

306th Echoes

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306th Wind Sock Flies High Above Thurleigh Museum



306th wind sock at the Thurleigh Museum in England.

This is one of 15 windsocks made so that the windsock will forever fly high as a reminder of the 306th and their bravery!

A lot of things had to come together, but now our wind sock flies over the 306th Museum at Thurleigh! To come this far has taken the concerted efforts of Dr. Jonathan Palmer, physician turned auto racing magnet; Ralph and Daphne Franklin, who spend countless hours and days away from their charming, 400 year old home, to keep the doors of the Museum open for hundreds of visitors each weekend through about nine months of the year, and Royce Hopkins, our current president who knew the right source for this new wind sock.

And should a horrendous storm blow this sleeve away, the manufacturer and donor made 14 more socks so that it can daily mark OUR place in history and bring visitors from the far corners of England, the Continent and the World.

The tourist people are ecstatic in having another place to bring people who want to see what is going on, and as you all know WWII history is a big thing in many ways. If you, or your family, or friends are going to be in England, tell them what you did and direct them to this place of all places.

Hope to see you there, if we indeed make it across the pond one more time!

MUSEUMS ARE EVERYWHERE!

There are air museums lurking everywhere in the U.S. It's your job to sort them out and get to see them. This is the first in a new series to appear in Echoes. This is in Russ Strong's hometown

Now he needs your help in searching out others, getting a color postcard and some information on how to find them. Send them along and we will run them as soon as we can and perhaps even more than one in an issue.

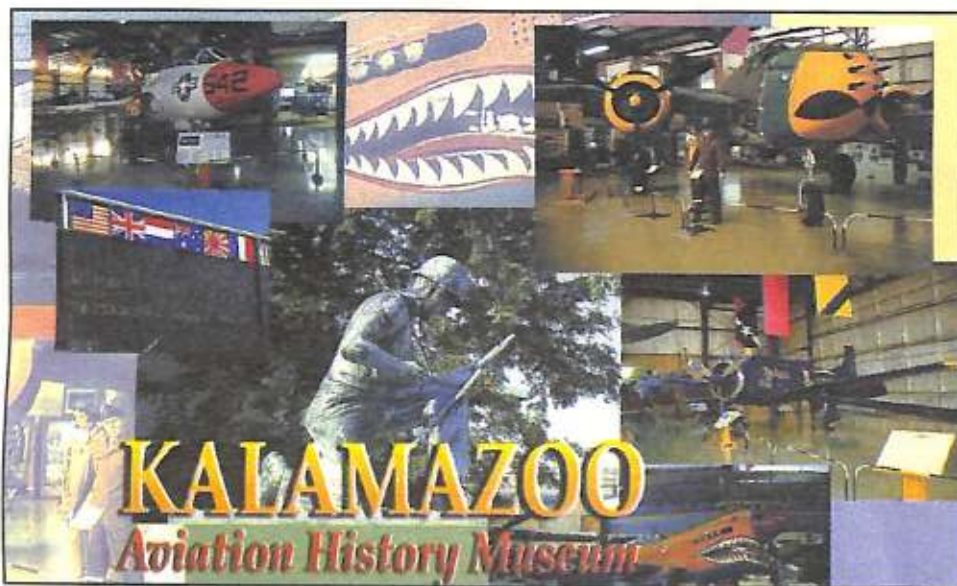
At KALAMAZOO, MI -
 Just off I94, Exit 78,
 3/4 miles south on Portage Rd, then 1/2 mile east on Milham Rd.

Phone 616-382-6555

Exhibits include rare WW II planes, most flyable.

Also home of Guadalcanal Memorial Museum.

(Below is a painting of a B-17 at this museum.)



images from Guadalcanal Memorial Museum

Oak City, Sept 15-19, Westin Hotel - BE THERE!

In the best recollections of this writer, we have never had a reunion in Oklahoma. The direction announced in Savannah last December was that we would be going west, so we have moved partway out into the hinterland. Again for this writer, it seems a simple task to get there. Just hop on I-40 headed westward and about three days later the wife and I should be testing out the directions appearing in this issue of Echoes and we will be driving into the garage at The Westin, stow our luggage in our room and head for the lobby in search of a number of men who are also 80 years of age or better.

Oklahomans highly recommend this place, and we will be much disappointed if we don't have a good time. Now we can hear some of you muttering "None of my crew are living", "I don't know anyone", "It costs too much!" (This year for the first time we will have free bus service to get us to the Cowboy Hall of Fame and several other interesting places). If you are still up to a little walking there are neat attractions within two or three blocks of the Westin. Its going to be an easy way to get around town, and we don't want you to miss a thing.

Nearby is Turner Air Base and we will probably be seeing something of it. And some of our crowd may have been there in the distant past.

The Westin has 395 rooms, which reminds us that on page 8 there is an official registration form for the hotel that you will want to make use of. This goes directly back to the hotel. So get ahead of the mid-August deadline for our block of rooms, which again are \$95. The rooms include a lot of features for your comfort, safety, rest and relaxation.

There are Executive club rooms, for which you can make an arrangement to have a special key. This floor features a business center, light breakfasts, evening hors d'oeuvres, and an evening cash bar.

At this writing we don't have any special 306th transport service from the airport, but who knows what magic may overtake us.

As we have blithered along here we have failed to give you dates for this magnificent event. Albert McMahan, our reunion chairman, has put together a schedule which includes activities for Thursday, 16th September; a full day on Friday, and winding up Saturday with the annual business meeting, a style and fashion show for the Ladies, and the evening banquet, entertainment, dancing, and socializing.

