good friends until I returned to the USA in July or August, 1942. Unfortunately, Mike's tragic death until late in 1944."

"Mike and I double dated in Bedford and I am sure I knew Mary Smith. To find out more about this story that surprised me. I would love to be able to contact Mary, David, and their son, and let him know what a wonderful guy his father was."

Elmer Heap Writes:

"The report in Echoes stated that the trip to Scotland was a 'joy ride' with a group of 306th officers. This is not correct and my explanation follows."

"My crew was given a two-week R and R on February 18, 1943. This trip was half of our required missions and had just returned from a very rough trip to Brunswick, Germany (we had lost two engines and a radio). We were flying away, both on the same side. We were unable to stay with the formation so flew back to England alone, escorted by FW-190s from 2/101 and lost both engines before landing by some P-47s."

"We were without an aircraft until repairs were made, so were offered the R and R, which was quickly accepted."

"In seeking transportation, I checked with 423rd operations and was informed that B-17 was available if I could find a crew for it. There were only a few in the 423rd, and so I wrote Arthur Moseley, a friend of mine, wanted to help me fly, and said he would get a crew to go along on the trip."

"I quickly learned the flight and wanted to go also. I think he enjoyed flying and it would give him a chance to see Scotland."

"I landed at RAF Edinburgh after dark, and my crew and I caught a bus into the city, and from there went by bus to 'The Bridges,' a nearby hotel I learned of. We met my father and his dog stayed over night, and planned to return to Thurlow in the morning."

"Unfortunately, we returned to Thurlow I was informed of the incident, which also claimed the lives of two English soldiers who were riding south, as well. I was then told of the fate of the crew and was not surprised."

"My crew and I were devastated, it is the correct word as to how badly we felt. We had lost the friends who had just flown away to get away from combat for a short time."

"The cruix of this letter is that this trip was not just a bunch of men out for a joy ride and I really need to help a crew they knew had done their best and needed a rest."

Douglas Browie, 367th, received his POW medal at October in a ceremony in Durham, NH.
Rendezvous in Las Vegas ... Rendezvous in Las Vegas ...

GROUP HEADQUARTERS: Front: Don Ross, Henry Terry, George Robinson and Robert C. Williams; Back: John MacPherson, H. Rex Jones, unidentified, Thurman Shiffer, Ray Hopper, Don Chamberlain, unidentified, Don Upchurch and Jerome Ninman.

Henry W. Terry and William Lanford
Mattie Angello, John Regan and Henry Cordery.
Rendezvous in Las Vegas ... Rendezvous in Las Vegas ...

449th SUBDEPOT: Left to right: Ernest Michel, Robert Brenner, William McHale, Francisco Pozo, Robert Vaughn and Dewey Stewart.

Barney Rawlings danced with Col. George Robinson's daughter

Harold Lightbown and Victor Rose

Bill Steels, Frank Youssel and Al LaChasse

George Roberts and Reginald Robinson

Jo Renczy, Ed Renczy and Talmadge McDonough

Herbert McVicar, Ed Gregory and Russell Strong

Ruth Hostihan, John and Muriel MacPherson

Thurman Sholler and Bill Hostihan, Group surgeon and chief clerk at the hospital, visited the Grand Canyon.
January '89, 306th Echoes

Casey Jones’ Center  
306th Work

A caller recently asked the editor: "I flew with the Casey Jones Project. What were we doing?" Now you can find the answer in a new 60-page booklet, Project ‘Casey Jones’ 1945-1946. A subtitle somewhat tells the story, "post hostilities aerial mapping: Iceland, Europe, North Africa."

Written by Dr. Robert L. Boyd, chief of the history division, Strategic Air Command, the book draws heavily on the experiences of 306th men, an effort that began for Boyd when the 306th held its first reunions in Omaha. The work by Boyd continued at the Fort Worth reunion, and was completed through extensive correspondence and interviews with participants. The names of those 306th men who assisted are listed in the foreword to the book.

