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EAST PEORIA, IL 61611

306th Bombardment Group Association

Publication Soon for New 306th History

306th Bomb Group Restaurant Being Built at Sarasota, FL

Book Centers On Men Who Served Group

A new development which will bring honor to the 306th Bomb Group is the early winter opening of a restaurant at the Sarasota, FL, Airport to be known as the **306th Bomb Group Restaurant**.

This restaurant is being developed by Specialty Restaurants Corp. of Long Beach, CA, headed by David C. Tallichet, Jr., a onetime B-17 pilot with the 100th Bomb Group.

The 1980 annual report for the corporation listed 50 restaurants, including the 94th Aero Squadron restaurants scattered around the country, which are designed on a World War I theme of a French country house. Also one of the group is the 91st Bomb Group restaurant at Memphis, TN. In 1980

the firm listed assets of \$54 million and sales of nearly \$80 million.

Since August Tallichet and Charles R. Weil, interior designer for the restaurants, have been working with Russell A. Strong, editor of *Echoes*, in selecting a significant group of 306th pictures to be used in the Sarasota restaurant.

Weil has chosen more than 300 pictures from Strong's collection.

These will be copied and flown up for use throughout the restaurant in a manner similar to those in the 94th Aero Squadron restaurants.

They are also seeking a collection of memorabilia, flight jackets, helmets, goggles, insignia, posters, escape maps, flight logs, etc., that are significant to the

306th and its personnel. Anyone having such materials that they would like to contribute are asked to contact Weil at Specialty Restaurants Corp., 2977 Redondo Ave., Long Beach, CA 90806.

Tallichet anticipates a mid-November opening of the restaurant and invitations will go out to a number of leading 306th members to attend the grand opening.

306th Meets In Reunion At St. Paul

By the time most of you 306th men read this issue of *Echoes* the 7th annual reunion of the group will be a thing of the past, having occurred Oct. 18-20 at St. Paul, MN.

It is our sincere hope that all of those who wanted to attend were able to register and find accommodations in that area of Minnesota. Two large hotels had been reserved by the 8th AF Association, but a month before the reunion they were filled completely, and a Holiday Inn with 90 rooms had been taken up, as well.

While some said this was too far north to go for a reunion in October, late indications were that this might be by far the largest 8th AF reunion staged since that first venture seven years ago at Miami Beach.

Those whom we know had made reservations at the time we went to press were:

Richard Argo, Norman Armbrust, Hollis Baker, Edward A. Bergeron, Cathy Brennan, Joe Broussard, William Collins, Ralph Bordner, Walter Coons, Delmar Corderman,

First Over Germany, A History of the 306th Bombardment Group, a new book by Russell A. Strong, but bearing the same title as Arthur Bove's earlier work, is at the printer. The completed manuscript was delivered in late September for typesetting, and it is anticipated that the book will be ready for distribution shortly after the first of the year.

The book, seven years in preparation, covers the history of the group from its formation at Wendover in March, 1942, through the end of hostilities in Europe.

"This is a history written primarily for the men of the 306th," says Strong. "But I hope that others interested in aerial warfare of this period will also find it interesting."

The book includes about 2,500 names of men who served in the 306th and is a chronological retelling of the combat history of the group. It is concerned with the missions that the group flew, but its focus is on the men who were in the airplanes and those who served on the ground to make the missions possible.

In addition to the history of the group, it will also include a list of all the missions flown and some other pertinent data, as well as an index of all the names appearing.

Strong began formal work on the history of the group while living in Dayton, OH, and found considerable information and inspiration at the USAF Museum there. Other principal sources of documentary data were the National Archives at Suitland, MD, and the Air University collection at Maxwell AFB, AL.

The documentary material has served as a framework upon which he was able to place a great deal of personal history, much of which came from the 500 men he interviewed in person, by telephone and

Orders Given to Begin Work on Building Memorial at Thurleigh

Geere & Company, Ltd., of Luton, contractor for the 306th Bomb Group Memorial has been formally advised to proceed with construction. The tasking letter was forwarded in July by the memorial committee and requested the following specifications.

1. Masonry to be of Karen (light gray) all polished granite.
 2. Granite base: 7' x 5' 6" x 1' 1".
 3. Granite landing: 6' 6" x 3' 6" x 4".
 4. Granite main panel: 3' 8" x 5' x 7'. A solid bronze panel (2' 10" x 1' 5") to be fixed permanently to the main panel. Wording on the bronze panel to read as in blueprint design #36/11.
 5. The main panel top to have the insignia of the 8th USAAF on the left and the 306th Bomb Group Insignia (Triangle H) on the right. Immediately below, and above the bronze panel, inscribe in the granite the words "Always First—First Over Germany."
 6. A 30" wide walkway to be erected from the roadway to the base of the memorial.
 7. The initial payment of 1800 British Pounds (\$3,345.00) to be forwarded by start-up, balance of 1757 pounds due upon memorial completion. Total cost of the memorial and walkway not to exceed 3557 pounds.
- The initial payment was forwarded in August, and the bank balance is now \$1,980.31. This means we still need nearly \$2,000 to complete the project. All former group members and friends are asked to send contributions to:

Searching for 306th Veteran Sometimes a Five Year Task

Upon contacting some men for the first time, their query immediately has been, "Why didn't you call me sooner?"

