

5323 Cheval Place
Charlotte, NC 28205
Forward & Address Correction

306th Echoes

Three original B-17Fs of the 423rd Squadron: #491 went down 9 Nov 42 with Loyal Felts' crew; Chennault's Pappy was salvaged 17 Nov 42 and Olde Faithful ended its service 5 Dec 42. Note old style USAAC star in circle marking.

Non-Profit
Organization
U.S. Postage
PAID
Permit No. 34
Charlotte, NC

AUTO***ALL FOR ADC
LTC RALPH E BORDNER S7 P16
131 E AUTUMN LN
EAST PEORIA IL 61611-1942

October 1996, Vol. 21, No. 4



This is an aerial picture taken in 1992 of the 306th Memorial site at Thurleigh. The red outline in the center shows the area which is now included in the Memorial.

Las Vegas! Are You Ready?

More than 500 men, their spouses, families and assorted guests are aiming themselves towards Las Vegas, planning to arrive for the reunion opening there in the Riviera Hotel late on Monday, 28 October.

Edward J. Hennessy, 369th pilot, and M/Gen. Barney Rawlings, 367th pilot, are the co-chairmen for the event, while Christine Rawlings has become well acquainted with all of you during her functions as treasurer for the reunion and handling all of the reunion reservations.

If all goes as expected (based on our 1988 experiences in Las Vegas with the same crew in charge), it will be a smooth functioning event, little trouble by all of the peripherals offered in this world center for entertainment, gambling and vacationing. Oh yes, an increasing number of our people have also found it a fine place to live, especially in retirement.

There are those who travel like the turtle, carrying their home on their backs, and they too will be accommodated. RV reservations can be made at CircusCircus, by calling (800)444-Circus. This park is across Las Vegas Blvd. from the Riviera and north two or three blocks. A map elsewhere in this issue will show you just where the hotel is. Rates are \$12.72 weeknights and \$16.92 week-ends.

Many are expected to arrive at the Riviera on Sunday, and probably the bulk of the group will be in Monday, in time for the evening performance of "Splash III", a water show that has received rave notices for a long time. You should be at the "gate" by 6:45 in order to get seated properly. This is one of the features offered in the reunion registration fee.

The hospitality area will open at 10 a.m. and continue until 6 p.m., with a cash bar available from 3 to 6.

You should have received from the registration office a copy of the form which you sent in earlier with your money, which will serve as your reminder as to just what events you had committed yourself to participate in.

The buses will be up and on the road promptly on Tuesday and Wednesday mornings, to enable you to see some of the region's exotic real estate, decorated by Mother Nature with a lavish paint brush.

On Tuesday mornings there will be at least two buses leaving for the Mount Charleston-Lee Canyon tour and the Red Rock Canyon tour. Grayline buses will carry you in comfort, lunch will be served at good places, and you will be returning at 3:30 p.m.

That will give you a few minutes to nap, freshen up and be ready to leave at 5:30 for King Arthur's Tournament at The Excalibur. If you missed the jousting during the war years this will be your chance

(See Page 2)

Station III Sold; Memorial Stays

For what its worth, RAF Thurleigh; Station 111, and RAE Bedford no longer exist!

Oh, the land is still there, our memorial is still there, even some of the old 306th buildings still stand, but the 1200 acre site sweeping across North Bedfordshire has been sold. Now it is Thurleigh Airfield Business Park.

Derrick Hockney, senior land agent, Central Disposal Unit, Ministry of Defense, has revealed to Ralph Franklin, the 306th representative in the Bedford area, that on 21 Aug the deal was finalized to transfer title to St. Modwen Properties PLC, a Birmingham-based land development company.

Hockney and Franklin have worked together for quite some time, as Franklin briefed Hockney over much of a day on the history of the airfield so that the land agent could make a presentation to Members of Parliament concerning the whole matter.

Thurleigh as an airfield dates back to Jul 40 when work first began on the property for the British government. By 30 Jun 41 the perimeter track, two runways of 1600 yards and 1100 yards, respectively, were completed along with three groups of dispersal points. On 24 Jul 41 an RAF warrant officer and 34 men of the RAF arrived to open the base.

By Oct 41 Thurleigh became one of several airfields in the immediate area designated for American use, and they became the sites of the original First Wing bases. This selection was based in

large measure on telephone linkage being available between the several bases and what became Wing headquarters near Huntingdon.

Lead Up to Americans

Americans first visited the base 28 Oct 41, and then went on to nearby Little Staughton. As the new year opened the RAF became more active and RAF 160 Squadron moved in on 16 Jan. They brought B24 Liberator aircraft with them, and they then abruptly departed 23 Feb 42 for Karachi, India. Prior to 160 leaving 18 OTU came and they flew Wellington bombers. This became the unit which trained members of the Polish Air Force in exile. 18 OTU and its planes left 3 Jun 42, and left at the base the 2813 Air Defence Squadron, which held the "fort" until members of the 306th made their first appearance 7 Sep 42.

By the time the 306th arrived there were three runways at Thurleigh: #1, NE-SW, was 1970 yards in length; #2, NW-SE, was approximately 1400 yards, and #3, N-S, was also 1400 yards. The expansion work being carried on at Thurleigh was under the direction of the British Air Ministry Works Directorate.

When the B-17s arrived the runways were under repair. Crews were laying 80 bays of concrete on #1, and repairing the center section of #2. A detachment of U.S. Engineers was repairing the perimeter track.

(See Page 3)

Your Gifts Keep Echoes, Directory

This is the last issue of Echoes for 1996.

There is nothing astounding in this fact, but it helps point to a problem that all of us need to help rectify - the status of our treasury.

You will receive, after this Echoes, a copy of the 1996 Directory of the 306th. We are down about 50 names from our last issue, in 1994. But the drop in numbers has not been as abrupt as we might have expected.

And the number of registrations for the Las Vegas reunion points to a goodly representation of our membership there. That is gratifying. But therein lies a part of the problem. There is enclosed in the Directory a reply envelope, and these need to be returned in quantity to the treasury if we are going to pay the bill for the Directory.

If each of you receiving this book will drop a \$10 bill in the envelope and send it on its way, there will be nothing to worry about.

And, if you haven't yet made your contribution to the 306th for 1996, please do so in the next three months, so that we wind up the year with a reasonably healthy balance in our treasury.

to sharpen up on just how tournaments were run by Arthur and others around England during one foolish age. These buses will return about 8:30, and that will give you an opportunity to check your "friendly" slot machines for the best break of the day.

Wednesday will be spent back on the buses, with earlier departure hours, first for the West Rim tour along the Grand Canyon, a scene you have not seen in all likelihood. It is three hours each way on the buses and then three hours for your viewing pleasure along the rim, with a barbecue lunch at the Rim lookout site. This tour will return at 5 pm.

A second Grayline tour departs at 7:45 a.m. and returns about 3:30 to take you to Hoover Dam (remember reading about this in your Weekly Reader?, a half century or so to the rear). During that time you will spend 90 minutes on a air conditioned stern wheeler around Lake Mead. Lunch will be at the Gold Strike Inn.

Table reservations for Thursday's banquet will be available from 3 to 6 Wednesday in the hospitality area. You will have to bring eight (8) tickets with you to get your reservation verified.

Thursday morning features the annual meeting of the Association, and the officers and directors will have had their meetings on Monday after arrival. We think that the 306th is one of the few of these organizations that does not hold meetings of its officers during the year. We have had one such in 20 years and don't believe the expense is justified. Instead, meetings are held by conference telephone and primarily by mail.

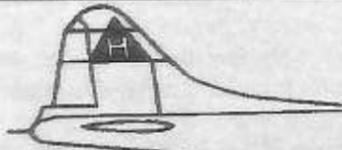
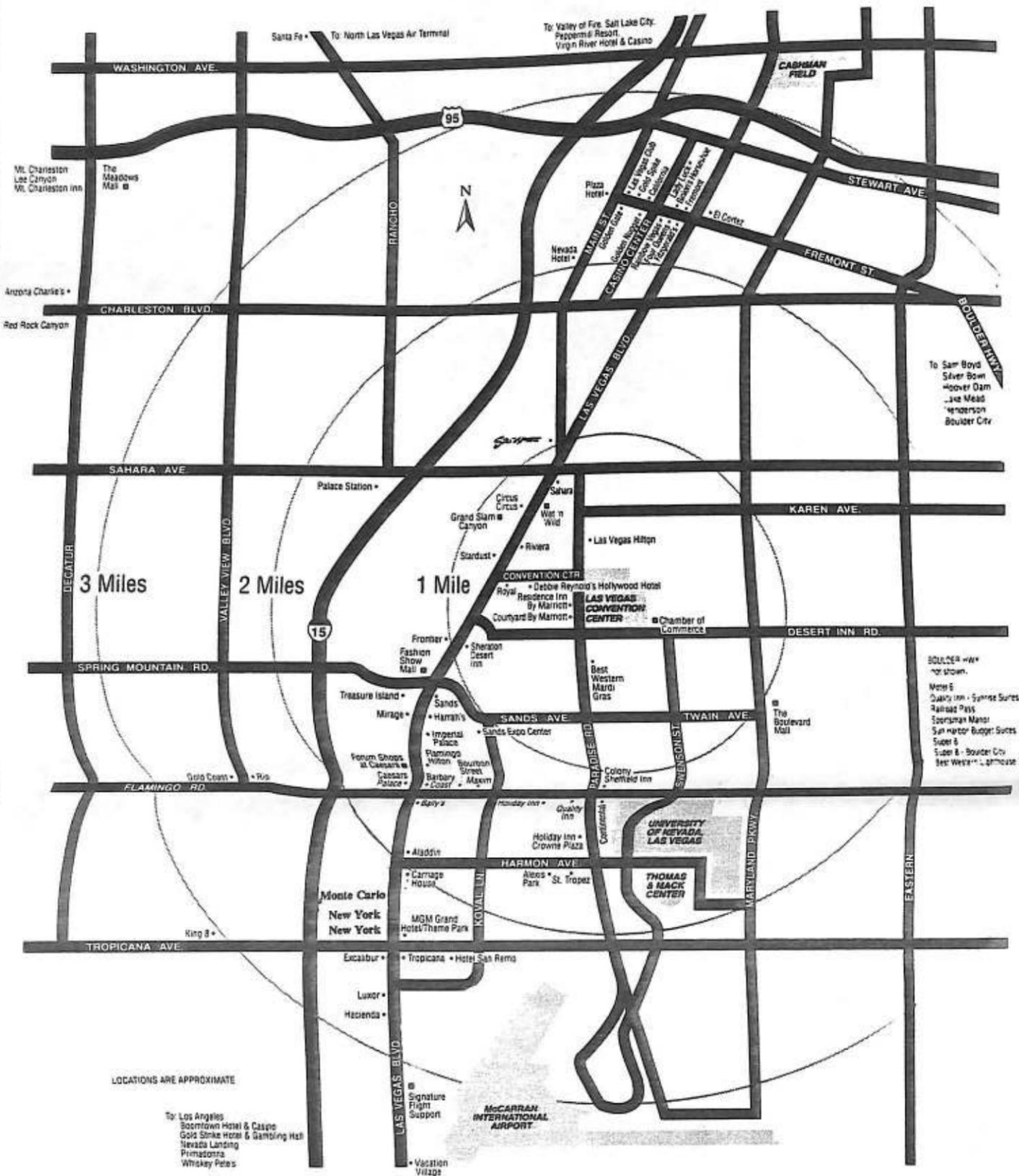
A Belz Factory Outlet World expedition is planned for the ladies on Thursday morning, the bus leaving the Riviera at 9:30 a.m., returning at noon.