Boyd tells much of the story in the following quotations from the conclusion: "Germany's surrender meant that World War II was over. In Europe and the Far East, no more bombing missions would be flown there. Rumors were rife and one started floating that the 306th and 306th Bombardment Groups were being sent to Hawaii, to comprise the Eighth Air Force to the war in the Pacific. Instead, these two units, with the greatest amount of service in the European theater, would be detailed to a new mission — photographic mapping of the continent of Europe, North Africa and Ireland."

"The initial reaction of the crews that were to fly the new mission was that the stinginess of the task made its successful completion impossible. Everyone had to adapt, but the former gunners who were converted into cameramen had to face the greatest amount of change.

"Project Casey-Jones was a vast undertaking completed in a very short period of time. It was probably the largest single photographic mapping project ever accomplished so quickly... The people of the two bomb groups deserve all the credit for the precision with which the mission was executed as well as for the speed of completion."

For those wishing to read the entire booklet, copies can be obtained by sending a check for $1.25, made out to the Offutt Accounting & Finance Office, to the Office of the Historian, SAC/CHO, Offutt AFB, NE 68113-5001.

October Issue Reprise:

Haltberstadt

The PFF ship which flew as deputy lead for the 306th on the mission to Haltberstadt came out of the 482nd Bomb Group, which at that time supplied all radar ships to First Division formations.

The plane arrived in the Zuder Zoo, with the men bailing out on land. The plane was one of many to be found after the war, and this ship was pulled from the icy water in 1942. In the plane, the co-pilot's body was found still in his seat. Film was in the bomb strike camera, was later developed and showed areas normally covered with nothing of the target itself was seen. One crew member's body was found, but the remainder of the crew's whereabouts is still a mystery.

"Wasn't it a great reunion?" "Herman and the others sure did a great job."

It was a pleasure seeing everyone — and leaves many memorable moments to reflect upon.

War Brides in Las Vegas

Twenty-two war brides were registered at Las Vegas for the reunion. Unfortunately, it was not possible to get a "left to right" picture for the picture. Those who attended were Patricia Wood (Jack), Bedford; Eunice Upchurch (Don), Luten; Doris Allen (John), Birkenhead; Joyce Smith (7), Thurling; Ethel Chapman (Don), Bedford; Jill Castro (Ralph), Wellington; Ilissa Karpman (John), London; Ruth Atkinson (Lute), Manchester; Dave Nelson (Robert), Sudbury Hill; Audrey Taylor (Bill); Keynes; Dorothy Carew (Bill), Bedford; Hazel Terry (Henry), Norwich; Mavis Davis (Charlie), Bedford; Laura Brookfield (Jack), Kempton; June Johnatan (Bill), Bedford; Lucy Alexander (Kem), Bedford; Dorothy Gunterman (Arnett), Norwich; Jean Toppozeski (Henry), Goldington; Constance Richwine (Jim), Bedford; Mobil Bizierman (Eweie), Loughdon; Peggy Gooden (Dellman), London; Mary Hurst (Jadon), Washington.

Deaths

Merle D. Caussey, 367th ball turret gunner (Thomas Legderwood's crew), died in July 87 in Franklin, TX. He was the 125th enlisted man to complete a combat tour, in Dec 43. Caussey also received a Purple Heart.

Carl Costello, 449th subdepot, died recently in Duluth, MN.

Edgar L. Countryman, 423rd, died 18 Oct 88 in Greenville, AL.

James F. Czinder, 369th postal worker, died 24 Sep 88 in Muskegon, MI.

Leland P. Deck, 368th navigator from May - Oct 44, died 7 Dec 88 in Tucson, AZ. He made his home in Green Valley, AZ.

Warren M. Doman, 369th co-pilot, 2nd Lt, died 17 Dec 88 in Harlingen, TX, where they had gone for the winter. He had been ill only a short time. Doman arrived with the group on 23 Jun 44 and completed his tour about the end of the year, including landing a heavily damaged plane 15 Oct 44 at Brussels.

