

306th Echoes



306th Bombardment Group Association

Drawings of Memorial for 306th Ready

By George G. Roberts

Our FOTE memorial team in the Bedford area, John Mills and Gordon Richards, has advised the 306th Memorial committee that two drawings of the proposed memorial have been completed and are being forwarded to the States for review.

These drawings represent the consensus of the Bedford area stonecutters, foundry workers and landscape artists. Hopefully, one of these drawings will meet the approval of the 306th Memorial committee without too much change. Following this selection, approval must also be obtained from the Royal Aircraft Establishment at Thurleigh, on whose land the proposed memorial is to be erected.

During the Orlando Reunion former 306th personnel contributed \$3,766 towards the estimated cost of \$7,000 for the construction of the Thurleigh memorial. That fund has now reached \$4,271.31.

It is hoped that the memorial can be completed by the Summer of 1982. Others wishing to contribute should send their checks to 306th Bomb Group Memorial, c/o William Flanagan, 7515 SW 79 Court, Miami, FL 33143. Contributions are tax deductible.

Anyone having comments on the memorial plaque and its inscription, as shown in the January issue of Echoes, should write to George G. Roberts, 49 30th St., Gulfport, MS 39501.

Recent contributors to the fund include:

Wing Leaders (\$100 and up)—Warren Borges and E. J. Hennessy.

Group Leaders (\$50 to \$99)—Ralph Bordner, William M. Collins and Robert P. Riordan.

Squadron Leaders (\$25 to \$49)—Howard Goodin, John Grimm, Leland Kessler, Frances Lockwood, Harold Vandiver, and Richard Weisen.



Unauthorized Requisitions from Coal Piles Caused Large Shortages

Proceedings of a board of officers which convened at AAF Station 111, APO 557 pursuant to verbal orders of the Station Commander.

The board met at the call of the President pursuant to the foregoing authority at the Office of the Commanding Officer, 367th Bombardment Squadron (H), at 1000 hours on 14 January 1945.

Members present at each meeting:

- Major Willie S. Williams, Jr., AC, 0-482326
- Captain George E. Cubberly, CE, 0-293398
- 1st Lt. Robert F. Morris, AC, 0-649098

Members absent at each meeting: none.

PURPOSES:

- To investigate the shortages in coal and coke stocks on AAF Station 111 during the month of December 1944 which shortages are alleged by the Station Quartermaster and the RAF Liaison Officer to be in excess of normal variations in stock taking and of errors in deliveries.
- To determine the cause of the shortages.
- To present recommendations to the Station Commander.

EVIDENCE:

- The amount of coal and coke brought on the station is determined by the Air Ministry. The RAF Liaison Officer on the station negotiates the necessary contracts. He is further required to make a monthly physical inventory together with the Station Quartermaster of all stocks of solid fuel

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Parachute on a Rope Saves Life

2nd Lt. Gilbert VanderMarliere, a co-pilot joining the 369th Squadron in early April of 1944, had a fear of losing his parachute in the plane when he needed it most. Preferring a chest pack, he concluded that he would tie a rope to the pack, and the other end of the rope to the harness that he was wearing.

And he swears to this day it was a good idea. When that moment came over Southern Germany 24 April, he retrieved his chute, and then made his way from the cockpit to the nose hatch. While getting ready to jump, but still not having snapped the chest pack on, he dropped it and it fell out the nose hatch.

With his handy, dandy rope, VanderMarliere pulled the chute back inside, snapped it on and jumped. The position of the stricken plane pinned him to the outside of the fuselage, and with the open bomb bay doors right behind him had a whole new set of concerns.

But that's another story. And he did survive.

Reunion Set Oct. 15-17 In St. Paul

The 8th Air Force Reunion will be held this year in Minneapolis/St. Paul, a far piece up the road, where some think there will be snow by that date. Winter is not quite that ferocious even in Minneapolis, and the enclosed shopping malls in the downtown area offer considerable access without going out-of-doors to a wide variety of shopping and entertainment opportunities.

The 306th has given serious thought to making some major changes in arrangements, but it appears at this writing that the group will have its reunion along with the 8th again this year, as it has for the past six years.

Activities begin on 15 October, but really start swinging the following morning, Friday, at the Radisson St. Paul and Plaza Hotels.

If current plans are followed, the 306th will have a Group meeting at 1430 hours on Friday, and will dine together at 2030 hours on Friday, as well.

Saturday morning the 8th Air Force Historical Society will have its annual meeting and election. That afternoon there will be lunch and an air show at the St. Paul airport. The major banquet is set for Saturday evening.

Unless we notify you earlier and more definitively on the whole matter, expect to see your old buddies in mid-October in St. Paul. The July issue of Echoes will carry more program details and registration materials.

Gudger in 423rd!

The editor goofed — again! We must apologize to Lamar Gudger, onetime 423rd squadron navigator, for in the January issue we inadvertently placed him in the 369th. Thanks to Dick Craig for advising us.

'Incredible' Describes Recent Finding Of Belgian Girl Who Helped Seelos

"It's incredible!" is all Bob Seelos can say about a recent turn of events that had its origin 5 April 1943, as he floated down from 18,000 feet into the streets of Wuestwezel, Belgium.

Seelos was a 368th pilot whose plane ran into difficulty on his 19th mission, a trip to the Erla Works in Antwerp that cost the 306th four airplanes and a dozen men killed.

"I came down on the outskirts of a small city in Belgium called Wuestwezel. There were rows of very tall trees, apparently planted as wind-breaks and, unfortunately for me, I went through the top of a tree and partially collapsed by parachute. I hit the ground with considerable force.

"I had gritted my teeth and the force of the landing caused me to bite through my cheek. Naturally, I was knocked unconscious. The blood from my cheek was oozing from my mouth, and as I began to regain my senses I looked into the eyes of the cutest blonde I had ever seen... long braided hair, blue eyes and wood soled shoes.