Thursday morning will begin with a trip to the Omniplex, where there will be exhibits, a theater, planetarium, and lunch, returning to the Hotel in mid-afternoon.

Friday we will be off to the Cowboy Museum, with lunch there in the Persimmon Hill Restaurant. In the afternoon we will continue on to the Oklahoma War Memorial and Museum.

Dinners both Thursday and Friday will be on your own, with an abundance of eateries in close proximity to the hotel. More details for events appear on page 8 with the Reunion Registration form, which can go with your check to our Treasurer, Robert Houser.

Obituaries - May

Carrasco, William H, 368th gunner (Leon Risk crew), died 16 Feb 2004 in Visalia, CA. He came to the 306th 8 Aug 44 and completed his combat tour in Feb 43. He leaves his wife, Ruby, 1d, 2gc.

Chandler, Tom F, 367th radio operator (Paul Bailey crew) died 7 Jun 2002, in Republican City, NE, where he lived much of his life. He arrived with the Group 20 Jun 44, and became a POW 12 Sep 44 at Ruhland, Germany. He suffered a major wound that later necessitated the removal of one arm. His wife, Dolly, died earlier than he.

DiBetta, Geno, 423rd pilot and evadee, died 28 Sep 2000 in Parkersburg, WV. His plane was shot down on a mission to Frankfurt 11 Feb 44, and during his evasion he was with the French Underground until picked up by the U. S. Third Army in France. Surviving him were his wife, Beulah, 3c.

Dowd, James V, 423rd radio operator (Warren Hiney crew), died 24 Jan 2004 in Venice, FL. He came to the Group 27 Dec 44 and flew about 25 missions by the end of combat. He departed Europe 7 Oct 45. Dowd leaves his wife, Lorraine.

Exley, William H, 369th navigator (Edgar Smith crew), died in 2002 in Savannah, GA. He came to combat 10 Feb 45 and flew about 20 missions by the end of combat.

Ferns, James, 369th mechanic, died 25 Nov 2002 in Lake Worth, FL. He joined the Group in Aug 44 and departed in Mar 45. He leaves his wife, 2c, 4gc.



Royce Hopkins, president; Russell McMahan, vice president; Albert A. Strong, secretary; Robert N. Houser, treasurer; William F. Houlihan, Hugh E. Phelan, William Carnicom, Dr. Herman Kaye, directors; Anthony Conroy, past president; Ralph Franklin, British representative, National School Cottage, Keysoe, Beds., MK44 2HP, England; Telephone from U.S. 011-44-1234-708715. 306Museum@nscmh.fscmh.c.uk

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.

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Des Moines, IA 50310, 515/279/4498.

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

Gray, Duane C. Jr, 369th co-pilot (Alfred Lomar crew), died in 1992 in Copley, OH. He came to the Group 9 Dec 44 and flew through the end of hostilities. He leaves 2c, 5gc.

Iacaruso, John W, 369th waist gunner (Francis Bennett crew), died 5 Nov 1996 in Orlando, FL. He spent 30 years in the USAF, retiring as a CMSgt. He leaves his wife, Nancy.

Long, Robert L, 368th engineer (Oleron Linn crew), died 20 Feb 2004 in Hebron, CT, where he lived much of his life. He came to the Group 23 Apr 43 and was the 168th EM to complete a tour, 14 Jan 44. He was commissioned 23 Jan 44, transferred to the 379th BG as a squadron gunnery officer, and later became group gunnery officer. He retired USAF 4 Jun 75.

Lynch, Henry J, 423rd bombardier (Wesley Courson crew), died 9 Mar 1997 in Sacramento, CA. He joined the Group in Jun 43 and was MIA/POW 26 July 1943 on a mission to Hannover. After the war he was an insurance agent and worked for the California Department of Agriculture. He leaves his wife, Carol, 3c, 6gc, 6ggc.

Maxwell, Russell E, 423rd copilot (Jack Harris crew), died 31 Jul 2003 in Odessa, MO. He injured a shoulder in a fall and died after the second surgery on it. Maxwell became a POW 28 July 43 on a raid to Kassel, Germany. He left his wife, Florence.

Minnick, Hartwell C, 423rd copilot (Wilmer Schultz crew), died 30 Nov 2003 in Hot Springs, AR. He came to the Group 13 Jan 45 and departed 7 Oct 45, after serving in the Casey Jones (photo) project. He leaves 1s, 2gc, 1ggc.

Moore, Maj. Clark D, 367th navigator (Woodrow Thomas crew), died 6 Apr 2004 in Rock Island, IL. He had reported to the 306th 23 Apr 43 and was the 62nd officer to complete his combat tour 4 Nov 43. He had worked for the US Army Corps on Engineers before entering service and continued his work there after WWII. His retirement came in 1976, at which time he was chief of program and planning. Surviving are his wife Doris, 2d, 2gs, 1ggd.

Paris, George E, died 6 Mar 2004 in Citrus Heights, CA, after a long bout with cancer. He had joined the Group 12 Apr 43, became a lead pilot for the 368th, and completed his tour late in the year. He flew extensively in USAF planes after a brief stint with Eastern Airlines, being a squadron commander in Korea, and later being decorated for special work in Vietnam. His first wife died in 1987, leaving him with three daughters, and later there were four grand-children to mourn his passing. He left his wife, Mary Ann.