CMgtl Steven H. Holleman, 369th waist gunner, died in 70 in Egan AFB, FL, where he was stationed at the time. He arrived with the 306th 12 Mar 43 (Keith Conley's crew) and was the 72nd EM to complete a combat tour.

Merle B. Immenman, a 368th gunner in 44, died Oct 86 in Delano, MN.

John A. Latchford, Jr., a 369th navigator (Richard Adams' crew, died 5 Nov 78 in San Rafael, CA, He was a POW on the 8 Nov 42 raid to Lille (w. Adams).

Victor N. Keue, tail gunner on harlan Laughton's 369th crew late 44 and early 45, died 2 Aug 86 in Brussels, WI, after a long illness.

Harry T. Niggie, 367th navigator (Richard Jenkins' crew, Apr 45), was KIA in Korea.

Charles K. Russell, 369th from Feb 44 to the end of the war, died 22 Oct 88 in Mentor, OH.

John W. Shope, 423rd, died recently in San Antonio, TX.

Woodrow W. Thomas, 367th pilot in 9143, died 27 Nov 88 in Baltimore, MD.

The navigator list in the October '88 issue of Echoes evoked more response than other lists, partly because there were more omissions, but also because data was hard to find on some men.

As an example of the difficulty in pinning down the following people, the letter of Philip J. Field of Indianapolis, IN, tells the story of Lt Charles W. Leake, a 368th navigator.

"Ist Lt. Charles W. Leake, 0-685946, was the navigator in my crew and was killed in a night takeoff crash, while substituting with another crew on 22 Mar 44. He had completed 13 missions in the 368th. This crash happened after my crew had been transferred to the 305th BG. Apparently the pilot saw runway lights indicating 'half runway distance,' and thought that they were 'end' runway lights, so pulled into the air with less than normal air speed. The plane smashed into a tree then into a barracks building. Myself and others attended the funeral at the Cambridge Cemetery for those killed, approximately ten in the aircraft and 13 in the barracks.

Ed. Note: All of this happened at Chalmersworth, hence there was no mention of it in 306th material because the crew had been transferred to the 305th.

"Probably the loss of records was due to my crew from the 369th and another crew from the 369th (?) being transferred to the 305th as radar crews to fly PFF planes.

"On 13 April '44 IBD changed its mind regarding at Hawkinge. He was the 85th officer to complete a tour. Dec 43, He retired from the USAF as a major in Sep 57, after having been seriously injured in a traffic accident in Formosa. Later, one leg was amputated as a result of the injuries received.

"William Wierarske, 368th waist gunner and MIA 28 Aug 44 at Augsburg (w. J. Ray Coleman), died in July 87 at Ramsey, NJ.

List Opens Story of Loss of Navigator

As there are many 306th men who live in cities with multiple listings in the 306th Directory geographical section, it will of great help to the secretary if each of you in such a situation will help in keeping track of others.

If there are mentions in the daily press (and we hate to think of the obituary columns), or if you become aware of a change of address, please inform the secretary.

If you become aware of the death of a 306th buddy, a former crewmate, or someone you have come to know through the reunions, please let the secretary know. In such cases, a copy of the obituary or information as to the date and place of death is helpful.

In preparation of notes for Echoes on those deceased the editor usually manages to exhaust the file of information on a person.
'First Over Germany' Now a Simulation

First Over Germany, a computer simulation, has just been completed and is published by Strategic Simulations Inc., and distributed by Electronic Arts.

This computer simulation was designed by John Gray, (a USAF flight engineer and pilot of the Korean War era). It took two years to develop this simulation, with the help of Russell A. Strong as a technical advisor, and assistance of Col. John M. Regan.

Some may call this a computer game, but it is really meant to be an interactive three-dimensional book that would let the player experience the plot as it unfolds as if you were there. In computer game terminology, you could describe it as a role-playing flight simulator war game.

As you play the game, you start as a new second lieutenant at Wendover. You select your crew for your B-17F, then go through training to learn how to fly this aircraft. You will learn how to take off, navigate, join formation, bomb, gunnery, and land.