"My first thought was that I had been killed and had 'made it to heaven'. She assumed that I had been shot, was bleeding through the mouth and she was trying to find the wound. I soon made her realize I was all right.

"I wanted to run and hide someplace, but I was scarcely able to stand without her helping me. I then could see about a dozen soldiers with machine guns coming in my direction and I was in no condition to try to escape. They marched me to the local city government building and the blonde girl followed closely.

"I eased my escape kit from my pocket and gave it to her without anyone noticing. A large crowd of civilians had gathered and apparently had distracted the soldiers. I had two dog tags and for some unknown reason, I also gave her one of them.

Seelos' mother received almost immediate notification of his "missing in action" status, and he was soon trucked off to Oberursel and then to Stalag Luft III.

On Mother's Day, 1943, the blonde Belgian girl sent a cablegram from Brussels to Mrs. Seelos, Philipsburg, Montana, USA: "Dear Aunt, Robert was here visiting on April the 5th... was in very good health and sends his love to his darling relatives... signed, Elsa Moors."

The Germans let the cablegram go through, and of course it gladdened the heart of Mrs. Seelos in far off Montana, although she had no idea who Elsa Moors could be.

Through the good offices of 306th Echoes, the names and addresses of known 306th survivors of that 5 April 1943 raid to Antwerp were furnished by J. L. Verhagen of Dinteloord, Holland. Verhagen wrote Seelos, telling him that as an 11-year-old he had witnessed the descent and

crash of another 306th plane, that of Lt. William H. Parker, 367th Squadron. (Also shot down on this mission were Lt. Kelly G. Ross and Lt. Clarence Fischer, 367th.)

In the ensuing correspondence between Seelos and Verhagen, the Dutch "historian" has furnished Seelos with pictures of the street in Wuestwezel where he landed, as well as other pictures of interest concerning that day. He has also established the name of the German pilot who shot down Seelos' plane.

Verhagen continued his sleuthing and eventually reached Elsa Moors. After having been badly injured in an automobile accident some years ago, she was reluctant to see Verhagen, but finally permitted him to call, and they again talked of 5 April 1943.

As their discussion continued, she remembered the man who came out of the sky "in a big white flower." She still had the escape kit in her possession and showed to Verhagen the escape map that was still folded in it.

Seelos concludes: "I assure you that even after all these years, this has certainly brought back many memories and more than once recently I have awakened at night giving orders to "leather #1", "open all escape hatches" and "prepare to bail out!"

Seelos on 5 April was flying his original plane, "Montana Power", 42-24465. His crew included Alexander Kramarinko, who almost evaded and was caught by the Gestapo in Spain, as co-pilot; William W. Saunders, navigator; James E. Murray, bombardier, and the man who served the shortest time in the 306th before losing his life, about 12 hours; Stanley P. Stemkoski, engineer, KIA; Roland Magee, wounded; William E. Baker; William H. Keskey; Fred R. Hampton, KIA, and Raymond E. Walls.

Deceased

Capper, Leo C., 423rd engineer and 54th EM to complete tour, 31 Jan 81 at DeWitt, IA.

Jacknik, Frank J., 369th navigator and POW (MIA 13 Jan 43), 31 Dec 78 in Chicago, IL.

Katz, Milton, 369th gunner and evadee (MIA 16 July 44), 5 Feb 71.

Leatherman, William A., 367th intelligence officer, 22 Sept. 78 in Robinsonville, MS.

Your Help 'Moves' the 306th

I enclose my check for \$_____ to support the production and mailing of ECHOES, and reunion activities of the 306th Association. (Mail your check to Wm. M. Collins, Jr., 2973 Heatherbrae Dr., Poland, OH 44514)

I enclose my check for \$_____ to support the research, writing and publication of a new history of the 306th Bomb Group. Publication is expected during 1981. (Mail your check to Russell Strong, 2041 Hillsdale, Kalamazoo, MI 49007). Contributions of \$100 or more will receive a copy of the history without further charge.

Name _____

Address _____



Two pictures of D. Luke Jacobs are shown above. On the left as a first lieutenant and 367th pilot, he is standing in the doorway of the Clay Pigeon orderly room at Thurleigh. On the right he is now a major and in Sept. 1951 he was receiving the Bronze Star medal with V from the commanding general of the 2nd Infantry Division in Korea, where he was serving at the time with the Army.

Heroya Target Data Clarified By Norwegians

When in the new history of the 306th Group it became time to write about the 24 July 43 raid to Heroya, Norway, conflicting data was found about the purpose of the raid and other details.

Inquiries were made through Andrew Ness, a 369th gunner then with the U.S. Mission to the United Nations, and others. Much information was acquired, some of it in Norwegian, which proved difficult to decipher.

But just recently a brief answer came from Norsk Hydro, and we quote:

"The target for the attack at Heroya was the works belonging to Nordisk Aluminium A/S.

"The Germans were building plants at Heroya at that time in order to produce lightmetals Magnesium (10,000 metric tons) and Aluminium (12,000 metric tons) due to its importance to the war. Those constructions, not yet ready for production, were situated close to Norsk Hydros factories for nitrogenous fertilizers.

"Consequently Norsk Hydros factories as well were damaged

Robinson, Allen N., 367th gunner and evadee (MIA 16 Feb 43), 21 Feb 67.

Scott, William E., Jr., 368th gunner and evadee (MIA 6 Sept 43), 1 Nov 69.

pretty hard during the attack.

"The attack was made by U.S. 8. Air Force aeroplanes and in total 1,500 bombs or approx. 300 tons were dropped.

"The damages on Nordisk Lettmetall were so severe that the Germans definitely cancelled all future plans concerning the lightmetal production at Heroya during the war. The production of magnesium was, however, started in 1951 based essentially on the German constructions.