Well, largely it's a matter of not knowing where they may be. With that in mind, I'll relate the saga of trying to locate Paul J. George.

Paul was a squadron engineering officer, 43 years of age, who had a yen for flying. He flew one mission too many and ended up in Stalag Luft II after the raid of

This wasn't exactly what he had in mind, but it gave him 19 months of peace and quiet as a guest of the Germans, and he saw another side of American aviators.

At some point in the long search for 306th veterans it was established that George had come from Tucson, AZ. Thus, we searched the Tucson phone directories, called directory service for help; then switched to Phoenix and any other Arizona phone directories we could find. Every turn came up dry.

This all took considerable time, as such searching is really an avocation.

Several times the name was run through our VA contact, who could not turn up an address to which they could forward mail. But on the last attempt the message came back that George might be living in Florida. This was followed by a search of a dozen phone directories from Florida's larger cities. No clues here.

As we wanted to contact George badly, letters were written to the public relations officers of Southern Bell Telephone in Atlanta and to General Telephone Company in Tampa, FL. Southern Bell quickly replied that they had sent the letter along to their Miami office. But the following day came a message from General that they could not perform such services, but they thought that the man we were searching for now lived in St. Petersburg, and listed his home address and telephone.

A call the next day located Mrs. George, who informed us that he was not at home at the time. I asked if I might call back in the evening and talk with him, and she said no. Then she went on to tell me that Paul George has had a laryngectomy and could not speak on the phone, although he does use esophageal speech.

How long did it take to find Paul George? About five years of intermittent searching. And that's why we don't find more men sooner.

Your help in locating former crew members, prison roommates, barracks mates or fellow mechanics, office workers, etc., is most welcome. *It is to the largest 8th AF veteran's group extant. That would be about 2,000 names. That's our next goal!*

Thurleigh Memorial Work Proceeds (From page 1)

306th Bomb Group Memorial
c/o W. W. Flanagan
7515 SW 79 Court
Miami, Florida 33143

All contributions are tax deductible and the names of all those supporting the project will be inscribed in a memorial book to be kept in the Royal Aircraft Establishment Building adjacent to the memorial site at Thurleigh.

A resume of our financial status through September 1, 1981, follows:

Donations:	\$5349.00	
Expenses:	\$3,368.67	Bank start-up of \$23.67 Down payment to Greere & Co. \$3,345.
Balance:	\$1,980.30	Acct. #90005400 Coconut Grove Bank, Miami



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

EDITOR: RUSSELL A. STRONG, 2041 Hillsdale, Kalamazoo, MI 49007. Home 616/344-6466, office 616/383-6160.

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.

Free History Books

Research on the new history of the 306th Bomb Group was assisted materially by a number of former members who contributed to a research fund.

Those who contributed \$100 or more will receive without further charge a copy of the history. Letters were sent to all of these men prior to the publication of this issue of **Echoes**.

If you contributed \$100 or more, and have not received such a letter from Russell Strong, please contact him at 2041 Hillside, Kalamazoo, MI 49007.

Deceased

- Atkinson, Albert N., 423rd gunner (Latham's crew), date unknown.
- Baasel, Jack W., 369th gunner (Brown's crew), 25 Sept 76.
- Bieloga, Walter J., 423rd ball turret gunner, 30 Jun 67.
- Brown, Raymond E., 368th, 8 Sep 74.
- Buck, Stanley N., 368th navigator and Sweden internee (Smith's crew 6 Mar 44), 5 Mar 81.
- Bussieres, Samuel J., 369th engineer (Ritter's crew) and POW (15 Oct 44), 1 Dec 68.
- Campbell, Courtney G., 423rd pilot (1944-45), 12 Jun 78.
- Canell, William J., 369th pilot (1945), 11 Dec 68.
- Dean, Joe T., 368th radio operator (Moroz' crew) and POW (15 Oct 44), 29 Sep 74.
- Dooley, William J., 368th pilot (Whipple's crew), 13 Nov 43.
- Ilg, Russell, 367th radio operator (Terry's crew), and radio maintenance chief, 27 Jan 80.
- Jenkins, James W., 369th engineer (Mattson's crew), and POW (10 Jan 45), 17 Jun 79.
- Kramar (Kramarinko), Alexander, 368th copilot (Melton's crew) and POW (Seelos 5 Apr 43), 26 May 81 at Baileys Harbor, WI
- Moloney, James M., 367th, Feb 47.
- Montague, Robert J., 369th gunner (Birdwell's crew), 1 May 72.
- Moody, Eugene R., 367th tail gunner (Hilton's crew), and POW (Opdyke 11 Apr 44), 16 Apr 71.
- Mooney, Francis A., 369th gunner (Ahlstrom's crew) and POW (11 Apr 44), 11 July 62.
- Moore, John A., 369th engineer (Bliss' crew) and POW (Tarr 24 Apr 44), 12 July 71.
- Moore, Robert W., 423rd engineer (Schoenbachler's crew) and POW (21 Nov 44), 22 May 70.
- Overhulse, Robert B., 423rd (Koch's crew), 13 Dec 77.
- Ozee, Robert A., 369th gunner, 18 May 67.
- Piekaar, William, 367th copilot (Sutton's crew), 22 Sep 80.
- Pierce, James E., 367th, 19 July 63.
- Pierce, Luther S., 423rd squadron navigator (1943), 1 Oct 50.