Prevatte, Elbert (Chick), 423rd ball turret gunner (Eugene Bumpus crew) and ground crewman, died 6 Mar 2000

in Lumberton, NC. He left 4c, 8gc.

Quigley, John F, 367th navigator (Charles Tell crew), died 24 Jan 2004 in Venice, FL. He was a graduate of Lock Haven St C, and for much of his post-war life he served as editor of the Morgantown WV Post. Before his retirement he was communications director, Roman Catholic Diocese of Greensburg, PA. His wife, Agnes, died earlier and left 3c, 7gc, 3ggc.

Rahn, Marshall J, 367th copilot (Darvin Smith crew), died 4 Nov 2003 from lung cancer in Ft Lauderdale, FL. He came to combat 21 Apr 44 and flew a complete tour. He leaves his wife, Dora, 1s, 2gc, 2ggc.

Robinson, Reginald L, 368th pilot, died 20 Nov 2002 in Fort Worth, TX. He joined the 306th 23 Apr 43 and was the 64th officer to complete his tour, leaving the Group 8 Nov 43, followed by 10 days at 8 AF headquarters. He was a graduate of Drake University and earned an MA at Kilgore College. He later became a squadron commander in B-29s. Robinson retired as president and CEO of Jet Research Center Inc. in 1978, continuing as a consultant. He leaves his wife Verna, 2c, 2gc.

Rudolph, Earl W, 1628th Ordnance Co., died in May 2003 in Lakenheath, Suffolk, England, where he had his home since USAF retirement. He was on active duty for 30 years, also serving in Korea and Vietnam. He came to the 306th in Oct 42 and was one of the last to leave Thurlough 15 Dec 45. He received a Soldier's Medal for his selfless conduct following the great bomb dump explosion 15 Aug 44, and in 1967 a belated Silver Star was pinned on him for extricating two "hung up" bombs on his 7th and last mission 22 Jun 44. His wife, Monica, is among the survivors.

Ryan, Col. John L, an original pilot with the Group and 367th squadron commander for a single day, died 29 Dec 2003 in Albuquerque, NM, where he had lived for the past 30 years. He flew early missions with the Group and on 5 Mar 43 was appointed commander of the 367th. The following day his plane was shot down over France on a mission to Lorient. He became evadee #25, and with considerable help from French Resistance Forces was returned to England 20 April. Capt. William Raper became his replacement. Ryan did not return to combat, but remained in England on various assignments until 30 Dec 43. He continued in flying jobs and after WWII ended was appointed commander of a fighter squadron flying F-80 jets. Retiring in 1970, he went to the southwestern U.S., completed a doctorate in foreign languages at the University of New Mexico, and retired there as chairman of the foreign languages department. His wife, Janice, died in 1999, and he is survived by 4c, 7gc.

Sokolowski, Raymond V, 369th tail gunner (Charles Berry crew), died recently in Jordan, NY. He joined the Group 10 Nov 43, and became a POW when his plane was shot down 2 Feb

44 on a raid to Frankfurt, Germany. **Taylor, John H**, 368th radio operator (Floyd Brunn crew), died 28 Nov 2003 in Marion, IL. He came to the 306th 27 Nov 43, and completed 30 missions in Jun 44. He worked as a heavy equipment operator after the war. Taylor left his wife, Frances, 2d, 2gd, 2ggd.

Tolmachoff, Andrew W, 369th tail gunner, died 23 Jan 04 in Hot Springs, AR. He came to the 306th with a partial crew 20 Feb 44. He leaves his wife, Ruth, 1s.

Zamora, John P, 423rd radio operator (Earl Kesling crew), died 30 Jan 03 at the VA Center, Wilmore, KY. He joined the Group 21 Apr 44 and completed his tour Dec 44. For some years he was a pipe fitter and welder for Georgia Pacific Co. He leaves 3c, 5gc, 6ggc.

306th Family

Marie Connolly, wife of Col. Roy Connolly, 367th navigator, died 28 Dec 2003 in Albuquerque, NM. She also leaves 1c, 1gc.

Doris Bishop Johnson, wife of William F Johnson, 369th, died 20 Dec 2003 at Myrtle Beach, SC. She was a native of London, England, and they were married there 11 Mar 44. She came to the US before Bill, and had their first child in Wisconsin. She also leaves 3d, 4gc, 3ggc. Bill left the 306th in Feb 45 and his last Duty was as Squadron Communication Chief.

Ava Marie Raftery, wife of Robert L. Raftery, died 15 Dec 03 in Olmstead Twp, OH. He was a 423rd gunner on Lemon Smith's crew.

Choozy Suzy, 423rd Work Horse, A Group Leader

Once upon a time, some years ago, this editor began a long range study that extended over several years as to which pilot flew which plane, and how many times he flew a given plane. There were at least 450 aircraft involved in this search, and when I had completed tracking this data the leader was indeed Choozy Suzy, with most pilots at her controls. Suzy showed up at Thurleigh in early April of 1944 and was scheduled on the second mission of The month on the 11th, with C. J. Sutton as the pilot. But they brought the plane home early with oil pressure problems in the #4 engine, which forced feathering the prop. The next mission date was the 18th and John Baldwin was at the controls for a trip to Oranienberg, Germany. This crew came home successfully, although the bombing was somewhat dubious because of high clouds and a mix of five combat wings around the target. In my study I recorded 72 missions for *Suzy*, although Paul Reiox recalls that the crew chief, Edward Bergeron, told him that its last mission was #79. And that occurred on 28 Dec 44, when the plane caught fire over England as the formation neared Thurleigh. The crew bailed out, with all but the bombardier, Milton J. Olshewitz, surviving. He had changed into his dress uniform, having planned a quick departure from the base. He had no chute or harness when he jumped from the plane.