"As to heavy water this commodity has never been produced at Heroya, but on the other hand at Norsk Hydros factory at Rjukan and Glomfjord"

New 'First Over Germany' Available

First Over Germany, the book created by Arthur Bove and published in 1946, has been reissued in Nashville, TN, by The Battery Press, Inc.

The new edition is basically the same book as the 1946 version, but as The Battery Press admits, their picture reproduction has suffered. However, all of the copy and the 821 pictures in the first book are reproduced in the second edition.

Those who want copies at \$20 each may order them from The Battery Press, Inc., PO Box 3107, Uptown Station, Nashville, TN 37219.



306TH ECHOES is published four times annually by the 306th Bombardment Group Historical Association, in January, April, July and October.

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CONTACT MAN: WM. M. COLLINS, JR., 2973 Heatherbrae Dr., Poland, OH, 44514, 216/757-3463.

Each issue is prepared and printed at Kalamazoo, MI, and editorial contributions are welcomed and should be sent to the editor. Mailing is from Poland, OH, and new addresses, changes and deletions should be sent to the contact man.

Again, Orlando



Standing left to right: John R. McKee, Russell A. Strong, Col. John L. Lambert, William J. (Wild Bill) Casey, and John E. Corcoran. Kneeling: Gus Krajcik.



Left to right: Mrs. Dennis Sharkey, Mrs. Jack Howard, Jack Howard, Dr. Dennis Sharkey, Mrs. Charles F. Jones. Standing: Clifford Evans.

Strong Gets Grant for 8th Roster

Russell A. Strong, editor of *Echoes* and historian for the 306th, has received a grant from the 8th AF Memorial Museum Foundation to gather data and prepare for publication a biographical directory of the 8th Air Force.

Unfortunately, this will not include names of everyone who served in the 8th, but will be built around squadron, group, wing, division, command, and air force commanders, and staff officers in the grade of lieutenant colonel or higher.

About 40 men from the 306th will be listed, with some biographical detail on each man for whom it can be obtained. There is currently no roster of such men, or even a listing of squadron commanders. The only group commander listing to be found is that in *The Mighty Eighth*, and wing commanders are not listed at all.

While preliminary work begins this spring, the hard work will come after the 306th history is completed and off to the printer, says Strong.

Collector Seeks 306th Squadron Patches

Al Schell is a collector, and like many of you is looking for 306th squadron patches. If you want to work with Schell in responding to his quest, write him at 727 Miller Ave., South San Francisco, CA 94080.



Mr. and Mrs. Joe Bowles.

Father Poletti, RC Chaplain, Dies 24 Dec.

Fr. Adrian M. Poletti, Roman Catholic chaplain to the 306th Bomb Group from Wendover, Utah, until after the war was over, died 24 December, 1980 in Baltimore, MD.

Poletti was an extremely popular figure on the base at Thurleigh, serving all of those with whom he came in contact.

For some years he had worked with *SIGN*, the national Catholic magazine of the Passionist Fathers.

He was born 8 September 1907 in Union City, NJ, and made his profession as a Passionist 15 August 1928. He was ordained as a priest 28 April 1934.

Poletti had been commissioned as a 1st lieutenant in the Army Air Corps 20 March 1942, and was promoted to captain, 3 March 1943. He wrote the editor several years ago that he had performed marriage ceremonies for about 70 men at Thurleigh during the course of the war.



Mr. and Mrs. Ralph Bordner.



Wilson Elliott and Charles F. (Casey) Jones.



Two visitors from England, John Mills and John Hadfield, talking with Lee Kessler.

Two Scrapbooks Tell Stories About Thurleigh Life and WW II Events

What's in a scrap book?

It's hard to tell, but there are apt to be "goodies" that a researcher and historian can well use.

At the Orlando reunion, the editor was presented with an interesting piece of WW II memorabilia. This came from Mr. and Mrs. James Venable of Melbourne, FL. Jim was 369th and Group engineering officer, and while he was in England his young wife at home was busy putting together a scrapbook of things she found on the Eighth Air Force. It provides a valuable tool for looking at the "big" picture of those days.

More recently the editor received from Mrs. Jackson VanDever a photo album which her late husband had kept. Most pictures were taken at Thurleigh, most of them by men on the base rather than the base photographers. Some are excellent, some good, some out of focus, but together they are a valuable piece of material, and in a future issue of *Echoes* you will see some of them, along with others in the big collection showing life among the ground crews. (Jack VanDever was a crew chief with the 367th, one of his most notable planes being "We Promised", with 110 missions.)

Mrs. VanDever sent the book with a note, telling that there were no children or known relatives, and she wondered if we would like to add this to the growing collection of 306th material.

Our immediate answer was a resounding "Yes!" This is a slightly different and very valuable addition to the archives, which will eventually be deposited in the Air Force Academy Library for generations of cadets to use.

While much of the archival material has come from government archives, it has been assembled on a single group and from a variety of sources, making an unusual piece of research material. We hope in the years to come to expand the collection significantly to include a great deal of information that has not yet been brought together.

Thanks to the Venables, Mrs. VanDever, to Bill Gentle for his photo collection, and many others, the 306th files are growing rapidly and are fast becoming a unique collection.

While many do not want to give up their own materials, we have appreciated an opportunity to look at a number of collections and to copy pertinent material from them.

Would you loan us yours?

This gallery of early 306th veterans appeared in Arthur Bove's book, "First Over Germans," and is worthy of being repeated. The sketches were done by Clark Fay of Allriston, Sussex, England, but under what circumstances is not now known.

Unfortunately, only 10 of them have come to the editor's attention, and are carried on these pages. They were pencil sketches, and well done renditions of the men.