You may recall from the registration form you filled out that most of Thursday events are covered by the universal registration fee: Cocktail party, deluxe banquet dinner, Big Band dance party and the souvenir photos that will be taken at your tables and returned to you there before you leave.

If you haven't registered yet, check out the forms on the back page, and put in a call to Christine Railings, (702)877-2303, and the Riviera Hotel, (800) 634-6753.

LAS VEGAS

Hotels - Downtown/Strip LAS VEGAS BLVD.



The 306th Bombardment Group Historical Association: M/Gen. James S. Cheney, president; Robert W. Seelos, vice-president; Russell A. Strong, secretary; Robert N. Houser, treasurer. Directors: Joseph R. Hathaway, John K. Hickey, Wallace Peckham and Donald N. Snook; C. Dale Briscoe, past president; Edward J. Hennessy, 1996 reunion chairman. Ralph Franklin, Keysoe, Bedfordshire, England, is our British representative. (Mill Hill, Keysoe, Beds MK44 2HP, England. Telephone from US: 011-44-1234-708715, in England 1234-708715.

306th Echoes is published four times annually: January, April, July and October, and is mailed free of charge to all known addresses of 306th personnel, 1942-45. Contributions in support of this effort may be remitted to the treasurer.

SECRETARY/EDITOR:
Handles all changes of address, editorial comments and records:
Russell A. Strong, 5323 Cheval Pl., Charlotte, NC 28205. Phone 704/568-3803.

TREASURER:
Send contributions to:
Robert N. Houser, P.O. Box 13362, Des Moines, IA 50310, 515/279-4498.

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

So You Want to Live the Longest

If you are planning to be the longest living veteran of any American war, you have quite a long time to live, reveals a piece in the August issue of Air Force Magazine.

The longevity records are: Revolutionary War, 109; War of 1821, 105; Mexican War, 98; Civil War, North, 109; Civil War, South, 112; Indian Wars, 101, and SpanishAmerican War, 106.

Then, if we say the median birth year for men of the 306th was 1920, that puts the marker out there at 2032 at least.

That's a long time to be annoying your great-grandchildren and great-great-grandchildren!

306th PUBLICATIONS

Published materials now available from the Group will help you follow the 306th through the combat period, 1942-5:

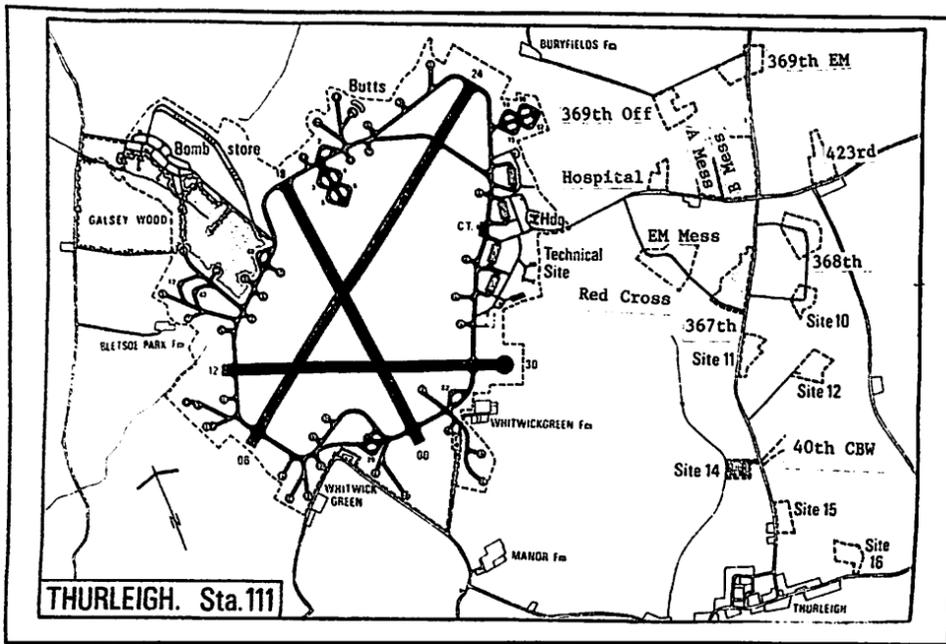
- Combat Diaries of the 306th Squadrons**
Day-by-day diaries kept by intelligence officers, of the Squadrons' combat activities. More than 150 pages, also including plane and personnel rosters. Plastic bound.
 - 306th Echoes, on microfiche**
Now available from 1976-1994, with a 41-page index covering those years. Can be viewed at any library.
 - Men of the 306th, on microfilm**
A role of 16mm film duplicates the 306th card file of nearly 9,000 men, including data extracted from various *306th records, and personal data on some of the men. 1995 edition.
 - Mission Reports**
Copies of official reports on each mission you flew, including intelligence summaries, track charts, formations and crew interrogation reports. Data for some missions may be missing from the files. Three missions for \$5.
- | ORDER FORM | Price |
|-------------------------------------|---------|
| 367th Combat Diary | \$17.00 |
| 368th Combat Diary | \$17.00 |
| 369th Combat Diary | \$17.00 |
| 423rd Combat Diary | \$17.00 |
| 306th ECHOES' Microfiche: 1975-1994 | \$15.00 |
| 1992-1994 | \$ 5.00 |
| Men of The 306th | \$20.00 |

Make check payable to 906th Bomb Group Association (prices quoted include postage and packaging charge)

Name: _____

Mailing Address: _____

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



New Owners for Thurleigh

(continued from page 1)

There was early question as to whether the runways would hold up under the pounding of the B-17s, but the fact that they were all made of concrete was considered a favorable situation. Maintenance of the runways was a continuing problem into 1945.

Once the deal neared completion, Hockney invited Franklin to meet Peter Robbins, who is the representative for St. Modwens on the Thurleigh Air Field Business Park.

Robbins has spent time with Franklin going over the property and learning of its important uses by aviation during and after WWII.

"The new owners are very interested in the wartime activities here," says Franklin, "and they have provided me with a written confirmation to continue my work in escorting returning 306th veterans around the remains of their wartime home."

Hockney has indicated to Franklin that the area shown on the accompanying color photo has been reserved from the sale and that the land marked by the triangle will be turned over to the 306th Bomb Group Association through its agent, Franklin, to be preserved in perpetuity in honor of the 306th Bomb Group and its role in preserving liberty during WWII. In all likelihood the land will be fenced so that access is controlled somewhat and the 306th Memorial will remain for all to see.

Just Memorial, No Buildings

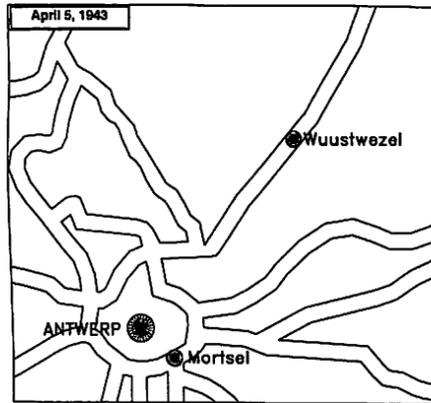
St. Modwens in its purchase acquired the old 40th Bomb Wing site, and the 306th land now does not include any of the buildings in the background.

Consideration will be given at the 306th annual meeting to possibly participating in a late spring trip to England at which time the site can be a bit more formally turned over to the 306th.

One thing is certain, the site of our Station 111 will not pass from the scene, despite what men may do in the future. If you fly at low level over the area you can see the outlines of the runways, marked by the lime left in the soil after the removal of the concrete runways. The concrete went into forming bedding for England's system of motorways.

St. Modwens is now faced with finding tenants to use its property at Thurleigh Airfield Business Park. A movie studio is looking at hangar for storage purposes, and another company would like to use the paved areas for the parking of surplus vehicles.

"Ironically," says Franklin, "One of the largest sources of income could come from farming and St. Modwens is keen



to listen to offers from the local farming community for the 1000 acres that are not taken up by runways, perimeter tracks and buildings."

"Why the Allies Won"- Excellent WWII Study

by Richard Overy. NY, W. W. Norton & Co., 1996. 396 pp.

If you've been waiting for something really worthwhile to read on WWII, the suspense is over. This book by an historian from King's College, London, is the best this writer has yet gotten in to.

It is a carefully reasoned document, covering the combat aspects, and then delving thoroughly into such matters as arms production and design, technology and military power, allies and leaders and the moral contest.

He devotes one long chapter to Bombers and Bombing in which he contends the American and British postwar evaluations of the impact of the air war were seriously flawed and that the RAF and USAAF developed the equipment, the techniques, the strategy and tactics which led to victory in the air war. This then played a very major role in the ability of the ground forces to push their way on to the European continent and win the war.

Overy talks at length of Hitler's personal shortcomings and his failings to understand the Western opponents and to discount the uncaging of the American industrial giant which provided all of the tools of war in a remarkably short period of time, but always with the caveat that there were better ways to do battle, if they could be found and implemented. German weapons changed little from 1939 onward.

Those who belittled the bombing strategies devised by the British and Americans were proven wrong again and again, and it was oil, it was the Luftwaffe, it was the power grid that we needed to destroy to clean up the air over Normandy and then all France that eventually let the infantry and the armor sweep across miles in a day without opposition from the air.