Just Where Were Some of Our Ground and Aerial 'Friends' Located?

Could you have told me in 1944 just where other 8th AF units were located? Even as a navigator I had little knowledge as to where specific bases were located. I was never on another base when assigned to the 306th. I am sure long-termers knew this, but I didn't. And if you had a staff car at your command you may have driven around a bit. I did neither.

I found this neat map a while ago which gave me a lot of information, and I thought I ought to share it with you, so that we can get out of this ignorant stance at even this late date. As you will note, my chart below starts at the top of the map and works down. The American combat bases show up nicely with their labels. You can also see some other American bases, like Little Staughton where we sent some of our badly damaged planes to land on their turf and then not return to Thurleigh until they could fly over the brief distance.

Base	8th Unit	Bomb/Air Division
Deenethorpe	401 BG	1- Triangle S
Kings Cliffe	20 FG	1- Triangle
Grafton Underwood	384BG	1- Triangle P
Harrington	492 BG	
<i>Prior to this was home of the Black B24s, dropping men and supplies over the Continent</i>		
Glatton	457 BG	1- Triangle U
Polebrook	351 BG	1- Triangle J
Molesworth	303 BG	1- Triangle C
Alconbury	482 BG	1- Triangle
Kimbolton	379BG	1- Triangle K
Chelveston	305 BG	1- Triangle G
Podington	92 BG	1- Triangle B
Thurleigh	306 BG	1- Triangle H
Bassingbourn	91 BG	1- Triangle A
Fowlmere	339 FG	3- Square
Duxford	78 FG	3- Square
Nuthampstead	398 BG	1- Triangle W
Steeple Morden	355 FG	2- Circle
Cheddington	44 BG	2- Circle E
Bovingdon		1- Triangle

306th PUBLICATIONS

Published materials now available from the Group will help you follow the 306th through the combat period 1942-45:

Combat Diaries of the 306th Squadrons
Day by day diaries kept by intelligence offers, of the Squadrons' combat activities. More than 150 pages, also including plane and personnel rosters. Plastic bound.

Men of the 306th, on microfilm
A roll 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.

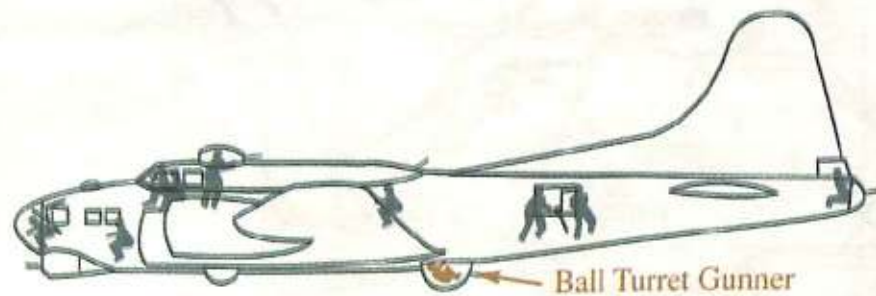
Mission Reports
Copies of official reports on each mission you flew, including intelligence summaries, track charts, formations and crew interrogation reports. Data for some missions may be missing from the files. Three missions for \$5.

ORDER FORM	306th ECHOES' Book	\$55.00 _____
	2004 Directory	\$10.00 _____
	367th Combat Diary	\$20.00 _____
	368th Combat Diary	\$20.00 _____
	369th Combat Diary	\$20.00 _____
	423rd Combat Diary	\$20.00 _____
	Casey Jones Project	\$10.00 _____

Make check payable to: 306th Bomb Group Association (prices quoted include postage and packaging charge)
Name: _____
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Send to: Secretary, 306th BGA, 5323 Cheval Pl, Charlotte, NC 28205

Ball Turret Gunner



Formation of B-17's mass all of their guns for protective firepower.



The ball turret gunner protected the lower portion of the aircraft from attackers.

Most Flying Fortress crew members considered the ball turret the worst crew position on the aircraft. The confining sphere fastened to the underside of the aircraft required an agile occupant immune to claustrophobia and brave enough to be without a parachute close by.

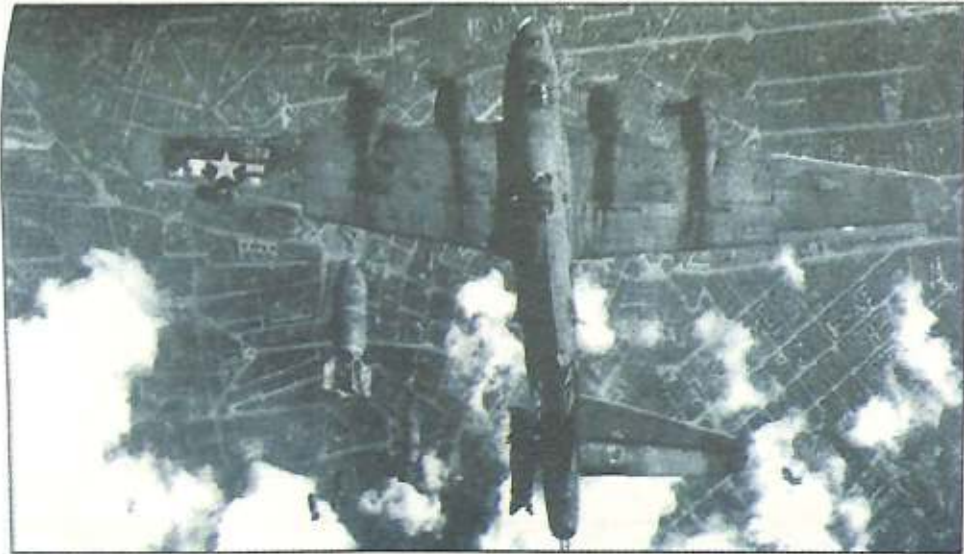
The turret revolved a full 360 degrees, providing an extraordinary vantage point and covering the aircraft against attackers from below. Ironically, thought of as being the most dangerous position in a B-17, it turned out to be one of the safest—as far as suffering battle wounds. The gunner, curled up in the ball in a fetal position with his back against the armor plated door, had less of his body exposed to enemy fire than the other crew members.