Two of the men, Capt. Raymond J. Check and Lt. Robert McCallum, were killed in action.

Two of the men died during the war in non-combat flying accidents: 1st Lt. Robert Smith and Tech. Sgt. Michael Roskovitch (he had been commissioned as a gunnery officer shortly before his death).

Two of the men are known to have died since the war: Lt. L.C. Sugg and Staff Sgt. Wm. W. Fahrenhold.

Two of them are among those on the Echoes mailing list: Lt. Ralph W. Jones and Staff Sgt. Maynard H. Smith CMH.

Two of them have not been located: Capt. John H. Dexter and 1st Lt. Emmett W. Ford.



VIII US BOMBER
 STAFF SGT. M.H. SMITH
 CARO MICHIGAN
 1943



VIII US BOMBER
 COMMAND ENGLAND
 CAPT. R.J. CHECK
 MINOT NORTH DAKOTA
 1943



VIII US BOMBER COMMAND
 ENGLAND
 STAFF SGT.
 W.W. FAHRENHOLD
 MCKEE'S ROCKS PENN.
 1943



VIII US BOMBER
 COMMAND ENGLAND
 TECH SGT.
 MICHAEL
 ROSKOVITCH
 HARTTOWN PENN.
 1943



VIII US
 BOMBER COMMAND
 ENGLAND
 1ST LT.
 L.C. SUGG
 HUNTSVILLE
 ALABAMA
 1943



VIII US BOMBER COMMAND
 ENGLAND
 1ST LT. ROBERT SMITH
 LEMESA TEXAS
 1943





RCAF Pilot Provides Interesting Look at Night Combat Flying

"A Thousand Shall Fall," by Murray Peden. Stittsville, Canada, Canada's Wings, Box 393; 1979; \$19.50.

If you are really into reading World War II aviation and want a number of interesting evenings, purchase this book. Not only does this reviewer recommend it highly, but Gen. Curtis LeMay calls it one of the best he has read.

Like so many 306th men, Murray Peden was a very young man who became a bomber pilot, flew numerous hazardous missions, and lived to tell about them, unlike most of his friends.

While there are many similarities with USAAF operations, there are some great differences that make this book unique. Peden is today a lawyer in Winnipeg, Manitoba, and he flew with the RCAF — in Wellingtons, Stirlings, and lastly in B-17 Flying Fortresses. Most important, he is a gifted raconteur with a real flair for telling his story.

And additionally intriguing to we Americans from the United States has to be his Canadian vocabulary. It's different, understandable, but most interesting.

Peden tells of the terrors of night flying, knowing that the Luftwaffe was also engaged in night flying. Planes suddenly appeared and disappeared. Some of the targets are the same that we flew against, but the time schedule and mode of operation was different. You'll recognize a comrade in arms and share with him his frightening experiences and enjoy every word of it.

When he was well along in his Stirling missions, he and his crew were transferred to Forts to become involved in the electronic countermeasures that the RAF began to use at night to thwart the Luftwaffe and to confuse or obliterate the Main Force on its way to a target. Some of the games they played at night at high altitude with the Luftwaffe were fascinating. And the RAF was beginning to win on more occasions, losing fewer

bombers to night fighters than they had previously.

Peden developed a great affection for the B-17, and flew it throughout the last half of his tour, which finally, mercifully, came to an end at 30 missions. During those last missions he lets the reader understand the terror which stalked the bomber crews, likening it to walking slowly for seven hours through a large area of total darkness, knowing that someone else was in the same area trying to find you and to shoot you.

One suspects that his transition to Forts may have been aided by some 306th men, although it is difficult to be conclusive as he uses only last names.

If you can find a copy, or write to Canada's Wings if you want to make a purchase, I believe you will be well rewarded for your time spent in reading about "A Pilot for 214".

OUR BRITISH 'CONNECTION'

Cyril and Mary Norman
16 Rye Crescent
Cople
Bedford, England

John and Diane Mills
16 Ibbett Close
Kempston
Bedford, England

Keith and June Paul
2 The Lodge
Clapham
Bedford, England

Gordon, Connir & Lloyd Richards
14 Pavenham Road
Oakley
Bedford, England

John Hadfield
9, Brook Lane
Harrold
Bedford England

Flying Fortress Was Leader in Development of Modern High Altitude Precision Bombers

The early trials of the B-17 by combat were difficult and prior to the bombing of the 8th Air Force the plane faced some very rough treatment by the British. Alan Michie in a 1943 book pleaded that American and British bombers could win the war if they bombed the same targets "at the same time."
The following material is part of Chapter 6 of USAF Historical Study #6, "The Development of the Heavy Bomber, 1918-1944."

Another hazard to efficient operations was self-inflicted damage, especially to the B-17's, caused by waist gunners firing to the rear and hitting horizontal stabilizers and elevators, and damaging the wing tips when firing forward. The radio-gunner's bullets occasionally hit the vertical stabilizer and those of the ball turret guns also struck the bomb bay doors when opened. Possible solutions to this hazard were to incorporate interruptors on waist guns or provide a modified waist design. If waist guns were entirely eliminated, fire interruption of some kind should be installed to avoid self-inflicted damage on any arrangement covering similar defense zones.

In the ensuing months of 1944, the Materiel Command directed intensive research and experimentation toward solving these critical problems. Many had already been under study for some time. Exhaustive testing of the improved features of the heavy bombers was then conducted by the Proving Ground Command at Eglin Field. In some cases, particularly in new armament developments, experimentally equipped bombers were flown to the European theater for trial in actual combat before extensive modifications were made.