"Damned With Faint Praise"

Overy poses the question: "Did bombing help the Allies to win the war? The arguments began even before the war was over, when American and British technical intelligence teams scoured the bomb sites trying to decide what effect bombing had had on the war effort. The air force commanders wanted the civilian investigators to confirm that if bombing had not quite won the war, it had at least made a major contribution to victory. The civilians, drawn in the main from academic or business backgrounds, were at best sceptical of air power claims, at worst hostile to bombing. Their concluding reports damned with faint praise: bombing had certainly contributed to undermining resistance in Germany in the last months of the war, but until then it had done nothing to reverse the sharp upward trajectory of German production, and it had clearly not dented morale sufficiently to reduce production or produce revolution. It was estimated

Lost Glove Remembered by Seelos 53 Years Later

Bob Seelos, 368th pilot, and his wife went to Europe in July, and for the third time since the end of WWII, he visited Wuuustwezel, Belgium, where he first dropped in by parachute 5 Apr 43. This is his story

As on the previous visits, there was a great turnout and a reception in our honor. Along with the usual speeches, gifts, newspaper coverage, etc. During the reception an incident occurred which brought back an unbelievable memory.

A Belgian woman came up to my wife and I, asking if I remembered giving my glove to her brother on that fateful day 53 years ago. Suddenly I remembered exactly what had happened

While flying I wore a pair of leather gloves with elastic wristbands—I believe they were GI issue.

Coming down in my parachute that day I was mentally trying to make plans how to get out of my 'chute in a hurry and to look for cover. In order to have nothing to impede my procedure, I took off my right glove and was placing it in my flight jacket when I accidentally dropped it and watched it disappear from sight.

Later, when I was captured and

the Germans were taking me to their headquarters at the city hall, I was still wearing the left glove! I clearly remember the Belgians gathering along the street giving me the "V for Victory" sign and that the Germans were getting quite upset.

I remembered taking off the left glove and handing it to a boy standing by the curb. The woman told us her brother came home with the glove I gave him.

Then she said, that evening her father came in from the fields bringing a glove he had found while working—it was the glove I had dropped and the mate to the one I had given his son—unbelievable!

At a later date, the Germans came and took her brother to a prison camp, and they didn't know why he was taken. I assume he was involved in the Underground as were many in that area.

When winter came and the weather got cold, she asked the German if she could send her brother some gloves. They said it would be all right. She mailed him my gloves. They never arrived and to this day they have never received any word as to the fate her brother met.

that Germany lost only 10 per cent of its production in 1944, which could hardly be regarded as critical. The view has persisted since that bombing was a strategic liability, a wasteful diversion of resources that might more fruitfully have been used building tanks or laying down ships."

"There has always seemed something fundamentally implausible about the contention of bombing's critics that dropping almost 2.5 million tons of bombs on tautly stretched industrial systems and war weary urban populations would not seriously weaken them. Germany...had no special immunity...German forces lost half of the weapons needed at the front, millions of workers absented themselves from work, and the economy gradually creaked almost to a halt. Bombing turned the whole of Germany, in Speer's words, into a 'gigantic front'. It was a front the Allies were determined to win; it absorbed huge resources on both sides. It was a battlefield in which only the infantry were missing. The final victory of the bombers in 1944 was, Speer concluded, 'the greatest lost battle on the German side...' For all the arguments over the morality or operational effectiveness of the bombing campaigns, the air offensive was one of the decisive elements in Allied victory."

German Ineptitude

In his concluding chapter, Overy writes: "Air power did not win the war on its own, but it proved to be the critical weakness on the Axis side and the greatest single advantage enjoyed by the Allies." Gen. Karl Koller, the last Luftwaffe chief of staff, in his reflections on defeat, did not simply attribute the failure in the air to German ineptitude, but recognized also that Germany's enemies drew the right conclusions from the early years of war 'and with an iron tenacity built up a superior air force which alone could lead to victory'."

It won't take you long to read Overy's book, because you will become so enthralled with parts of it that your reading time will expand to gather in the information he lays out.

Despite what the revisionists want to put out today, we did win World War II, assuring a forum where the garbled minds of today's academics could muddle around and draw ill-founded conclusions, and it was largely due to air power that it all came about, and that the infantry and the armor could perform its functions because the air had been cleansed of Luftwaffe forces to a large extent.

Last Trip To Brunswick



By Robert J. Flood

On March 23, 1944, Al Schuering and I flew our 25th missions. The target was Dijon, France. "DFC Day!" Al noted in his flight log. The mission lasted six hours and 45 minutes. The weather was fine. The flak—what there was of it—was light. There was fighter escort, P-47s and P-51s. "A beautiful mission," Al wrote. But there was no party when we landed, no celebration. There was one more mission to fly.

The next day, March 29, two weeks to a day after the "Doolittle Deadline" passed, the day we had to have had 24 notches on our guns to go home at 25, Schuering's crew was scheduled for Brunswick. Barney Price, our co-pilot for most of our earlier missions, had checked out after we got back from flak leave. He was shot down over St. Omer, France, on the 26th.

The 369th would fly the high squadron. Al and I considered briefly whether to pass on Brunswick and wait for a milk run. But, we both agreed, it would have been unfair to the rest of the crew, all of whom except for Harvey Neilsen who had been assigned to us for his "break in" mission, were in double digits. And there was no guarantee that a milk run would offer better odds. I think the feeling was it was just another mission. Lt. Gerald Heywood and three of his crew, Lt. Jack Bailiff, nay; T/Sgt. Billie Oldfield, engineer, and T/Sgt. Jerome Evenson, radio, were also finishing up.

We were slated to lead the squadron that day. Al opted instead for the lead of the second element. Heywood would take the number seven slot behind us.

Brunswick was a tough target. We had been there before on January 30. The flak had been light but the fighters had been troublesome, despite the presence of P-47s and P-51s.

But, the gods seemed to be with us that day. The sky was generally clear, about 5/10ths at 19,000 feet with more clouds over the continent at 4000. Flak was negligible. There wasn't a German fighter in sight. The only worrisome thing, and Al commented on it a couple of times, was the tendency of the squadron to drift out from the lead, too far for safety. We would get closer only to drift again. It was very nervous-making.

Approaching the IP there was a B-24 Group in front of us. I was surprised to see that whatever flak there was over the target was sparse and well below the 24s. A good omen. Our turn came. A smooth, short bomb run and bombs away. We turned off the target and headed back to Blighty on a back azimuth of the route we took in. Still no sight of the Luftwaffe, but no sign of escort either, although we knew they were in the general vicinity. And the drift away from the lead squadron continued. Bad omen. Adding to that was a brilliant, stinging afternoon sun hit us smack head on.

We passed Hannover a few miles to the south of our line of flight. Al griped about the formation. Then I caught a glimpse of Heywood's aircraft sliding across the gap between the high and lead squadrons as if to seek safety in the empty seventh slot in the lead squadron. He must have felt nervous about the way the squadron was moving in and out.

Then out of the goddamned sun came the ME-109s! Heywood seemed to disintegrate. Half a dozen fighters zipped by. I heard a "CRACK!" Jack Hamilton said, "I'm hit!" I looked around. Jack's eyes were wide open in shocked surprise. A jet of blood spurted from a hole in his neck. I grabbed a first-aid kit, pulled out a gauze pad and tucked it under his throat mike

band. I handed him the first-aid pack and told him to keep the pad where it was and replace it when it got soggy.

From that point everybody was busy. We had dropped out of formation. Two engines were out. Al headed for some clouds, but they soon evaporated. The 109s picked us up again. All guns except Jack's were firing. Later we estimated we had destroyed or damaged at least six German a/c.

Curses mingled with prayers on the intercom. Fire broke out in the bomb bay. Al put the a/c into a steep dive and literally blew the fire out. We were in and out of low level clouds. Ground fire began to track us. But we were still airborne and had two working engines. We had a chance. Then our luck ran out all together. Number four began to falter badly.

Our altitude was about 400 feet and our air speed hovered around 80. Al ordered ditching procedure and everyone except Al and Neilsen scrambled back to the radio room.

I disconnected the bombsight head and dumped it out of the forward hatch on the way back. Al made a smooth wheels-up landing across irrigated farm land on the edge of Steinhuder Meer, a lake slightly northwest of Hannover. We all got out of the airplane and most of the crew took off in different directions, but all heading toward some woods that seemed to be a mile or more away.

Al and I stood next to our B-17. The fire had burned a hole in the bomb bay area large enough to walk through. We shook hands. We had finished up together. Our tour was completed—almost. I remember looking up at the 8th Air Force going home without us. I cursed out loud.

Again I realized that there would be no

party. Frank Yarsky, our crew chief, would wait and watch for our return in vain. I was angry and scared. We tried to set the a/c afire and succeeded, partially. We could do no more.

No Escape

We ran then, hoping to get around the lake to the woods. It was futile. The ground was marshy and pitted with sinkholes. We ran into a stand of reeds. We could see a crowd of civilians approaching. They were armed with rifles, shotguns, farm implements, clubs—you name it. We were exhausted. Bullets began to whiz over our heads. A couple of 109s circled overhead. We flattened out. But they had us spotted. We threw our .45s into the lake and stood up cautiously with our hands in the air.

We were taken at gunpoint to the side of the road running through the fields where some of the crew waited. We passed our dear airplane that had served us so well. I had the silly thought that I had left four packs of Lucky Strikes in my B-4 bag. There were a number of Luftwaffe-types standing near the airplane including officers, one of whom held partially burned target photos. They gave us hardly a glance. I don't recall seeing them again.

Including Al and myself, there were eight of us now in the hands of a crowd of very angry civilians. Hamilton and the radio operator, Mike Comarnisky, were missing. They were picked up 15 miles away the following day.

There was a village close by. We could see the peeked roofs of some houses. There were women and children among the crowd that had captured us. All of the men were elderly. Most were dressed in which might be termed rustic clothing. One or two appeared to be higher on the social ladder. A terrific argument began which we

didn't understand. Ropes were thrown over Al's head and mine, and an old man with a look of hatred on his face held the ropes while the discussion went on. He yelled at us in German. The only words I recognized were "Luftgangster" and "terrorflieger". A flurry of snow began to fall; the temperature was dropping. We were all soaked through from stumbling and falling to the soggy ground. A soldier riding a motorcycle with a sidecar roared up. He took my A-2 jacket, ring and watch at gunpoint, then did the same to Al. He roared off again.