When training is completed, you will fly to Chateauroux, France, and then on to Westover, where you will be given a new B-17F. Then fly to Garder, Prestwick, and at last, Thurliegh. You will be graded as to your efficiency from the start and will be promoted as to your efficiency as you continue the adventure to the end. You may be killed, captured, wounded, or with luck and skill, it is possible to finish 25 missions as a Brigadier General.

All 25 missions are real missions flown by the 308th. The aircraft simulates the B-17 as close as possible, including an occasional engine malfunction. Damage due to flak or flak are quite real. The real excitement starts when you start taking damage. What do you do when you have one engine feathered, one on fire, minor structural damage, tail gunner wounded, and you are scared? You are close to the IP, and struggling to stay in formation. Do you abort and try to get back alone? Do you go on? Maybe you can get the fire out. Will you bail out or risk capture? You might make it home or at least to an alternate field on the coast of England. It is your decision. You are the aircraft commander.

This simulation is dedicated to the 308th Bombardment Group. As a thank you for letting us tell your story, Electronic Arts will honor any member of the 308th Bombardment Group Historical Association with one-thousand discount. The retail cost is $49.95. However anyone wishing to purchase a copy using the form below will get the discount price of $32.95 + $3.00 for handling and shipping. (California residents please add applicable sales tax.)

RECENT ADDITIONS TO OUR ROSTER
Andersen, Gordon, 4123 Highland Dr., Mogadore, OH 44260 537
Amon, Mitchell K., 475 Karl Dr., Richmond Heights, OH 44143 368
Bentley, Robert K., 6142 Fairbrook St., Long Beach, CA 90815 423
Borysow, Michael, 117 Berry Rd., Fredonia, NY 14063 423
Bowen, Vincent F., 30 Lower Brook Rd., South Yarmouth, MA 02664 368
Butz, Jerome, 833 Stonex Crossing, Easton, PA 18042 368
Caldwell, David, 329 S. 8th St., St. Louis, MO 63104 368
Casey, Mrs. William J., 7464 A1A South, St. Augustine, FL 32086 368
Cateiff, John E., 23 Ashburnham Ct., Ashburnham Rd., Bedford, England 449
Dilley, Joseph, 602 Street Drs. #4, Thousand Oaks, CA 91360 368
Dismag, Robert G., 5221 N. Long Ave., Chicago, IL 60630 368
District, L., 3225 Merrick Rd., Long Beach, CA 90815 368
Efrid, Irwin R., 14720 S. Cedar Ave., Fresno, CA 93725 368
Everson, Jerome, 3701 Harding St., Riverside, CA 92506 368
Everett, Gordon H., Missions Commons #330, 10 Terracina Blvd., Redlands, CA 92373 368
Faulkner, George R., 476 Eaton Way, West Chester, PA 19380 368
Franco, Victor H., 4309 Ridgecrest Dr., Colorado Springs, CO 80918 368
Frederick, Vincent S., 1775 Oaklawn Dr., Parma, OH 44134 368
Gorzycka, Harry E., 4941 W. Phelps Rd., Glendale, AZ 85306 368
Hitchcock, ROBERT H., 112 Armorel Way, Venice, CA 90245 368
Holdson, William, 15925A E. Reddol Dr., Aurora, CO 80015 368
Hopkins, Ben R., 3570 Proctor Valley Rd., Bonita, CA 91902 368
Hunter, Opal R., 508 S. Woodlaw Ave., Okmulgee, OK 74449 368
Johnson, Irving, 316 N. 30th Lane, McAllen, TX 78501 368
Kurtz, John, 1500 South 36th, Pittsburgh, PA 15203 368
Leonard, John F., 84 Becker Parkway W., Elma, NY 14065 368
Lockard, John M., Rt. 1, Box 543, Mt. Joy, PA 17552 368
Loredo, George A., Box 44 Birch, Ewen, MI 49925 368
Marcotte, William H., PO Box 257, Lidell, TX 75252 368
Matthews, George R., 1316 W. Clarendon Ave., Phoenix, AZ 85013 368
McCauley, Daniel, 1640 Colby Ave., #6, West Los Angeles, CA 90025 368
McDonough, James E., 4911 Spring Creek Rd., Arlington, TX 76017 368
McLaughlin, D.C., 6949 Boone Dr., Baton Rouge, LA 70808 527
Miller, Richard V., Box 192, Cottonwood Cove, NV 89046 367
Moses, William A., Tustin News, Tustin, CA 92680 367
Moulis, MSc. Ralph E., 4111 N. US-19, Palm Harbor, FL 34684 367
Neary, William F., 11-A Dewitt St., Jacksonville, NC 28540 367
Ramirez, Richard, 1809 S. Winnepa Ave., San Antonio, TX 78225 368
Rockwell, DeWitt A., Central Bridge, NY 12055 368
Schultz, Wilmer, 4385 Parklawn Dr., Box 192, Windsor, W 53558 368
Semler, Robert L., 230 Bower Ave., Rt. 2, Williamsport, MD 21795 368
Sheahan, William, 3642 E. Palm Ln., Phoenix, AZ 85008 368
Sobie, Ed., 110 Pleasant St., Hoffman, IL 60194 368
Smoot, James E., 1562 Dent St., Garland, TX 75042 368
Surfing, Kenso D., 3600 Young St., Moline, IL 61265 368
Thompson, Joseph J., 33400 Kuhio Hwy C302, Lihue, Kauai, HI 96766 368
Tonks, Elmo, Box 158, Victor, ID 83455 368
Torrano, Herman J., Jr., 7254-N A. Oracle #233, Tuscon, AZ 85704-6316 368
White, Donald H., 312 Lookout Mtn Dr., Ellensburg, WA 98926 368
Williams, Floyd J., 4336 N. 63rd Dr., Phoenix, AZ 85033 368
Yator, Lawrence L., Box 337, Bergholt, OH 43908 368
Zuiches, William, 2015 NE 63rd, Ott, OR 97368 368