Ultimately, the B-17G emerged with many of the armament features which the VIII Bomber Command urged: the Bendix chin turret mounting two .50 caliber guns for operation by the bombardier; one hand held .50 caliber staggered on either side of the nose and firing forward and to the beam for use against converging frontal attacks in case the chin turret was shot out of action; an improved Sperry upper turret with two .50 calibers having the K-3 computing gunsight; one hand-held .50 caliber at each enclosed waist window - staggered - on K-6 mounts; a Sperry lower ball turret with two .50 calibers and K-4 sight; two .50 caliber tail guns, having a 110 degree azimuth cone of fire and using optical N-8 and N-6 sights. Some of the B-17G's were also equipped with improved superchargers (B-22) which gave better high altitude performance, special radar devices (AN/APS-15) for bombing through the overcast, and high altitude radar altimeters (SCR-718). Snap-open bomb bay doors also were sent to the Eighth Air Force for installation and combat testing on several of their B-17's.

In another analysis of combat operations, it was found that anti-aircraft fire was responsible for nearly all the battle damage to the American heavy bombers in late 1943 and early 1944 and had caused a number of casualties despite airplane armor and armored crew vests. The Eighth Air Force Operational Research Section had estimated that their day bombers had experienced TEN times the damage inflicted upon the British night bombers which could take evasion action all the time, even over the target. The ability of the B-17 and B-24 to absorb a lot of flak and still return to their bases was considered the most valuable military characteristic of these airplanes.

It was pointed out, also, that although fewer German fighter attacks were now occurring, in comparison with the number of bombers sent out, these fighters were becoming more lethal particularly in frontal attacks which severely damaged engines. From a study of the location of all combat hits, the Eighth Air Force recommended armoring engines in the following order of importance: (1.) the front and the cowling leading edge, which should be of steel; (2.) the underside of the engines which should be of steel - or duralumin if weight would not permit the use of the former. It was also believed that either of these metals should be used in extending the protection beyond the underside armor, over the outer skin of the nacelle, to well behind the fire wall and cooling gills. It was proposed to collect all evidence possible to determine where armor could be saved elsewhere in the bombers, in order to decrease the vulnerability of the engines to rocket and cannon shells and the gradually increasing flak.

In view of the imminent adoption of fuel-injection on engines, the Eighth Air Force also advanced the possibility of using safety fuels as a means of reducing the flammability of the heavy bombers in combat. Changes necessary to convert fuel injection engines to spark-ignition heavy fuel operation would help eliminate the explosive risks encountered with gasolines at high altitudes and reduce the need for fuel tank pruging and gasoline protection.

The relative merits of the British high pressure and American low pressure oxygen systems were also discussed and great importance was attached to separating oxygen and hydraulic equipment and containers to decrease the fire hazard in case of hits on either. Non-inflammable hydraulic fluid was urgently required.

Some of these critical needs were temporarily met shortly afterward when 25 B-17G's equipped with engine armor were dispatched to the VIII Bomber Command for trial and approval before action was initiated to supply production models with this equipment.

To aid in avoiding rocket attack, water injection for heavy bombers engines was under concurrent study by the Materiel Command and was to be ready about December 1944. In the meantime, another method was to increase speed through changing the carburetor enrichment

from 1200 to 1400 at 2500 r.p.m., thus providing an added 20 miles per hour at 20,000 feet. Water injection, when available, would produce an additional 17 miles per hour.

In the Schweinfurt battle of 14 October 1943, when the VIII Bomber Command lost more aircraft in a single day than it had lost in the first six months of operation over Europe, it was starkly apparent that the perpetual struggle between offensive and defensive weapons was becoming more intensified. The Germans, well aware of their growing inability to protect vital targets throughout the Reich, were expediting the development of counter weapons and making radical changes in fighter tactics to stop or retard the deadly effectiveness of precision bombing and the massed defensive fire power of American "heavies." The Luftwaffe was employing every available weapon of defensive air warfare and developing newer ones in a desperate effort to break up huge bomber formations and destroy the stragglers.

During the winter of 1943-44, heavy bomber operations conclusively showed that radar bombing through overcast had greatly helped the VIII Bomber Command to maintain maximum pressure on Germany and continue to cause heavy attrition in the Luftwaffe, exclusive of physical damage to targets. German fighter crews had to be constantly alerted and were compelled to operate under the most unfavorable or weather conditions.

Nevertheless, in the first quarter of 1944, the total number of B-17's lost or damaged on combat missions reached the dismal total of 4233 - or 13 per cent. Of this number, 566 were shot down in combat as a consequence of crippling enemy fighter attacks or flak damage. The B-24, because of its greater vulnerability, was employed on easier and fewer missions, suffering a total loss or damage of 1006 of which 210 were downed from the causes previously mentioned.

Although not all of the lessons of air warfare in the employment of heavy bombers have been learned in the European theater, most of the major modifications in design, armament, and armor were a result of the extensive combat experience in that theater and proved to be of great advantage to other American air forces.



Scharff Relates More Data on Planes Sought

Interrogations From Nazi Side

"Nazi Interrogator," by Raymond F. Toliver. NY, Zebra Books, 1978. \$2.95.

Now issued in paperback, this is a story that will be of great interest to many who included a trip to Oberursel as a part of their combat experience.

This is basically the story of Hanns Scharff, master interrogator for the Germans, one who had lived for years in South Africa and had an excellent command of English, as well as a keen understanding of men and their reactions.

It is unlikely that many from the 306th encountered Scharff in his professional capacity, as his specialty in interrogation was fighter pilots.

He developed a great rapport with many of them, and of course, found unique ways in which to unlock from their minds those bits of information which formed the mosaic of intelligence that the Germans sought about British and American operations. In fact, Scharff probably had a much better knowledge and understanding of USAAF procedures than did many of the American fliers.

Appended to this tale are many other bits of information about Oberursel personnel and the intricacies of intelligence that were exploited by the Germans.

Remember those terrible "escape" photos we carried?