The argument got louder. A few women chimed in but were silenced. The old man with the ropes began to tug on them. Then a truckload of Luftwaffe ground troops showed up. There was a lot of squabbling with the civilians who were unwilling to surrender us to the military. However, after a show of muscle the soldiers prevailed and took us to a small aircraft warning station. We were told that the dispute among the civilians centered on whether to kill all of us on the spot or to take us into the village and hang us one at a time. I thought of those peaked roofs of the village houses with their hoists above the top window.

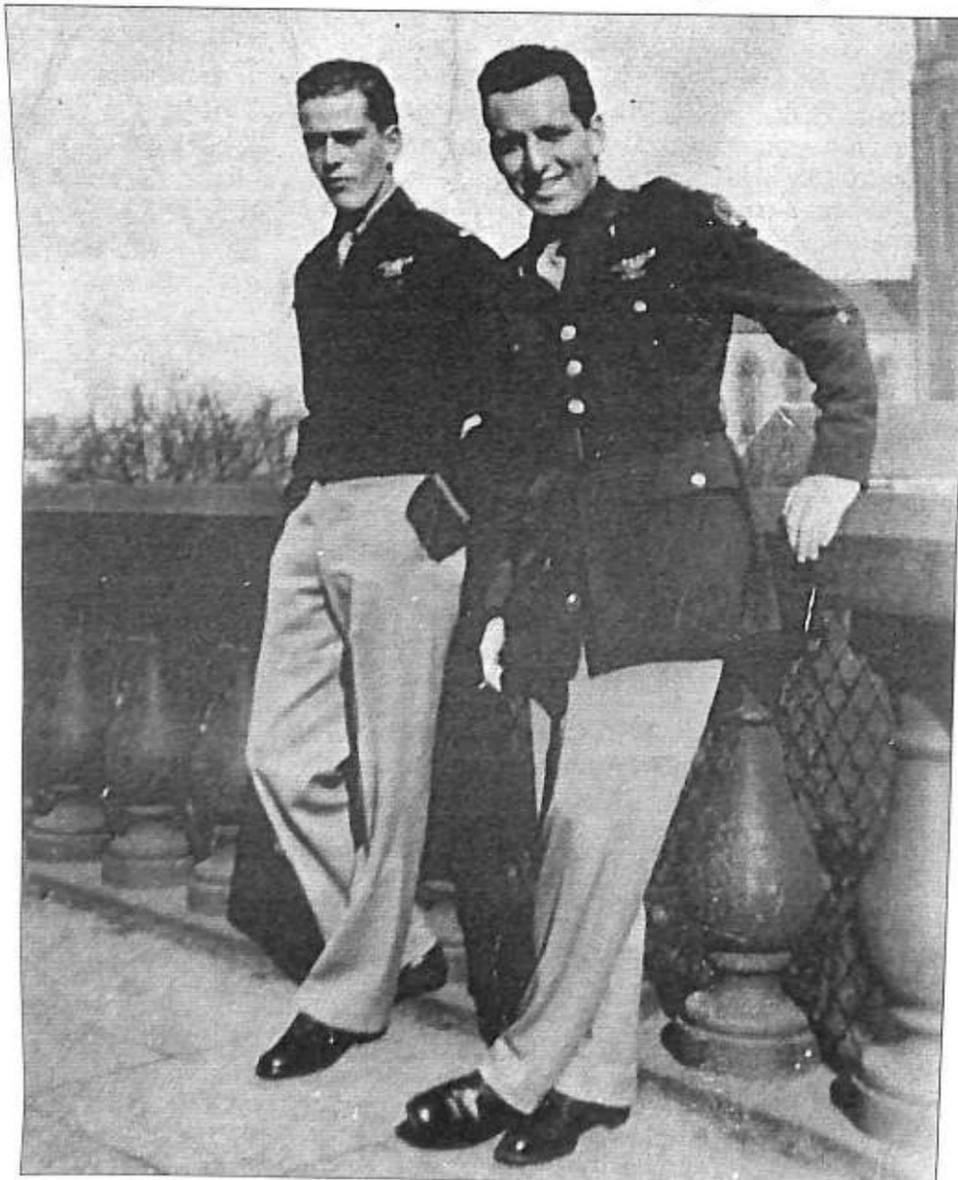
Despite our rescue the soldiers were far from friendly and looked as if they would have preferred to have let the civilian mob have its way. One soldier told us that the decision had been made to hang us in the town because of the children. They would become upset if they had to watch us being killed out in the fields. During the planned hangings the children would be kept indoors. How considerate!

That was the beginning of our captivity. The rest is almost anti-climax. We were moved to the home base of the fighters that claimed us. We were interrogated and placed in cells. There was some pretty rough handling by a trio of liquored-up soldiers who had taken us from the civilians. A couple of days of solitary confinement with black bread and thin cabbage soup twice a day went by, and then we were sent by rail to Dulag Luft, the main interrogation center at Oberusel, near Frankfurt. On the journey we made a stop at Bad Homburg where civilians smashed the windows of our compartment to get to us but were driven off by our two guards and a couple of German policemen.

Besides Hamilton, Comarnisky and Henry Ashley, radio operator, had been wounded although not badly. They received no medical treatment. Jack's neck was badly swollen but otherwise he seemed to be O.K. After Dulag Luft, Al Schuering was the only member of the crew I saw until years after the war ended.

Unhappy Experiences

The main center for distribution of POWs to permanent camps was in Frankfurt. It had been bombed a day or so before so we were warehoused in a part of Dulag Luft that had few amenities. It had been closed off when the larger center in Frankfurt had been opened. It stank of urine from ramshackle outhouses and piles of filthy mattresses stacked up in abandoned barracks. Several days later we were marched in the rain to the local railroad station where we boarded "goods wagons" which were about half the size of U. S. freight cars, 40 to 60 prisoners and three armed guards in each wagon. The prisoners were confined to half the car, the guards occupied the other half. Toilet facilities were about as primitive as they could be. There were no cans or buckets. An iron rod across the open doorway sufficed as a seat.



Al Schuering, left, and Robert J. Flood, pilot and bombardier, five days before their fateful mission to Brunswick, relaxing in Aberdeen, Scotland.

(continued from page 4)

Sleeping accommodations consisted of piles of wood shavings that had been soaked by the rain. Sleep itself was a sometime thing. The trip lasted about five days. U. S. fighters made several appearances but apparently recognized the train as a POW transport. Sometimes we stopped in the open on a siding to allow a military train to pass in the opposite direction. We were headed east, the military train would be headed east.

When we reached Berlin we pulled into a railyard in the northern sector. The guards left and the door was closed and locked. All that night the RAF bombed the southern part of the city. However, no bombs fell in our area. The following day the wagon I was in was shunted north to Stalag Luft I, near the prewar village of Barth on the Baltic Sea. When we detrained I was surprised to see Al Schuring in the car ahead. Al looked like a ghost. In fact, he was ill and it took nearly two weeks of primitive treatment for him to get back to reasonably good health.

Wall Art Search

If you have any pictures of, stories about, or information concerning wall art that may have been present in your barracks or work place at Thurleigh, the Eighth Wall Conservation Society would like to hear from you. Write to: Richard J. Nimmo, 10 Ditching Close, Luton, Beds LU2 8JR, England.

Memorials

Edith Buth, Sacramento, CA, in honor of Melvin Buth, 368th.

Dorothy Cavaness, San Antonio, TX, and Jane Cavaness Wirtz, Roseville, CA, in memory of William F. Cavaness, 368th.

Kathy Cook, Fresno, CA, in memory of Orval L. Cook, 368th.

Reginald Robinson, Fort Worth, TX, in memory of Joe Gabrish, 368th.

Virginia L. Dix, Sumner, IA, in memory of Maynard D. Dix, 368th.

Fran M. Mathes, Medford, OR, in memory of Stanley Mathes, 368th.

Charles E. Spaduzzi, Augusta, GA, in memory of Paul Spaduzzi, 367th.

Gifts may be made by anyone in memory of 306th veterans or family, by sending your check, so designated to the 306th Memorial Fund, to the Association treasurer. All gifts made during the preceding quarter will be listed in *Echoes*. Expenditure of these funds is at the direction of the Board of Directors.

Harland Burr, 367th bombardier (Roy Marks crew), died 2 May 96 in Livonia, MI. He flew 18 missions after his 5 Feb 45 arrival, and spent a year with the Casey Jones Project. Burr retired in 1985 as a senior product designer at the Ford Motor Co. Design Center. He leaves his wife, JoAnn.

Flood Philosophizes about 'Military Orphans'

The story of the prisoners has been told many times. It can be summed up in the striking words of Winston Churchill, who himself had been a prisoner during the Boer War. To be a prisoner he wrote, "is a melancholy state. You are in the power of the enemy. You owe your life to his humanity, your daily bread to his compassion.

"You must obey his orders, await his pleasure, possess your soul in patience. The days are very long, the hours pass like paralytic centipedes. Moreover, the whole atmosphere of prison camp is odious. Companions quarrel about trifles and get the last pleasures from each others society. You feel a constant humiliation in being fenced by railing and wire, watched by armed men and webbed about by a tangle of regulations and restrictions." To that—Amen!

The foregoing is my story. It is one of thousands. It is unique only to me. It has been with me all these years and the emotions it arouses when I think about it have abated very little. I always feel a stab of guilt. Was it my fault? If I had seen those ME-109s all I had to do was yell "Bounce!" and we might have gone all the way back to England and — who knows what — promotions, the invasion, Japan.

I met Al nearly four years later in Chicago. He had retired as a colonel a few years earlier after a distinguished Air Force career. We talked about "that day". "Was it my fault?" he asked. I told him "No". Was it anybody's fault? Who in Hell knows? The war is over. All debts are canceled. What's past is past. Right.

Although I've been a professional writer for nearly 40 years, I have never written about my experiences in WW II or used them as background for stories. It wasn't until I began to attend reunions and involve myself with American Ex-Prisoners-of War that I began to understand the enormity of the impact combat has on everyone who experiences it. It wasn't only me. The memories and even tears come without beckoning, often with a terrible clarity. The 50th anniversary of the end of WWII in 1995 was a time when it all came together. It was a time to get it all out of our systems. But that didn't happen.