"BLACK THURSDAY," Jointed by THE BOEING COMPANY by Art Schultz, 300 B-17’s attacked oil bearing plants at Schweinfurt, 14 October 1943. When fuel short 10-47 escorts broke away, hundreds of Focke Wulfs and ME109/G/SCHMITZ attacked the bomber formations. Shouting down 90, Captain Charles T. Scheinfeld, leading the 306th Bomb Group in this B-17F, completed the mission. Gunner T/Sgt. P.J. Conley lost a hand when struck by a 20mm shell, but subsequently shot down an attacker.

Fifty Miles Short for Want of Gas

Aircraft # 42-30163 had a problem - it was a gas hog.

This fact was well known to the crew chief and to others who flew or worked around the plane. It frequently burned the most fuel of any aircraft on a mission, thus making it a problem to even bring 163 home on some days.

Westley Peterson was pilot of the 306th plane on 6 September 1943 to Stuttgart.

When orders came down from 8th Bomber Command fuel loads were all always listed and adhered to.

The crew chief realized that the fuel loading would not be sufficient to get the plane back to Thurliegh with any margin of safety under normal flying conditions and requested of the line chief that he be permitted to add to the fuel load.

This was against regulations and the problem was brought to group operations for permission. From there it went on to Bomber Command.

The message came back, an unequivocal "No!"

Peterson and his crew took off for Stuttgart and never made it back.

They ran out of gas forty miles from the French coast and bailed out. All of them made it to prison camp and home, except for T/Sgt. William B. Plasket, radio officer, who is believed to have died in the plane.

And all for the want of fifty gallons of 100 octane fuel!

306th Bombardment Group Historical Association Special Discount.