The turret was stowed with the guns facing rearward for takeoff and landing. Once the aircraft was airborne, the turret would have to be cranked by hand to

position the guns straight down, revolving the hatch inside the airplane. The ball gunner would then enter the turret, fasten his safety strap, turn on the power and operate the turret from inside.



A badly damaged ball turret after flak exploded nearby.



A ball turret gunner viewing the target watches as a B-17, damaged by falling bombs, plunges out of control.

Jack Hubbard ! ----- Rogers Littlejohn!

Boyhood Friends Have Chance Meeting in London, and Finally Meet Once Again in the Pages of 'Echoes'

You cannot believe what a blessing your latest (well, not now) issue of *Echoes* was to me when I read the article about Jack C. Hubbard and his Book, To give you a clear and thorough picture of what it's all about Let me write this in the form of another article. - R.D.L.

By Rogers D. Littlejohn, LTC, USAF Retired

As was my usual routine when on pass to London, I was having a waffle and a coke, something that was in short supply in 1942 in the British Isles. A cup of tea could be had just about anywhere even when not wanted. But a good old USA Coca Cola or a crispy waffle was a prize provided by a group of volunteer ladies showing their appreciation for the Yanks who had volunteered to fight for the survival of old England. Initially the Eagles Club where I was enjoying my repast was established for those American pilots known as the Eagle Squadron, it was quickly recognized that there were even more Americans flying with RCAF, RAF and Fleet Air Arm, and quite a few were serving with the ground forces of His Majesty as well, so the club was opened to them as well. That is how I came to be enjoying a bit of home away from home.

As I looked up from my meal I noticed a soldier in the British Army uniform reading an American magazine or newspaper, I don't remember which. After all, that was 60 years ago and many of the little memory cells of my brain have gone the way of so many other abilities. Well, anyway, this guy for some reason looked a bit familiar to me, but I knew no one who was with the Royal Army. As it turns out he was in the Royal Canadian Army.

As I ate and peeked a look at him every now and then I noticed he doing the same toward me. Pretty soon we were looking straight into each others eyes, something that one didn't do back then lest the intent might be misunderstood. The reasons for the familiarity was coming back to me and obviously to him, as well. He smiled a smile of recognition so I got up and went over to him and addressed him, "Jack Hubbard!" He responded with "Rogers Littlejohn" We shook hands enthusiastically. We didn't hug as long lost but reunited friends would do today. After all, I was an officer, a full blown second lieutenant, and he was an enlisted man. I was full blown alright, so puffed up it my own importance and military stuffiness.

Well, this man was Jack C. Hubbard with whom I had played Cowboy and Indians, Cops and Robbers, Captain Blue Beard, Sir Lancelot, and all, the others games that kids played and imagined back in the days before TV, PCs, cellphones and two cars in every garage. Those were the days of the Great Depression of 1929 and well into the 30s. Those were the days when American children learned to invent games out in the street like we now see kids of the Third World doing.

We talked about those times there in the Eagles Club and enjoyed each other, but in my mind I kept thinking that I must maintain the proper military protocol: "Officers do not fraternize with enlisted men." A good and proper concept for the sake of discipline and order but one which can be carried to the extreme, and example of which I just related. Therefore Jack and I parted and wished each other good luck and never heard from each other again.

Waist Gunners

Left & Right Waist Gunners



Flak fills the sky around a formation of B-17's as viewed from the waist gunner's window.



Waist gunners protected the lateral areas of the Fortress and were least protected standing at their weapons.

The waist windows of the Fortress provided excellent defense stations; however, great skill or good luck was required to obtain strikes on an enemy fighter hurtling past. The waist guns were an important defensive feature of the B-17 formations, combining the open lateral areas with a gauntlet of massed firepower.

The waist gunners had flak helmets, flak suits and an armor plate contoured to the curve of the fuselage below the windows as their only protection from the flak and bullets. Standing at their guns, their bodies filled a larger target area than was the case for the rest of the crew, who were sitting or kneeling.

B-17's carried two waist gunners; each

protected his respective side of the aircraft. Waist gunners incurred the largest



An early Fortress without the plexiglas covering the waist windows, behind which the gunners stood.

number of casualties of all the Fortress crew positions. Early waist gunner positions were directly across from each other, often causing the gunners to bump into one another and getting entangled in each other's oxygen lines. Later, the positions were staggered, giving the gunners greater mobility. On early B-17's, waist window coverings were on slide rails and had to be opened before combat so the guns could be swung out from their stowed positions. Improvements introduced on the B-17G mounted the guns to the inner frame of the windows and were enclosed with a permanent plexiglas covering, which meant the gunners didn't have to stand in the freezing slipstream, as in earlier models.