I went to the dedication of the Eighth Air Force Heritage Center in Savannah, GA. I met people: fighter pilots, B-24 types, guys from other groups, in Stalag Luft I, from those days so long ago. There were armorers and mechanics, cooks and bakers, drivers and clerks. It seemed that every MOS in the U. S. Army Air Forces that provided the brains, muscle, blood and guts of the Mighty Eighth was represented in Savannah. In the streets and restaurants and shops in Savannah, people stopped us to chat about The Mighty Eighth. They wanted to hear war stories. They wanted to know what we thought of "their" museum. They wanted to thank us. We were the stars. It was a heady visit.

I used to believe, and still do to a certain extent that the POW was a military orphan. He was dropped from the rolls of his outfit. He became a nuisance thereafter to all those with whom he came in contact. His captors hated him and begrudged him shelter, food and care. He was a drain on the enemy's resources. When he was liberated he taxed his liberators' patience and his abilities to deal with huge numbers of prisoners who needed clothing, nourishment, medical treatment and transportation.

I remember a captain at Camp Lucky

Strike, a transit point for home-going troops near LeHavre, France. He assured impatient POWs that he was anxious that they be shipped out quickly in order to make room for the "fighting troops" of the ground forces. That attitude was not unique.

For nearly 40 years former POWs found it nearly impossible to have their disabilities, even obvious physical damage, considered service connected by the Veterans Administration. There were no medical records to support claims for injuries or conditions for which they were treated during captivity. That began to change in the early 80s, a change which was spurred by the militancy of Viet Name veterans and the spasm of national adulation for the Iranian hostages. Congress watched and acted and passed legislation known as the Prisoners -of-War Benefits Act, Public Law 97-37. Yet, that was not the first. At the 1984 306th reunion in Fort Worth, those former prisoners of war in attendance were recognized and honored. It was a welcome home. And, in their own way, the festivities at the 8th Heritage Center were a "welcome home and well done" for The Mighty Eighth.

We remembered, too, all of those who had died in battle and those who have passed on in peacetime. When I read 306th Echoes, and the military and veterans journals, the lengthening "Taps" list make me realize that time is finite. But it doesn't bother me. I and the rest of our crew came very close that day to having missed all the great things and the no so great, that have happened over the past 52 years. All of who have survived this far can look back and shake our heads in wonder, "Why US?" And we can remember with honest pride that what we did then and still share our memories with our comrades-in arms of a truly great and heroic legend.

Gen. MacGhee Now At RAF Lakenheath



B/Gen. David F. MacGhee, Jr., son of the late Col. David F. MacGhee, 369th navigator, and his wife, has taken command of the 48th Fighter Wing at RAF Lakenheath in England.

The unit now flies F-15C and F-15E aircraft and has men deployed in 17 countries. The wing currently has 7,191 persons assigned to it, and in addition to its flying operations, also runs the largest hospital in U. S. Air Forces - Europe.

The Wing was the first from USAF in Europe to deploy for the 1991 Persian Gulf War, where unit members flew 2,500 combat missions.

WWII Casualties Top Million Mark

As we are only too aware, WWII reached onto almost every street in America to "select" participants, whether drafted or volunteer.

Casualties followed, as does the night follow day.

Official figures for WWII are set at:

Battle deaths	292,131
Other deaths	115,185
Wounds not mortal	670,846
Known casualties	1,078,162

Only the Civil War approaches WWII, and its total casualties was 780,213.

French MARKER

French marker honors five members of Richard Adams' 369th crew who died on 8 Nov 42, the group's second raid to Lille, France.



KNOXVILLE Video

Will whomever was video taping the Knoxville reunion last year please contact Wallace Boring, 2348 Old Knoxville Pike, Maryville, TN 37804 or (615)982-6875.

New Members

- Brown, MD, Walter, Rt 2, Ewell Farm, Spring Hill, TN 37174 8AF
- Ferris, Col Harold D, AF Village II, 5100 John Ryan Blvd, San Antonio, TX 78245
- Herring, Larry, 1703 Red Drum Dr. Moncks Corner, SC 29461 BW
- Hill, Roy D, 306 Crestview, Arlington, TX 76018 BW
- Johnson, Col Robert S. 24 Tanglewood Dr. Lake Wylie, SC 29710 CJ
- Penprase, William H. 8808 Belford Ave. Los Angeles, CA 90045 423
- Pugh, Albert, 384 24th St, Salem, OR 97301 449
- Ruffin, Col William A, 63726 Diamondhead Dr. Diamondhead, MS 39525 368
- Spaduzzi, Charles E, 2228 Woodbluff Way, Augusta, GA 30909 367B
- Weeks, Ted, 6461 N Oak Dr. Elk Lake, Gladwin, MI 29710 CJ

BW-306th Bomb or Strategic Wing; CJ-Casey Jones Project

There may be no dues, BUT

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

Please accept my gift to the 306th BG Association: \$ _____

NAME _____

STREET AND NO. _____

CITY, STATE & ZIP _____

TELEPHONE NO. _____ 306TH UNIT _____

Send to: Robert N. Houser, Treasurer
306th Bomb Group Association
P.O. Box 13362
Des Moines, IA 50310

DATE _____

Often called one of the best WWII USAAF UNIT Histories - Its about your Group!

Order Form

FIRST OVER GERMANY By Russell A. Strong

Please send me _____ copy(ies) \$35 per copy plus \$3.00 for postage and handling.
My check is for \$ _____. Make checks payable to Russell A. Strong.
Date ____/____/____

NAME _____

STREET _____

CITY, STATE & ZIP _____

Send to Russell A. Strong, 5323 Cheval Place, Charlotte, NC 28205



Cloak/Dagger Centered in Bedford Area

A great many things were going on in the Bedford area that those of us at Thurleigh had little, if any, knowledge of at the time.

The Bedford Triangle is an intriguing collection of facts and supposition put together by Britisher Martin Bowman which seeks to pull all of the cloak and dagger, black airplanes and Glenn Miller together.

Subtitled, "U.S. Undercover Operations from England in World War 2," the book explains much of what went on at Harrington, from which flew the black B-24s with their supplies for the French underground and others. They dropped experts to assist in the harassment of the occupying Germans in Europe, and those daring singles who went out the "joe" holes of the planes into the darkness.

Bowman describes in great detail the Carpetbagger operations, which dropped both people and supplies from very low levels, which was frequently hazardous to life. He also details operations to Scandinavia, the Low Countries and, late in the war, even into Germany.

Milton Ernest Hall, a significant estate near Thurleigh, was the center for a lot of operations.

The accompanying map highlights many of the sites that were a part of the war effort that was largely under the purview of OSS for the Americans and the Special Operations executive for the British. But it takes this work by Bowman to bring the whole effort together and to tell stories you may never have heard during the war.

Bowman closes his book with an enigmatic chapter on Glenn Miller. He does not believe any of the stories on Miller's demise, and believes he probably lived well beyond WWII. But he does not think the secret will be revealed while any who saw Miller in WWII, and Thurleigh and at the Corn Exchange in Bedford are still living.

New Book on 8th Sources

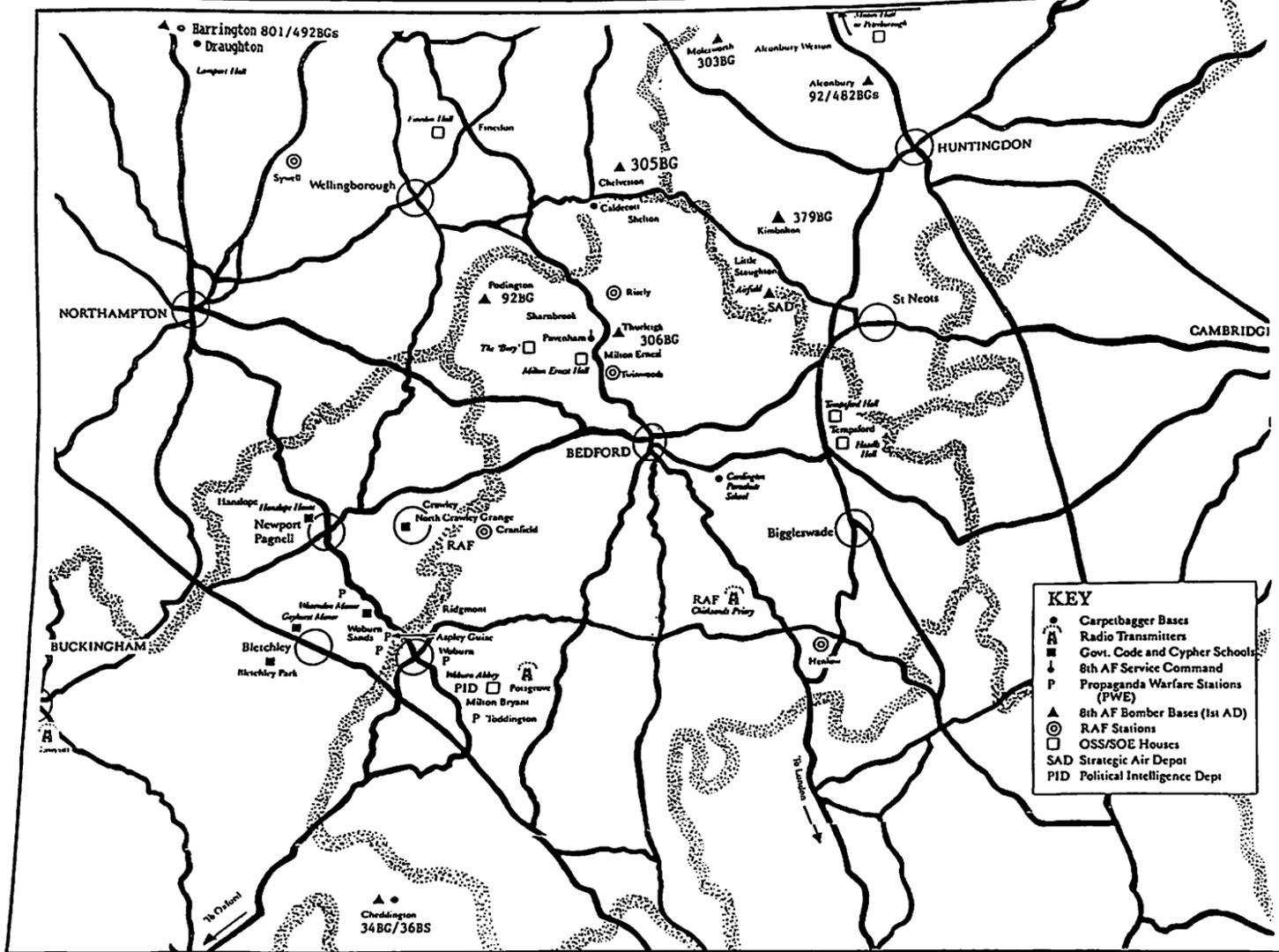
Prof. Kenneth Werrell completed a bibliography of the Eighth Air Force in 1981, which did a great service to the Eighth and its history.