Electronic Arts
PO Box 7530
San Mateo, Ca. 94403

Please send me First Over Germany for the following computer:
IBM or Compatible
Commodore C64
Apple II
Commodore Amiga

For information call Electronic Arts, 1-800-245-4555 or John Gray (206) 898-3415
Address:

Gen. H.H. Arnold, commanding general of the U.S. Army Air Forces during WWII, is now honored on the new 65 cent U.S. Postage stamp, issued early in November. That's what you can now use on your three-ounce first class letters.
There may be no dues, BUT

It does take money to keep the 306th Association alive. Those who are able are asked to make an annual contribution to keep everything running smoothly. No one is dropped from the mailing list for non-payment!

Please accept my 1988 gift to the 306th BG Association:

Name ________________________________
Street & # ________________________________
City, State, & Zip ________________________________
Telephone # ________________________________

Send to: C. Dale Briscoe, Treasurer
7829 Timber Top Drive
Boerne, TX 78006

ORDER VIDEO TAPES and GIFTS
from RENDEZVOUS: LAS VEGAS

VHS or BETA tapes are available, all developed from the Rendezvous Gala in response to hundreds of requests. Sixty minutes each.

No. 1: HISTORIC footage shot at Thurleigh in 44
No. 2: GALA entertainment program - unique, emotional, apropos.
No. 3: HISTORIC and GALA edited and combined.

-- IN ADDITION, OR INSTEAD, YOU CAN ORDER --

306th "Black Thursday" 8-1/2" x 11" color reproduction of painting. Suitable for framing. See illustration.

306th T-Shirts with 4 squadron insignias on breast, B-17 formation on back, tan or blue, S-M-L-XL.
State first color choice. $ (15 for two)

306th Sports Jacket, small only (34-36). Blue nylon, knit collar, cuffs and waist, modern 306th emblem. Great for young relatives. While they last...

306th Knit Sport Shirt, small only (34-36). Blue with gold 306th emblem or white with blue emblem. State first color choice. While they last...

306th License Frame: State first choice for bottom line... "First Over Germany" or "Thurleigh-England 1942-1945".

306th Patches: Approximately 4-1/4" - 43/4" each diameter. 306th, 367th, 368th, 423rd. While they last...

306th Car Window Decals, First Over Germany. Send stamped, self-addressed envelope if ordering only decals. One decal free with any other order.

All orders (except decals) include postage

How to Order

Mail your order with check payable to 306th Bomb Group Association
-- to --
Ed Hennessy
2013 Plaza del Padre
Las Vegas, Nevada 89102

Back Issues

If you have a yen to read issues of 306th Echoes from 1976 through the 1987 issues, they are still available on microfiche for $5. Send a check made out to the 306th Bomb Group Association to Russ Strong to receive your packet of six microfiche films. You can read them at any library.

More '88 Reunion Pictures in April

Don Chamberlin talks with Mr. and Mrs. Sol Warlin.

AMERICAN AIRLINES
IN COOPERATION WITH
THE 306th BOMB GROUP ASSOCIATION
OFFERS SUPER MEETING SAVER FARE DISCOUNTS
TO LITTLE ROCK
SEPTEMBER 21 - 24, 1989

Through special arrangements with American Airlines our group has arranged for convention participants to receive a special airfare discount via AMERICAN AIRLINES. For a 40% discount off the coach air fare, or 9% discount off any promotional air fare for which you qualify, call the 800 number below.

1-800-433-1700
ASK FOR STAR FILE #557605

YOU MUST CALL THIS 800 NUMBER TO RECEIVE THE DISCOUNT - IF YOU CALL THE REGULAR AMERICAN AIRLINES NUMBER, YOU WILL NOT RECEIVE THIS DISCOUNT FARE.

*Call American's Meeting Services Desk 7 days a week from 7:00 AM to 12:00 midnight central time.
*You may purchase your tickets either through American or you local Travel Agent.
*If you qualify for a lower fare, American will offer an additional 5% discount off the lower fare at the time of ticketing. ALL RULES AND REGULATIONS FOR THE LOWER FARE WILL APPLY.

THE EARLIER YOU MAKE YOUR RESERVATION, THE GREATER YOUR POTENTIAL FARE DISCOUNT.