They were of more help to the Germans than they could possibly have been to any of us. Once apprehended with these incriminating photos, a German intelligence operative could quickly deduce the identity of all of the bomb and fighter groups by the attire of the subjects and the backgrounds against which the pictures were taken.

Scharff was himself a hero worshipper, despite his objective search for intelligence data. And when American fighter colonels, such as Hubert Zemke, descended on him he dropped his cloak as an agent of the Third Reich to bask in the reflected glory of the personages he was supposed to interrogate.

Doubtless many will have difficulty identifying with the tales Scharff tells of his trips with favored prisoners and the parties which some of them attended.

But he says that the real clue in intelligence work was for the prisoner to totally refuse to cooperate in answering questions. Those who did were shuffled off within three days to Dulag Luft and then into prison camps. Others who attempted to toy with the interrogators were kept on until all of the information the Germans sought had been elicited.

It was a real hardball game that Scharff played, and he won more innings that he lost, by far.

More Data on Planes Sought

One of the areas deficient in 306th records is that of the airplanes. Perhaps the Form 5's exist someplace, but we have yet to see them.

The editor would be interested in the recollections of mechanics, armorers or crew chiefs on any specific planes as to number of missions flown.

We are now trying to track down the records of all of the 100+ mission planes and are making good progress on this, although we won't get all of them. Not all of the crew chiefs of these long livers are themselves alive today, nor do we know the whereabouts of all of them. If you have any information on these specific planes, please let the editor know.

"Zip" Halzel crewed "Pretty Baby" and has a mission by mission log on the plane. We suspect some of you other crew chiefs kept good track of the ships you serviced, and we'd like to know more about them.

To be specific we'd like the following:

Name and/or number of plane:

When plane arrived:

First mission date:

Last mission date:

Number of missions flown:

What finally happened to the plane:

Other members of the ground crew:

Send such information to Russell A. Strong, 2041 Hillsdale, Kalamazoo, MI 49007.

New Size Ready Of B-17 Etching

The outstanding copper etching of a B-17 bearing the tail markings of a 306th plane with a Triangle H is now available in two sizes.

Offered now is a 12 inch by 9 1/2 inch rendition in a solid English oak frame for \$25, plus \$1.50 for postage and packing.

The larger size is 15 by 13 inches and is priced at \$37, plus \$2 for postage and packing.

Those 306th men who have ordered and received the etchings have expressed great enthusiasm, and they make an excellent wall piece.

Order from Contrive, Inc., box 21158, Eagan, MN 55121.

Credit for inspiring this piece of work goes to Judge Donald R. Ross, former group bombardier.

Check Old Address Books for Leads

Remember the old address book you kept tucked away in a corner of your foot locker?

Still have it? Address book, not the foot locker.

If you can find your old address book, some night when the wife is out shopping take a look through it for addresses of 306th buddies. We aren't interested in the girl friends, just the data on buddies.

With a clue or two we may be able to locate another 306th man who has eluded us during the last seven years that the 306th group has been trying to re-form. That's really one word but we thought someone might get the idea that we were trying to change people.

One by one men keep showing up, sometimes even more numerous. But it would be a big help to us if you would go through the old address book one more time and see what you come up with.

Send any such information you may have to Russ Strong.

Find British Movie Films About 306th

John Hadfield and John Mills, two friends of the Eighth members in Bedford, recently visited the archives of British Movietone News and asked to review films of the 8th AF during WW II.

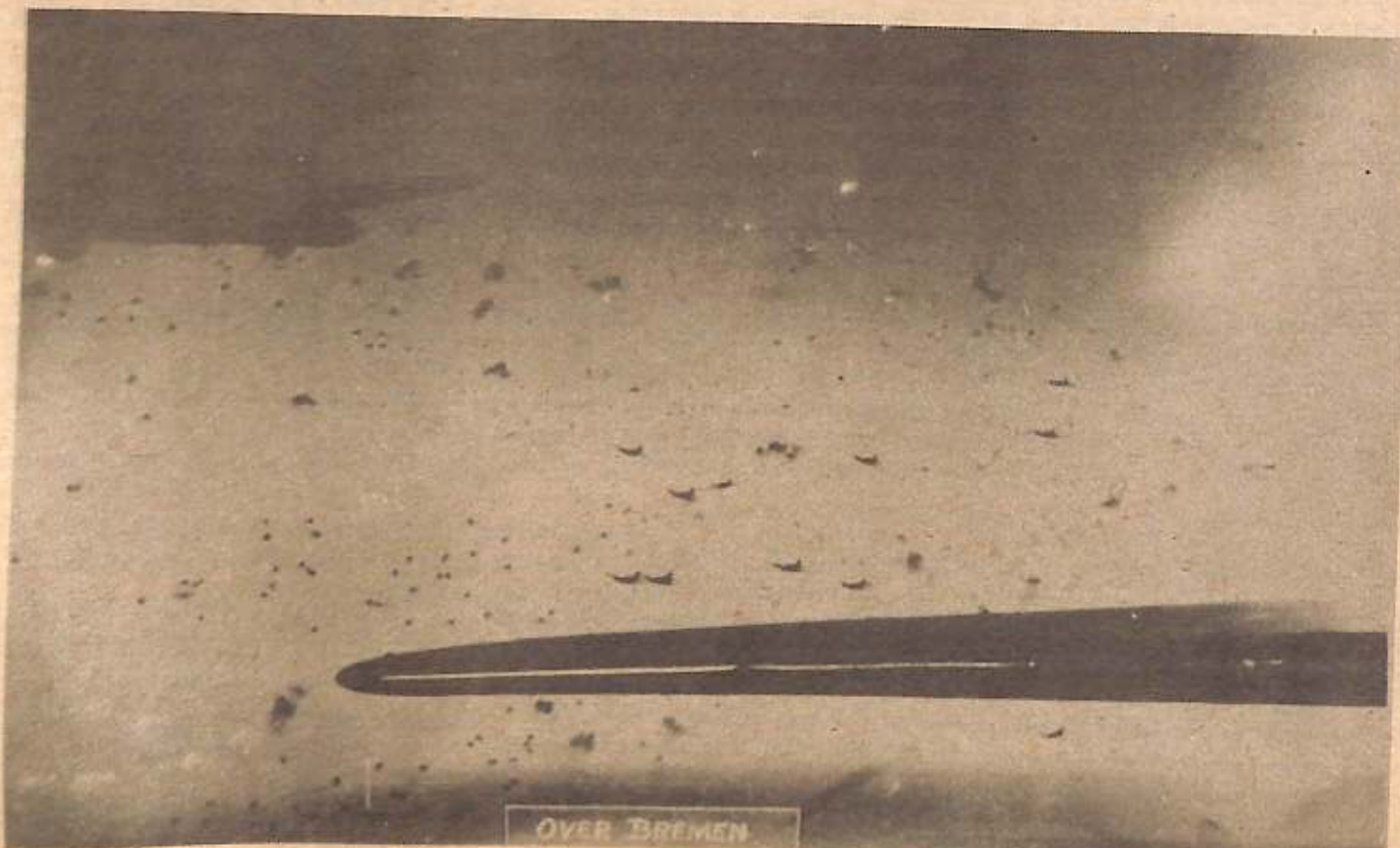
They located two newsreels pertaining to the 306th and have now secured copies of these.