Inside Thurleigh Museum

Here's an inside shot of the Thurleigh Museum. Looming large in this picture is a 1000 lb. bomb, a recent addition to the collection. While it didn't weigh a half ton when it arrived at Thurleigh, it took considerable effort to get it settled inside the museum.

Also shown is a WWII Jeep, which was found several years ago, then totally restored by Ralph Franklin's brother's auto business. Note the 369th marking on the front bumper. It could have been one of our Jeeps but it's most likely to have come by another route to its present home among WWII memorabilia to be found on our old airfield.

If you haven't seen the museum yet then you ought to make it a "must" on your next trip to England or encourage your children, grandchildren or friends to make it a stop.

The museum boasts an excellent collection of American uniforms along with some British apparel. All are on mannequins, which shows them to their advantage.

Travel groups from all over England have our museum on their itineraries now, so Thurleigh continues to attract a lot of attention among history buffs & auto enthusiasts who come to try out the test tracks that have replaced our runways. Our runways haven't completely "run" away at this writing but show up in several spots on the field.



Crew Chiefs En Route to Germany

This picture was taken in the Casey Jones period, and these are crew chiefs headed for Frankfurt. Our old line crew chiefs had joined the Group at Wendover, UT, in April 42, and most had left by the close of combat in 1945. Our current problem is to get your help in identifying them.



306th MAIL ORDER MEMORABILIA

Send this form and check to 306th Bomb Group Association to: Marty Lenaghan, PO Box 918, Brunswick, OH 44212

Group Golf Shirts

Embroidered with 306th logo on left pocket

___ Putty color	S, M, L, XL	\$22.00	2X, 3X add \$5.00
___ Birch color	S, M, L, XL	\$22.00	2X, 3X add \$5.00
___ Grey color	S, M, L, XL	\$22.00	2X, 3X add \$5.00

Caps

___ Grey baseball, embroidered with		
___ First over Germany, B-17, 306th Bomb Group		\$12.00
___ Grey summer mesh, embroidered with B-17, Squadron# and group#		\$12.00
___ 367th		\$12.00
___ 368th		\$12.00
___ 369th		\$12.00
___ 423rd		\$12.00

Patches

___ 306th Patch 3 inch, with First Over Germany	\$6.00
___ 306th 2 inch without First Over Germany	\$6.00
___ 306th 5 inch Group logo	\$6.00
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First Pacific, Then England, American Defenders No Longer Needed After 30 Days and Finally to Real Combat

A letter from Tom Wendoloski (now Tom Wenn)

Just a short letter to let you know a little about (Henry) Terry's crew. We took the name from that WWII comic strip, *Terry and the Pirates*. We formed up as a crew in early spring 1942 at Geiger AAB, Spokane, WA.

Our squadron had only one B-17 at the time.

When the Japs were trying to take Midway we were ordered to the Hawaiian Defense Command to help out. It took two days in Hamilton Field, CA, to install long range Bombay tanks, so we got to the Hawaii after the Navy already had taken care of the Jap carriers. Hickam Field was crowded so they moved us to Kahuku Point in the north part of Oahu. We used the long, flat beach there as a runway and did ten hour search missions, although the Japs had already headed back to Japan.

The Hawaiian Command kept our airplane, and sent us back Stateside in an LB 30, a cargo version of the B-24. Next it was a train from California heading to Wendover, UT, where we became a part of the fledgling 306th.

One day at Wendover Bob Hope and Bing Crosby stopped by to put on a show for us. Bob looked all around, saw all of the tarpaper shacks and not much else, and then asked if this was Wendover or Left Over?

Passing muster for the long trip to England, we left in our E model B-17s and flew them to Westover, MA. We stalled for two weeks, not quite knowing what was to happen next. When a brand new B-17, fresh from the Boeing Seattle production line dropped out of the skies, we learned that was what we would be flying to England. The smell was reminiscent of getting into a brand new automobile, and those who were on the line reported that the ferry crew was female.

Ultimately 35 B17 Fs were shaken down a bit and everyone was eager to head eastward. Take off was delayed for three days to bring fair weather along the Scottish coast. Late in the day traffic moved out to the runway and our flight began, with Prestwick our objective. Only 33 of our planes made it, as has been recorded in other tales in *Echoes*.

Our crew lost Terry when he moved to the 369th as its new CO. Jack Lambert took over the crew, and he was followed by Bill Raper. After Raper moved up as CO of the 367th, I was taken off combat and put in charge of the base gunnery trainer, finished two missions filling in on other crews. Shortly I was on the *Queen Elizabeth* headed back to the States, stopping my travels at Rapid City AAB, SD.

THE WESTIN At a Glance:

Accommodations:

395 fully appointed rooms-single or double occupancy, including 7 one or two bedroom suites. All rooms have our exclusive Heavenly Beds. A ten layered bed with customized designed pillow-top mattress set, down comforter and five queen and king size pillows.