But now has come the 1996 edition of his "Eighth Air Force Bibliography", a catalog-thick tome of 508 pages, which was supported by the Eighth Air Force Memorial Museum Foundation.

While there is an extensive listing of the books, articles, videos, and a host of other items that have come into being about the Eighth, starting in 1942 and continuing to the present date, perhaps the greatest value of the book is the insightful essays which open the work and put many of the items into context and into juxtaposition with other works in the same area of interest.

The bibliography itself covers 293 pages, and most of the remainder of the book are essays on a variety of pertinent topics: Strategic Operations, Tactical Considerations, Personal Views, On the Ground and in the Water, Aircraft and Equipment, German Aircraft, Exotic Weapons, with summaries and assessments.

It can be ordered through the OAF Historical Society's PX at \$39.95. Maybe your library could be persuaded to secure a copy or you might look at it when you visit the Eighth Air Force Museum at Savannah.



Obits

Earl L. Blucher, 423rd gunner (Donald Cheney crew), died 17 Oct 93 in Dearborn Heights, MI. He flew a dozen missions in Mar-Apr 45.

LTC Warren Borges, 423rd copilot and pilot (Robert Mox crew), died 7 May 96 in Penney Farms, FL, where he had lived recently, moving there from Satellite Beach, FL. After his tour with the 306th, Warren transferred to the 25th Bomb Group and flew 17 missions in British Mosquito weather recon planes. He was a graduate of Northeastern University and retired in 1987 from the Boston Naval Shipyard, and was a consultant on welding techniques. He was the only 306th man to have served as president of the 8th AF Historical Society. He leaves his wife, Evelyn.

Stanley O. Briggs, 368th bombardier (Herbert Cohn crew), died 1 Aug 96 in Whitesboro, NY. He flew at least a dozen missions in Mar-Apr 45. Briggs leaves his wife, Ruth, and two children.

Charles D. Calenger, 367th gunner (Howard Balcom crew), died in Aug 92 in Luna Pier, MI. He arrived with the Group 1 Sep 44 and departed 19 May 45. He leaves his wife, Leona.

LTC Paul C. Coad, 423rd bombardier (Geno DiBetta crew), died 1 Jul 96 in Huntington Beach, CA. Coad was a 1965 USAF retiree. He leaves his wife, Dorothy, 3c and 3gc.

Orval L. Cook, 368th waist gunner (Gwynn Boswell's crew), died 14 May 96 in Fresno, CA, where he had retired as City parks superintendent. He flew 28 missions in 1944, and is survived by his wife, Katy. Both were longtime reunion enthusiasts.

Charles C. Eairleywine, 368th squadron communications, died 27 May 96 in Fremont, NE, where he had been a supervisor for Campbell Soup Co., until retirement in 1982. During his Thurleigh tenure he was often on detached service installing blind landing equipment.

James H. Edeler, 369th pilot, died 15 Feb 96 in Yuma, AZ. He left the USAF in 30 Jan 53, retired as vice president-sales of Snokist Growers, Yakima, WA. Edeler completed 34 combat missions on 9 Dec 44. He leaves his wife, Verna, one son and two daughters.

T/Sgt. Theodore G. Haitsch, 423rd engineer (Harry Hill crew), died 6 Apr 96 in Haines City, FL. He had retired from USAF 1 Nov 65. He leaves his wife, Annamarie.

Peter Kakoliris, 369th armament, died 30 Dec 69 in Birmingham, AL. He left his wife, Dena, 1 s and 1 d.

Oliver J. Konlarski, 368th radio operator (James Bigham crew), died 12 Aug 96 in Chicago, IL. He left the USAF in Oct 1955 and later retired in 1982 from Bell & Howell as a photo lens specialist. He leaves a daughter, Karen Long.

John F. Leonard, a clerk in Group Operators, died 13 Jun 96 in Elmira, NY, of stomach cancer. He retired in '79 at Elmira as general manager of MacMillan & Bloedel. He leaves his wife, Adele, 7c and 18gc.

Frances E. Lockwood, 368th armorer, died in 1984.

Stanley M. Mathes, 368th toggler (William McCaulie crew), died 13 Jun 96 in Medford, OR. He flew his combat between Sep 44 and Feb 45, and is survived by his wife, Fran.

Vincent D. McCarthy, Jr., 367th radio operator (Roy Hoffman crew), died 10 Mar 91 in East Aurora, NY. He came to the Group 28 Nov 44 and flew at least a dozen missions before leaving 7 Oct 45. His wife survives.

Walter T. McGough, 39th Service Sqdn until Jul 43, died 22 Jan 96 in Pittsburgh, PA. For many years he was a partner in a large Pittsburgh law firm.

LTC Lowell Mikles, 369th copilot and pilot (Harvey Rider crew), died 9 Dec 95 in Booneville, AR, where he had lived since his US Army retirement in 67. A pharmacist, he joined the Arkansas National Guard in 1947. He was mobilized in 1950, and then was active in both Korea and Vietnam. He was with the 306th in 1945, flying through the end of the war. He leaves his wife, Ola Rea, 4c, 3gc and 2 ggc.

Sgt. Toode Motley, 367th crew chief, died 14 Mar 96 in Bowling Green, KY. He retired from the USAF in 1962, and then worked for Civil Service at Westover AFB, MA, until retiring in 1985. He and his first wife, Helen, had 4c, 2gc and 1gc. She died shortly after the 91

Pittsburgh reunion. At the time of Toode's death, his second wife, Jackie, was suffering with Alzheimer's Disease.

Andrew Nuttall, 423rd navigator and POW (Derrill Latham crew), died 16 Jan 95 in Westerly, RI. He arrived with the Group 25 Feb 44 and was MIA/POW 20 Jun 44 on a mission to Hamburg.

Andre Plante, 1628th Ordnance Co., died 8 Jun 94 in Belleview, FL. One of his duties as a welder was to repair .50 cal machine guns. He leaves his wife, Lau.

Fred W. Rusch, 368th navigator (Lawrence Marks crew), died 3 Jul 96 in Shaumburg, IL. He flew two combat missions in Apr 45 and served with the Casey Jones Project until Jul 46. He leaves a daughter, Leslie, of Sillery, Quebec.

Henry J. Sommers, 369th tail gunner (Charles Schoolfield crew), died 11 Jun 96 in Pittsburgh, PA. He leaves his wife.

LTC Orville Z. Stocker, 369th bombardier (Lowell Burgess crew), died 24 Mar 96 in Tiburon, CA. After completing combat he returned to Victorville, CA, and replaced his old bombardiering instructor. A graduate of San Jose State, MA from San Francisco State, he was a teacher in the San Francisco schools for 32 years and a consultant for five years before retiring. He leaves his wife, Martha, 1d, 1s, 3gc and 1ggc.

LTC George T. Watkins, 368th pilot, died 8 May 96 in Jacksonville, AR. He was checked out as a first pilot, but saw no combat in Apr 45. He retired from USAF in 1972. He leaves his wife, Shirley, 4c and 9gc.

LTC Earl J. Wolf, 423rd copilot and evadee (Geno DiBetta crew), died 29 Feb 96 in Indiatlantic, FL, where he and his wife had lived since his USAF retirement in 71. He leaves his wife, Dotti. He was MIA 11 Feb 44 with DiBetta on a mission to Frankfurt, Germany; was taken to the Brest Peninsula in France and by boat to Portsmouth, England.

Gene L. Wood, 369th radio operator (Donald Tattershall crew), died 6 Aug 96 in Manhattan Beach, CA. He arrived for combat 20 Nov 43, and after his crew went down 11 Jan 44, switched to being a ground radio mechanic. He leaves his wife, June, and 1s.