One was taken in July 1944 and shows the christening of the "Rose of York," a 367th plane. The event brought out King George VI, Queen Elizabeth, Princess Elizabeth, who did the christening, other members of the Royal family, Lt. Gen. James H. Doolittle, Maj. Gen. Robert H. Williams, and other dignitaries who were guests of Col. George L. Robinson for the event and a luncheon that followed.

A July day a year earlier is the other subject, when Maynard H. (Snuffy) Smith received the Congressional Medal of Honor from Henry L. Stimson, the Secretary of War. This also brought a host of dignitaries to the base, headed by Maj. Gen. Ira Eaker.

At Orlando, Hadfield and Mills presented their own version of "The 306th Story" from newsreels they had been able to collect earlier. This is available for viewing by 306th people who visit in Bedford.

Bremen was usually a "hot" spot for flak and fighters. This 1943 picture, taken 17 April, shows what the 306th planes battled in the target area, along with the Luftwaffe. This was the first of three times that the 306th lost 10 planes on a mission.



Coal Pile Shortages Studied

(from page 1)

in the established compounds and to make a report on this inventory to the Air Ministry and to the 1st Air Division.

2. The Station Quartermaster receipts for all the solid fuel brought on the station. This fuel is measured by weight at the railroad at Sharnbrook and when brought on the station is visually inspected by a Quartermaster representative before storage in one of the five dispersed compounds on the station. From here it is rationed out to the various agencies and sites.

3. The Provost Marshal has patrolmen check all compounds every two hours during daylight hours and every hour during blackout hours. There have been relatively few instances of coal stealing recorded and reported by his office.

4. The Quartermaster's figures indicating the differences between his stock records and the inventory made jointly with the RAF Liaison Officer on 29 December 1944 for each compound are as follows:

Compound	Location	Inventory	Stock Record	Short
#1 (coke)	Communal Site 1	49	84-7	35-7
#4 (coke)	Communal Site 2	250	257	7
#6 (coke)	Tech Site	167	178	11
#2 (coal)	Site 7	234	325	91
#3 (steam)(coal)	Site 5	46	46	NIL

These differences are alleged to be too great to be explained by variations in stock taking and errors in deliveries due to visual estimation.

5. Inspection of the various compounds by the undersigned investigating officers revealed the following facts:

a. These compounds are brick-walled to a height of about 4 1/2 feet and all have mesh wire fences outside the walls to a height of about 6 feet with three strands of barbed wire extensions around the top. These compounds are kept locked at all times when an attendant is not present.

b. Compound #1 is in Communal Site #1 back of the Quartermaster's office. As this is one of the most active compounds the amount of coke stored there is relatively small. Nevertheless, the fuel is well leveled for easy stocktaking and the difference between inventory and stock record figures exceeds normal variations in estimate. Packing boxes were stored close outside the eastern wall of the compound and offered easy access to pilferers. The barbed wire extensions on the fence outside this wall were sagging to such an extent as to indicate that the boxes were being used as a means of unauthorized entry.

c. Compound #2 in Site 7 is the main coal compound for the station. It should be noted that whereas the total shortage of coke from three compounds totaled 53 tons, the shortage of coal from this one compound amounted to 91 tons. A commissioned officer was apprehended in the act of stealing coal at the time the compound was inspected (by the undersigned investigators) and was reported to his commanding officer.

d. Compound #3 in Site 5 is used for the storage of steam coal. The amount of coal lost from this compound through pilfering is adjudged by the Quartermaster to be negligible. Coils of barbed wire about two feet in diameter around the top of the fence provide better protection than the triple strands stretched around the tops of the other compounds.

e. Compound #4 in Communal Site #2 is an inactive compound for coke reserves. The wire fence has been pulled away from the brick wall on one side allowing sufficient room for entry close to the ground. The top of the pile gives evidence of coke having been scooped out in places and there is a large gap just inside one of the unused gates where it appears that coke has been shoveled out from underneath.

f. Compound #6 is in the Tech Site back of Station Headquarters. Pilfering from this inactive coke compound is shown by holes scooped in the top of the leveled stock pile, by sagging of the barbed wire extensions around the north-east corner and by vehicular tracks up to the wall of the compound.