Guest Services:

All rooms include:

Individual climate control
Remote control color TV with cable
Hair dryers
Westin brand beauty amenities
Coffee makers/coffee, irons & boards
Two telephones with voice mail and data port

Westin Service Express:

One stop for:

24-hour room service Valet laundry service and valet parking

Dining & Entertainment:

Aria Grill, located off the hotel lobby, specializes in chop-house style cuisine featuring thick dry aged black Angus steaks, lamb, pork and veal chops, as well as a selection of pastas and seafood. For lunch, the Aria Lounge offers a soup, salad and potato bar, with six varieties of freshly made soups.

The Aria Lounge offers over 75 varieties of the classic Martini cocktail. Sit back and relax during the cocktail hour to your favorite Jazz or Blues tune or watch CNN or ESPN for the play of the day.

Added On-Site Amenities:

State of the Art Exercise room, Shoe-Shine Service available, Full Serve Day Spa, Gift shop, and Business Centers.

Meeting and Dining:

Recently we completed a \$3 million renovation of our second floor meeting space. This is easily accessible from various areas of the hotel.

Graveyard of the 4-Engined Bombers

The British-American terrorist

bombers that have been shot down by the German defenses in increasingly enormous numbers have transformed the approach areas before and inside the Reich frontiers into scrap metal cemeteries, chiefly filled with the remains of our-engined bombers.

These remains supply the German air defense with important data concerning armament, equipment and performance of the enemy multi-engined aircraft and at the same time provide valuable raw material for our armament industry. The salvage squads are constantly at work examining smashed terrorist bombers, extracting any usable parts, and then transferring the scrap metal for utilization by the salvage depot.

Courtesy of the German Propaganda Service

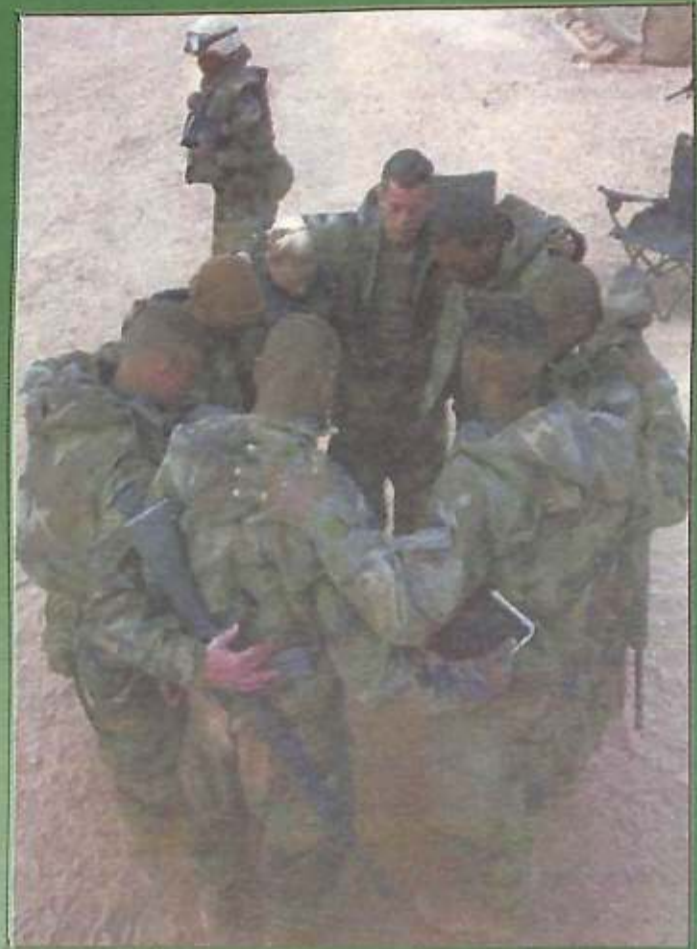
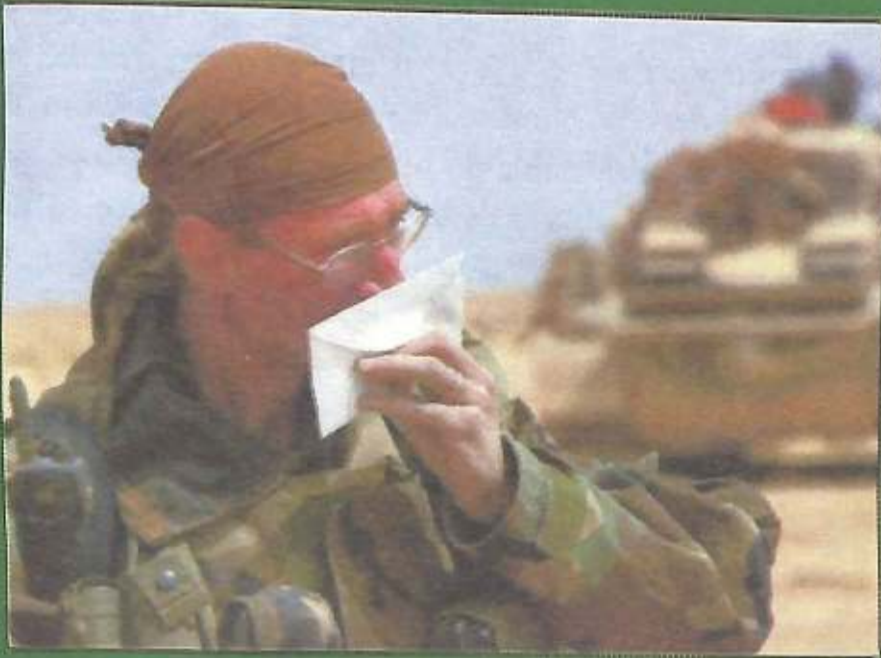


LARRY EMEIGH and his popular Thurleigh dance band - Several people have taken a shot at identifying this well known Thurleigh musical ensemble for much of the war. We ran the picture once in *Echoes*, which helped in assigning names to the people. From the left, top row, John Krivus bass, Rex Sanchez on the drums; second row, Ernest Cayard sax, Stan Bliss cornet, Malcolm Curry sax, Harry McClellan, cornet/front row, Danny Bastida guitar, unk, Sol Spital sax, and unk. Standing in front is the vocalist, Johnny Schupp. These men had other 'interests' at Thurleigh. Cayard, personnel clerk, Bastida, supercharger mechanic, Emeigh, crew chief; Krivus, medical technician; McClellan, flying control clerk; Sanchez, supply clerk; Sol Spital, assistant crew chief; Schupp, orderly.