Registrants for Las Vegas

NAME	SQ
Allen, John & Doris	369
Alston, Frank & Becky	368
Amundsen, Clements & Virginia	367
Angelle, Sal R.	367
Armbrust, Norman & Lorie	423
Atwood, Richard & Hendrina	368
Baker, Hollis H	423
Banas, Charles & Carley	369
Barber, Rex C. & Delsa	369
Beal, Zane & Olive	369
Beigel, Sheldon & Gloria	369
Bentley, Robert K & Eileen	423
Berry, Leslie & Evelyn	423
Bingman, Molly	423G
Blackshaw, Kenneth	423
Bolin, Charlie & Marlene	
Bordner, Ralph & Nell	368
Boring, Janis & Sharon Collins	368D
Boring, Wallace & Betty	368
Boum, O. B.	368
Bozick, Robert & Ruth	367
Brandstrom, Ray & Vernita	423
Breslin, William H. & Dorothy	368
Briscoe, Dale & Beti	369
Brizzi, Carl & Madalyn	368
Burns, Stanley & Thelma	367
Burton, Dudley & Dolores	369
Burwick, Bernard & Helen	369
Calligaro, Val	367G
Carnicom, William & Ruth	423
Casseday, Billy & Bobbie	369
Cavaness, Dorothy & Jane Wirtz	368W
Chaddick, Nathan & Jeanette	369
Chamberlin, Donald R	GP
Chase, Hal F	423
Cheney, Gen James S & Yvonne	423
Christenson, Joan Schneider	367D
Christianson, Chris & Em	368
Clark, Charles R. & Loretta	369
Clark, Joseph & Wynon	423
Clarke, Al	367
Claytor, David L	367
Clemetson, Donovan & Sylvia	369
Colantoni, William & Marie	369
Connolly, Loras J & Mary	368
Conroy, Anthony & Patricia	368
Consolmagno, Joe & Pat	367
Cook, Katherine	368W
Cooper, Melvin D	369
Corcoran, John & Marjorie	367
Corderman, Delmar & Annie	368
Costlow, Thomas & Mary	367
Cox, Robert F	367
Craig, Edward & Jean	423
Crane, Robert E	369
Daniel, Everett & Martha	369
Demorest, Harold & Nina	423
Diffendaffer, Cliff & B J	423
Dodge, Robert & Hilda	368
Dougan, Donald & Masry	368
Dryden, Ralph W	423
Edwards, E. J. & Leota	367
Edwards, Elizabeth	423W
Edwards, William R. & Joan	367
Efrd, Irwin	368
Elrod, Lloyd & Pat	423
Eneigh, Larry & Beatrice	367
Emmett, Mrs Jessie	369G
Endicott, John & Gaynelle	423
Endicott, John C	423S
Endres, Mrs. Frank (Mikey)	368W
Farris, Harold & Edith	G
Feeney, Eugene & MaryAnn	368
Feeser, William & Polly	367
Feeser, William Jr	367S
Figone, Albert & Marie	423
Flanagan, William & Helen	369
Flood, Robert & Katherine	369
Flynn, William J & Dorothy	369
Forgy, John & Martha	423
Franklin, Ralph & Dapne	Brit
Frazer, Mary Ann	423W
Fredericks, Robert & Helen	367
Fredrick, Vincent & Jane	369
Furay, James	369
Gardner, Hardie & Grace	423
Gates, Bud & Peggy	423
Gedney, Herb & Lois	367
Gibson, Charles & Doreen	423
Gonzales, Richard & Pat	369G
Goode, Grover & Janet	368
Gregg, Wesley J	367
Gregory, Ed & Goldie	367
Guilfoyle, Bill	423
Haase, William J & Jean	369
Hamilton, Jack & Marjorie Hayner	369
Hammer, Joseph	367
Hansen, Leif H. & Anne	369
Harkin, Terry & Mamie	369
Hathaway, Joseph & Pat	423
Hatton, Sam & Ida	368
Hennessy, Edward	369
Hickey, John & Betty	369
Hillabrand, Richard & Audrey	423
Hinman, Jerome & Francoise	GP
Hitchcock, Bob & Lorie	369
Holland, Daniel & Mary Ellen	367
Holland, Richard R. & Sybil	367
Hoolko, Nicholas & Gypsy	367
Hopkins, Royce & Mollie	367
Hoser, Harry W & Harry, Jr	369
Houghton, Russell G.	368
Houlihan, William F & Ruth	367
Houser, Robert & Doris	368
Howard, Roy W & Dorothy	369
Huckle, Kathleen	GP-G
Hudson, Frederick & Samantha	369
Hutchinson, Howard & Elaine	423
Irons, Ben & Mary Ellen	423
Jacobson, Kenneth & Lucille	423
Jones, Casey	369
Jones, David E	423
Kenney, Betty	367G
Kenney, Robert, Michael & David	368
Kerr, George & Rita	369
Kessler, Lee	368
Kester, Alton & Louise	369
Key, Hastings	423
Kolger, Bill & Helen	369
Kontich, Miles & Phyllis	GP
Krajcik, Amelia	368D
Krajcik, Gus & Dorothy	368
Kruse, Gerald & Frances	423
Kupferman, Saul & Dorothy	423
Labo, Joel & Cindy (Houlihan)	367D
Lacombe, George & Nancy	G
Langley, Cap & Shirley	369
Larson, Vernon & Marion	423
Lateano, Guy & Ysleta	369
Leicht, William & June (McVicar)	367D
Lighbown, Harold & Ariene	369
Lisec, Victor & Constance	369
Long, Robert & Louise Brule	368
Lyles, Joe & Anne	369
Mackenzie, Red & Chris	369G
Madsen, Karl & Edith	368
Madsen, Waldemar & Suzanne Fenner	369
Maliszewski, Edward J	369
Maliszewski, Edward P.	369
Manning, Kathryn Kisamore	367W
Mapes, George & Foncyne	367
Marciano, Joseph & Shirley	369
McClure, Kenneth & Polly	423
McDemott, Dillon & Nancy	369
McDonough, Talmadge	367
McDonough, Wade & Dale Stone	367G
McGinnis, Delbert	368
McGuire, Arthur & Dorothy Middleton	423
McHale, William & Bridget McHale	GP
McKay, Mack	423
McKinney, Wanda & Dorothea Hegness	369W
McMahan, Albert	369
McVicar, Faye	367W
McVicar, Faye & Jane Ingram	367W
Means, Elizabeth	367W
Meyer, Clayton & Marlene	423
Minnick, H C & Charlsie Martin	423
Moore, Lyle & Laura	369G
Morere, H John & Patricia	369
Morgan, Paul E.	369
Mullen, Fritz & Patty Gray	367
Myers, Ken & Shereley	369
Nattier, Clayton & Jean	369
Neilson, William & Eileen	367
Norman, Alfred & Joannette	369
Norris, Kenneth & Mae	423
O'Hara, Richard & T	367
Oakes, Curtis & Skip	423
Outcalt, Norman & Elizabeth	423
Owens, Calvin & Victoria	367
Palumbo, Vincent & Muriel	369
Patton, Willie & Julia	367
Peckham, W. T. & Georgia	369
Pelzel, Bernard & Maryjo	368
Perin, Eddie	369
Petrelli, Peter & Martha	367
Phelan, Hugh & Evelyn	367
Phillips, Daryl & Helen	423
Prescott, John B & Jane	423
Puente, Francisco & Petre	449
Putt, Carroll & Helen	367
Rader, Bill & Stephanie	368
Rawlings, G Barney & Christine	367
Reber, Marlen & Ginger	368
Rector, Fred	367
Reel, William A & Kitty Knowles	367
Reens, Robert & Vivian	369
Riordan, Robert & Miriam	369
Ristuccia, Lawrence & Mary	367
Riva, Hugo & Lucille	367
Roberts, George G. & Norma	367
Rodriguez, J Louis & Rita	368
Roeder, Gilbert	368
Romanin, Aldo & Peggy	369
Ronczy, Ed & Jo	367

Financial Drive for 8th Heritage Center

Although formal action has not been taken as yet, President James S. Cheney will propose to the Board of Directors at Las Vegas that the 306th hold a financial campaign to provide funds for the displays which will feature the 306th at the new 8th Air Force Heritage Center in Savannah, GA, and will also enable the 306th to provide funds for the Center board to meet its financial obligations incurred in the planning and erection of the Museum.

Aided by a number of Savannah-area governmental and business organization, the planning culminated in the erection and opening of the museum last May. Adhering to its contractual commitments with the various sponsors, the Heritage Center had in hand one-half of the money needed for the completion of the structure. Now it is facing raising the rest of the money.

While some 8th organizations made initial commitments to this program, the 306th was one of the majority who did not. Following his first visit, General Cheney was so pleased with what they saw that it was agreed that the 306th should become a partner in the entire venture.

Over the past several months significant changes have come about at the Museum and it is likely that a future reunion will be held in Savannah to afford more of you a chance to go through it and to enjoy the nostalgic and educational features to be found there.

Significant quantities of books, data and records have already been transmitted to the Heritage Center, and are part of a very large collection of materials now available there to researchers, veterans and others.

Ross, Donald R. & Janice	368
Ross, Kely & Lorraine	369
Roth, Howard G. & Esther	423
Rozett, Walter & Kathryn	369
Rueschhoff, Phil	367
Ruffin, William & Laura	368
Samway, Bob & Jacque	368G
Samway, Jack & Marie	368
Santoro, Tony & Margaret	369
Savino, Joseph	367
Schafer, Earle & Wanelda	423
Schartz, Mark & Betty	423
Scherer, Spencer & Jean	369
Schlesel, Daniel	368
Schneider, Richard G. & Jean	367
Seelos, Robert W & Marya	368
Sharkey, Dennis & Mary Rose	369
Sharkey, Dolores	369W
Sharkey, Jim & Debbie	369S
Sherman, Fred & Jo	369
Shuller, Thurman	GP
Shweky, Seymour	368
Smith, Bartlett	367
Smith, Charles (Ollie) & Vivian	367
Smoot, James E & Rosemary	423
Snook, Donald	369
Solano, Patrick & Marie	369
Spry, Robert C	369
Starr, Orvil & Irma	449
Starzynski, Robert & Louise	367
Steiger, Clifford	423
Stephens, George A. & Elizabeth	369
Stewart, Forrest J. & Ann	423
Strawn, Wilmer & Ruth	423
Strong, Russell A. & June	367
Stroud, Roy	367
Suhaysick, Donald & Lillian	423
Sweeney, Forrest & Frances	369
Switzer, Alfred & Bertha	369
Thayer, Reginald & Dossi	368
Thompson, Edwin F	369
Thomann, Harold & Jeanette	369
Tinklenberg, John & Alice	423
Tolmachoff, Andrew & Ruth	369
Trask, Roy E. & Dannie	369
Traver, Marvin	423
Trease, H William	423
Trimmer, Henry & Gloria	368
Tzipowitz, Harry & Jean	369
Uphthegrove, Ernest & Nora	423
Valenti, Jasper & Elaine	423
Valluzzo, Jack	369
Vandiver, Bud & Lou	369
Vangalis, Andrew & Helen	368
Vangalis, Mark	368S
Vickers, Robert & Helen	367
Visconti, A1 & Evelyn	367
Wacjs, Fred & Ed Karkos	367
Walter, Raymond & Marguerita	367
Weed, David	369
Wells, Jackson O	367
Williams, Harold & Nadyne	368
Williams, Willie & Mazel	369
Wills, Henry & Rose	423
Wilson, John D	423
Wilson, Margaret	368G
Wilson, Warren	368
Wilson, Wymond & Arleda	369
Wirth, James & Margaret	369
Wood, Robert H & Carol	369
Yerak, Ray & Reggie	369
Young, Harry & Dorothy	368
Young, John & Kay	367
Youree, Earl & Juanita	423
Zahniser, Paul & Patricia	423

Many Answers in Freeman's 'War Manual'

It's over 50 years ago, but the sound of the engines revving up still run through your mind, and your thoughts go back to Thurleigh, and the lives that we lived there and the things we did—on duty, of course.

Most of us still probably harbor a great many unanswered questions, and wonder what names meant, and devices did, and how the whole enterprise of the 306th and the 8th worked.

Sometimes those at reunions do get those questions answered, but the editor tends to think that a great many places, planes, men and plans still don't quite fit together. And some of us have forgotten even the words that were once so familiar.

Now, if you have a lot of time and love to read, you can get into some of these matters pretty deeply, and you may be able to at last pull together in your mind what DID go on during my days, weeks, months and years at Thurleigh. I saw the planes go out and return, I did my office job every day, I worked on engines from daylight to dark and even all night, I lived a life that was in many ways thrilling, interesting, sometimes boring, and not always with people I really wanted to associate with. But there is the other side to the coin. My best friends ever were with me at Thurleigh, I lost some fellows I wanted to know better, and there are gaps I can't fill.