FINDINGS:

Investigation indicates that the shortages in stocks of solid fuel occurring in the month of December 1944 were substantially as alleged by the Station Quartermaster. It is also believed that these shortages were too great to be explained by variations in stocktaking and errors in deliveries due to visual estimation. It appears from the evidence considered that these shortages can be largely attributed to pilfering.

RECOMMENDATIONS:

In view of the above findings the board recommends:

1. That the Quartermaster not be held liable for shortages of solid fuel occurring during the month of December 1944 and that he be allowed to adjust his inventory cards accordingly.
2. That a permanent guard be established at compound #2 in Site 7 and that military policemen on patrol continue to check the other compounds hourly.
3. That all violations noted by Military Police be reported to the Station Commander rather than to Unit Commanding Officers.

Newly-Found Members

Bidwell, Walter G., 1824 Mt. Zion, Janesville, WI 53545 369
 Brower, Frederick J., 924 W. 2nd St., Grand Island, NE 68801 368
 Cheney, Donald C., 773 N. Woodlawn Dr., Thousand Oaks, CA 91360 423
 Conrey, Calven P., 1311 Kearney, Laramie, WY 82070 369
 Goncher, Stanley, 38 Phyllis Dr., Pomona, NY 10970 423
 Hillbrand, Richard G., 20 Hobart St., East Islip, NY 11730 423
 Hoffer, George A., 422 E. Comly St., Philadelphia, PA 19120 369
 Hood, Theodore C., 6107 Ridgecrest Dr., Little Rock, AR 72205 423
 Houghton, Russell G., RFD Box 80-C, Orrs Island, ME 04066 368
 Jaeger, Jack E., 3266 N. 105 St., Wauwatosa, WI 53222 368
 Janeck, Herbert F., 6 Cloud St., Potsdam, NY 13676 369
 Kadovitz, Harold, 2019 Lowell Bl., Denver, CO 80211 GP
 Kruse (Kruczynski), Gerald J., 1971 43rd Ave., San Francisco, CA 94116 423

Lanyon, Phillip D., 10929 Glen Arbor Rd., Kansas City, MO 64114 423
 Leist, Richard M., 924 N. 8th, Manitowoc, WI 54220 367
 McLellan, John C., 199 Kona Cir., Pittsburgh, CA 94565 367
 Moriarity, Ernest T., Warwick Rd., Orange, MA 01364 368
 Morris, Robert F., 116 W. 75th St., New York, NY 10023 GP
 Nelson, Noris G., PO Box 749, Odessa, TX 79760 367
 Pawelke, Richard F., 3225 S. Dayfield, Milwaukee, WI 53207 367
 Pierce, Francis X., 124 Brigantine Cir., Norwell, MA 02061 367
 Reed, W. Dale, 2213 NW 14th St., Oklahoma City, OK 73107 368
 Rupp, Bernard J., 802 E. State St., Milwaukee, WI 53202 369
 Stroyoff, Joseph, 1614 Lindell Bl., Granite City, IL 62040 367
 Toyek, Claude, 9704 Karmont Ave., Southgate, CA 90280 367
 Williamson, Harold, Rt. 2, Box 210, Boonton, NJ 07005 423
 Wolfe, Lawrence E., 784 Jenny Dr., Newbury Park, CA 91320 367
 Yashack, Allen R., PO Box 1, Diagonal, IA 50845 367

Changed Addresses

Halzel, John 2144 Colladay Point Dr., Stoughton, WI 53589 367
 Morgan, Wm. H., 4504 Stonewall Rd. NW, Roanoke, VA 24017 423
 Moulis, Ralph E., 4801 E. Broadway, Apt. A, Tuscon, AZ 85711 423
 Smith, Maynard H., 3701 Park St. N, St. Petersburg, FL 33710 423

Three Funds Keep 306th Work Going

Bill Collins reports that as of 15 March 1981 the balance in the 306th active account stands at \$692.28.

The January issue of Echoes cost \$295 for printing and 66.40 for mailing. Thus, we are keeping costs down as compared with another group which spends more than \$600 each issue for printing alone.

Our costs are lowered because Bert Perlmutter in Florida does much of the typesetting for each issue free of charge. The editor is also able to furnish to the printer camera-ready pages so that the printer has little to do, other than to put it on the press.

In the meantime, our mailing list has grown to 1450 people. The first issue in August, 1976, went to about 200 men. Increasingly, widows of 306th men are asking that their names be kept on the mailing list.

This effort is supported through your voluntary contributions. Typical of the responses is that of Bill Carlile, an old flying control man, who wrote:

"Enclosed is my yearly contribution to the 306th B. G. Assn. Sorry I'm late this year, just lazy. I guess I assume \$10 is still a sufficient contribution — if not, tell me."

Such responses are most helpful, and they range generally from \$1 to

\$50. They keep the organization going without resorting to an expensive and counter-productive dues effort.

Contributions for 306th Echoes should go to W. M. Collins, 2973 Heatherbrae Lane, Poland, OH 44514.

Assistance with the research efforts and writing of the 306th history go to Russell A. Strong, 2041 Hillsdale, Kalamazoo, MI 49007.

Memorial construction contributions for Thurleigh and the Air Museum at Dayton, OH, go to William Flanagan, 7515 S.W. 79th Court, Miami, FL 33143.

All checks should be made to the 306th Bomb Group Association, and are tax deductible.

Has Anyone Seen Arizona Harris?

Your historian is constantly searching for pictures of the 306th, and will be soon asking for those of key individuals. But, one has been asked for by a publication, and we must confess that of about 3,000 in our collection now, we do not recall ever seeing a picture of ARIZONA HARRIS. One of the 306th authentic heroes, Harris died in the English Channel as his plane slipped under the waves while Harris' top turret guns continued to blaze away.

If you have a photo of Harris, we'd love to borrow it for copying purposes.

Send your print to Russ Strong.