B-36 from Charles Cannon's collection

Pictures You Rarely See on the News



*all photos made available by
Rogers Littlejohn, 369th*

Sometimes in our everyday life we tend to forget what's going on elsewhere in the world and that the brave men and women of the service are just like you and me. They have family and friends back home who love them very much and are praying for their safe return.

306th Bomb Group Association
2004 Oklahoma City Reunion
15-19 September 2004

WEDNESDAY, 15 SEPTEMBER
Arrival and 306th Registration _____ x\$39=

THURSDAY, 16 SEPTEMBER
Breakfast on your own
9:00 AM Board busses for Omniplex _____ x \$25=
9:45 AM Arrive at Omniplex
9:45-2 PM Exhibits, Theater, & Planetarium, & Lunch in Omniplex
2:30 PM Board busses and return to Westin, Dinner on your own

FRIDAY, 17 SEPTEMBER
Breakfast on your own
9:00 AM Board busses for Cowboy Museum _____ x \$30=
9:45 AM Arrive at Cowboy Museum
9:45-2 PM Tour Museum & Lunch at Persimmon Hill Restaurant in Museum
2:00 PM Board busses for OK Memorial & Museum
2:15-4 PM Tour Memorial & Museum
4:15 PM Board busses and return to Westin
Dinner on your own

SATURDAY, 18 SEPTEMBER
Breakfast on your own
9:30 AM Annual Business Meeting
President Royce Hopkins, Presiding
9:30-11:00 Ladies Style Show
Lunch on your own
11 AM-5:00 Free Time
5:00 PM Cash Bar
6:00 PM Annual Banquet and Entertainment _____ x \$60=
Teriyaki Top Sirloin
Roasted Raspberry Half Chicken
8:00 PM Dancing and Socializing

TOTAL _____

Mail this registration form to: Name _____
Robert N. Houser Address _____
2412 48th Street City, State, Zip _____
Des Moines, IA 50310
SQUADRON _____
CHECKS to 306th Bomb Group Reunion

Technical Analysis Report

This report covers enemy aircraft activity as reported by crews of 306th Bomb Group (H) on the mission of 7 January 1944.

Practically no enemy aircraft were seen. As our formation neared the I.P. two S/E enemy fighters, probably Me 109s, climbed above the clouds to within 2000 feet of our altitude, but stayed a considerable distance behind. P-38s dove on them and they ducked into the clouds, but later reappeared and seemed to hang behind, watching our planes. It is thought that perhaps these were directing flak fire, inasmuch as flak was extremely accurate on the lead squadron from the first bursts. Near the I.P. and again at 1235, one FW190 was seen in the distance, but no attacks were made on this group. We make no claims. Fighter support was magnificent and almost for the first time there were no gaps in escort, friendly fighters actually overlapping at meeting points. Friendly fighters were with the formation on entire trip, as briefed. Lead pilot states he saw 50 P-38s at one time, at another 100 P-47s.

Canadian Evaders Winners!

It seems that the Canadian government treats evaders better than the U.S. There, evaders are treated same as POWs and receive a pension based on the length of evasion, beginning at 30 days. No need to prove any ailments!

The Westin Oklahoma City

One North Broadway
Oklahoma City, OK 73120

Reservations: 800-WESTIN1; (800-937-8461)

Reservation Fax: 405-232-8752 / 8:00AM to 5:00PM / Monday-Friday

Thank you for choosing the Westin Oklahoma City. Please complete the following Reservation Fax request and fax it to our in-house reservations staff for immediate response. Please complete all information listed below. One of our reservation agents will call you back with a confirmation number within 48 hours of receiving the fax. We look forward to hosting the

306th Bomb Group Association
September 14th - 19th, 2004

Main Hotel: Single \$99, Double \$99, Triple \$129 and Quad \$159

Cut Off Date For Reservations is August 15th, 2004

Rates are subject to Oklahoma State Sales and Hotel Tax which is 10.375%

All reservations must be guaranteed with a major credit card.
Cancellation Policy 5 Days Prior to Arrival

Guest Name: _____

Company Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____

Credit Card Guarantee: _____ EXP: _____

Check In Date: _____ Check Out Date: _____

Room Request: _____ (Please Check One/Subj to Availability)

King: _____ Smoking: _____

Double: _____ Non-Smoking: _____

All reservations must be made by August 15th, 2004

Number of Persons in room: _____

Person Requesting Reservation: _____

Phone#: _____ Fax #: _____

Confirmation Information: Confirmation Number: _____ Date: _____ Time: _____	Notes: **You may also call our reservations office at 1-800-937-8461 for immediate confirmation of your reservations. This form is only optional with your phone call**
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