My solution is not guaranteed to give you everything in the way of information that you may want, but it will be way ahead of anything else you have read.

"The Mighty Eighth War Manual," a Roger Freeman creation—with a lot of help from many people, this is the answer book for much of the technical side of the 306th.

Just glance through the major headings in the table of contents: Bombers, Fighters, Reconnaissance, Special Operations, Experimentation and Training, Logistics and Other Support Services, Aircraft, Munitions and Associated Equipment, Radio and Electronic Equipment, Crew Attire and Equipment, Ground Support Equipment, and the last 50 pages are devoted to the installations of the 8th AF across England.

You may not find this at your library. If so, ask them to buy it, or to get you an inter-library loan. You may be able to get it through your favorite book store. The 8th AF Historical Society has it listed in their PX items for \$39.95, although prices were expected to increase 1 Aug 96.

"The Mighty Eighth War Manual," by Roger Freeman. 1984, rev. 1991, Jane's Publishing, Inc. NY. 320 pages, includes hundreds of pictures, many sketches, and much tabular information about everything and everyone.

Roger's trilogy, which also includes "The Mighty Eighth" and "The Mighty Eighth War Diary", are the bible of the 8th.

Strange Coincidence and Nostalgia Collide at Thurleigh

By Robert M. Bard, 423rd

It was in May of 1972, on a cold, windy and cloudy day that I returned to Thurleigh to see what remained of the 306th Bomb Group.

With me were my wife, Tip, a Max Factor London associate, Barry, and his German wife, Ursula. We were all friends, as Barry had only recently been transferred from Hollywood to the UK.

None of us had really ever discussed the war, so there was great anxiety about seeing a real wartime airfield. I had hoped to show them a great deal more than I did. In fact, all that was left standing were two rectangular barracks buildings. There was absolutely nothing else that could be identified.

I was really disappointed as we had devoted the whole day to this project. We were, however, able to drive close to the old buildings, so I figured why not take a look. There was no sign of life around so we just pushed open the door and found nothing but some farm equipment that the present owner must have been storing.

When I looked at the walls, I noticed some writing and took a closer look. Instantly I knew this was a list of missions that someone had compiled and above them was the name of my plane, the Solid Sender!

I couldn't believe it! No other wall of ceiling art was to be found...just the one that concerned me. I recognized the listing of missions which included the ones I had flown, so I presumed this was the record of one of our crew members.

I yelled to the others to come and look, and Ursula was the first one to arrive. She immediately spotted the Fulda mission of February 6, 1945 and told us that was her home town and in fact, she recalled that date vividly. It

seems her mother had grown weary of constantly running to the bomb shelter and this day she said to Ursula that they were going to stay put. As fate would have it, their home was spared; but their bomb shelter took a direct hit, and everyone in it was killed.

At this point our conversation suddenly stopped. Neither of us knew what to say.

It was a very strange feeling for me, as I'm sure most of us flyboys preferred to imagine our bombs ruining military targets, factories, etc. Here I was looking at our "enemy", a beautiful woman who luckily survived our "pinpoint" bombing.

I too recalled this mission. It was a major foulup all the way!

Interestingly, I never was a souvenir hound and neglected to bring home a memento from the Thurleigh days. Fate intruded again. We left via the back door of the barracks and noticed that the farmer had recently tilled the land right up to the doorway. As I stepped out, there was a .50 caliber machine gun bullet in my path. Wow, what a find! It now adorns my office desk, still with the traces of British mud...and still armed, ready for use!

My friend Barry returned to London determined to come back and remove the wall section and send it on to me. However, I had immediately related this story to Cyril Norman, 306th historian who lives near by. Cyril contacted 8th AF officials, who got there first. I am told that this section was sent on to the USAF Museum at Wright-Patterson, OH, as a part of their collection of "wall art".

I only wish the Solid Sender, which ended the war with about 120 missions, had been spared the scrap heap in Arizona. This would have been a fitting tribute to a great crew chief, Joe Terrana.

306th MAIL ORDER MEMORABILIA

Send this form and check to 306th Bomb Group Association to: Jack Frost, PO Box 13362, Des Moines, IA 50310

ITEM	COST PER ITEM	NUMBER NEEDED	TOTAL COST
T-Shirts (with Squadron logos in full color)			
367th M, L, XL	\$10.00		
368th L, XL	\$10.00		
369th M, L, XL	\$10.00		
423rd XL	\$10.00		
Sports Shirts with 306th First Over Germany logo in color M, L, XL	\$15.00		
Squadron Golf Shirts (Embroidered B-17, squadron, group)			
367th red M, L, XL	\$20.00		
368th white M, L, XL	\$20.00		
369th green M, L, XL	\$20.00		
423rd red M, L, XL	\$20.00		
306th caps, grey with 306th BG and B-17 on front	\$10.00		
306th Watches, men's or women's	\$25.00		
306th Tie Navy with B-17 Logo and 306th Bomb Group, Thurleigh, England, 1942-45	\$10.00		
306th Decal with First Over Germany in Full Color	\$0.50		
306th Patch 2 - 1.4 inches, with First Over Germany in Full Color	\$5.00		
306th Patch 3 inches, without First Over Germany in Full Color	\$5.00		
367th Patch 5 inches, in Full Color	\$5.00		
368th Patch 5 inches, in Full Color	\$5.00		
369th Patch 5 inches, in Full Color	\$5.00		
423rd Patch 5 inches, in Full Color	\$5.00		
License Plate Frames	\$10.00		
B-17 Lapel/ or Hat Pin	\$5.00		
306th "Black Thursday" Photo in Full Color	\$2.00		
	\$3.00		
	Shipping & Handling \$2.00		
	TOTAL		

Name _____
 Address _____
 City, State, Zip _____

Las Vegas!!!

306th Reunion Reservations, October 28 to November 1, 1996

Complete this form and mail with check payable to:

306th Bomb Group Reunion Coordinator, 306th Bomb Group Assn., 2617 Mason Ave., Las Vegas, NV 89102

Reservations: If made after August 25th, add \$10 per person Cancellations: Full refund if made before August 25th, \$10 fee per person if made after August 25th Options: Must be booked at time of reservation.

BASIC REUNION PACKAGE - ALL REGISTRANTS: Includes registration fee, baggage tips to bellmen in and out of hotel, musical revue "SPLASH II" at the Riviera, cocktail party at the "Top of the Riv", banquet dinner with wine served, souvenir photo taken at banquet table and delivered there. Big Band dancing and entertainment, surprise gifts in registration kits, Hospitality Area open Monday, Tuesday, and Wednesday, engraved plastic name badges, tickets for all events and more.

BASIC REUNION PACKAGE _____ @ \$135.00 ea. = _____

REUNION PROGRAM

Sunday Arrivals: The hotel will confirm your room for arrival Sunday, Oct. 27th, if you prefer. The 306th desk will be open at 10:00 am. Monday morning.

Monday, October 28th

Check in day. Some hotel rooms may not be ready before 4:00 pm. 306th credentials and hospitality areas open 10:00 am.-6:00 pm. with cash bar 3:00 pm to 6:00 pm. "Splash II" (A) musical revue at Versailles Theatre in Riviera. Everyone be there at 6:45 pm. for seating, included.

Tuesday, Oct 29

Hospitality Area open 10:00 am to 6:00 pm. Bar 3:00 - 6:00 pm. Banquet table reservations in Hospitality Area open 3:00 - 6:00 pm. (Present 8 tickets for a full table reservation.)

Option B: Mount Charleston-Lee Canyon Tour; 9:30 am - 3:30 pm. Wonderful mountain scenery with lunch at the lodge. Via Grayline from Riviera. _____ @ \$33.00 - \$_____

Option C: Red Rock Canyon; 9:30 am 3:30 pm. Las Vegas Valley's popular natural wonder. Buffet lunch included at Ricardo's. Via Grayline from Riviera. _____ @ \$26.40 - \$_____

Option D: "King Arthur's Tournament"; 5:30 pm. - 8:30 pm. Dinner show at the Excalibur, mounted knights jousting. Via Grayline from Riviera. _____ @ \$45.25 - \$_____

Wednesday, Oct 30

Hospitality Area open 10:00 am. to 6:00 pm. Bar 3:00 - 6:00 pm. Banquet table reservations in Hospitality Area open 3:00 6:00 pm. (Present 8 tickets for a full table reservation.)

Option E: Grand Canyon West Rim Tour; 8:00 am. 5:00 pm. Just three hours by bus to the Hualapai reservation overlooking spectacular west rim. Cross Hoover Dam with Lake Mead views each way. About three hours at canyon with BBQ Lunch included at Rim lookout. Suggest comfortable shoes, hats and jacket. Moderate walking. A new approach to the canyon. Via Grayline from Riviera. If less than 35 booked Price is \$99. _____ @ \$89.00 \$_____

Option F: Hoover Dam - Lake Mead Cruise; 7:45 am. 3:30 pm. includes new visitor center at dam, 90-minute cruise on air conditioned (con't above)

Stern-Wheeler including buffet lunch at nearby Goldstrike Inn. Via Grayline from Riviera. Free evening in Las Vegas. @ \$36.60 - \$_____

Thursday, Oct 31

Hospitality Area Closed Today. 306th Annual Meeting, Riviera Convention Center - 9:30 am. **Option G:** Ladies shopping. Motorcoach, 9:00 am. Noon Belz Factory Outlet World - A mall covered and air-conditioned. 70 stores with discounts from 20% - 70%. Wonderful variety of accessories, books, audio, video, shoes, housewares, jewelry, clothing, adults and kids, sportswear and equipment, toys, gifts, etc., etc., etc. Via Grayline from Riviera. @ \$6.50 - \$_____

Cocktail party at "Top of Riv" 6:00 - 7:00 pm. Included for all registrants
 Deluxe Banquet Dinner including wine, 7:30 pm. Included for all registrants
 Big Band Dance Party, 8:30 pm. - 11:30 pm. Included for all registrants
 Souvenir Photos at Banquet - Delivered There Included for all registrants

Friday, Nov 1

It's over! Orlando Next Year. Hotel Checkout by 11:00 am, please.

Encl. Check for Grand Total \$ _____

Name _____
 Spouse/ Guest Names _____
 Street Address _____ City _____ State _____
 Your Telephone () _____ - _____ Your 306 Squadron/ Unit _____
 Arrival Date ____/____/____ Las Vegas At Approx _____:____AM/PM