'Echoes' Plans Bigger Issue In January

The January issue of **Echoes** will be something special, we promise!

We are planning for extensive coverage of the 1981 reunion at St. Paul with lots of pictures. We also hope to be able to share with you some of the stories recounted by Col. John Ryan at our Friday night 306th dinner.

In addition there will be major photo and story coverage of the grand opening of the 306th Bomb Group restaurant in Sarasota, FL.

How do you assure that this publication will take place? By sending a contribution today to Bill Collins, 2973 Heatherbrae Dr., Poland, OH 44514. **Echoes** is produced on a volunteer basis, but we need money to pay the printer.

If you've never made a contribution, do so today, and we'll bring you either 12 or 16 pages in January.

Jewish Veterans

The Jewish War Veterans, USA, National Memorial, Inc., is actively seeking copies of service records, decorations, citations, photographs and other materials for its national archives of men of the Jewish faith.

The archives are supervised by Col. S. J. Pomrenze, former chief archivist, U.S. Army.

Their address is 1712 New Hampshire Ave., NW, Washington, DC 20009.

- Pierce, Stanley F., 367th gunner (Mitchell's crew), 3 Feb 62.
- Pierce, William N., 367th radar operator, 26 Oct 70.
- Pike, Clifford, 368th, 12 May 71.
- Rees, Edwin G., 369th engineer 14 Mar 74.
- Ritland, Gaylord O., 367th pilot and POW (17 May 43), 14 Nov 77.
- Stewart, Roy H., 369th copilot (Henley's crew), and POW (14 Feb 45), 23 Jun 77.

Order your copy today of

FIRST OVER GERMANY, A History of the 306th Bomb Group

To: Russell A. Strong
2041 Hillsdale
Kalamazoo, MI 49007

At the pre-publication price of \$17.50, please accept my order for First Over Germany, a History of the 306th Bomb Group.

_____ copies at \$17.50 each \$ _____

name _____

mailing address _____

Make check payable to Russell A. Strong

Shipment will be made, postage paid, upon publication, expected about 25 January 1982.

306th Wreath Placed Yearly At Madingley

By John Hadfield, Bedford

Sunday, May 31 saw the annual Memorial Day ceremony at the American Cemetery, Madingley, near Cambridge. This year, despite a wet spring, the weather was kind and the sun enhanced the colours of "Old Glory" as the Color Party marched on at the commencement of the ceremony.

For several years it has been the custom for the 306th BG Historical Association to provide a wreath on behalf of the group and this year it was placed by our youngest member, Lloyd Richards.

We were honored also by the presence of a 306th veteran, Ted Harkin (369th gunner) who has lived in the United Kingdom for many years and with whom we have recently made contact.

A fitting end to the proceedings was provided by flypasts of, first, a WWII Hurricane fighter from the RAF Memorial Flight; then by way of contrast, three A-10 Thunderbolts of the USAF; finally, several slow, low, nostalgic circuits by "Sally B," our Duxford-based B-17G, looking better than ever now that she sports a full complement of turrets.

St. Paul

(From page 1)

Robert Crane, Harry Doles, Kenneth Dowell.

Arky Evans, Joe Gabrish, George Gransie, William Guilfoyle, Joe Hardison, Robert Hermann, Judy Hermley, Howard Hodges, Theo Hood, Russell Houghton, John Howard, Wendell Hull, Casey Jones.

Irving Karpman, Lee Kessler, Jerome Kostal, Gus Lamb, Edward Lanich, Ed Leahy, Nena Leary, James Lenaghan, Frank Levis, William H. Lynch, Karl Madsen,



Lloyd Richards with wreath honoring those killed from the ranks of the 306th Bomb Group.



Color party marches in at Cambridge ceremonies.

Jane Odle, George G. Olson, Fred Puhl, William Rader, Fred Rector, Paul Reiox.

Don Ross, Howard Roth, Robert Roth, John Ryan, Jack Schmidt, Doug Schrack, Charles Schwoch, Frank Serafin, Don Sheridan, Robert Schultz, Russell Strong, Bob Tramontin, Don Upchurch, Andy Vangalis, Patrick Walsh, Robert C. Williams, James Wirth, Charles Wood and W. H. Jones.

News Releases of 1943 and 1944 Tell of 306th

This is the first of a series of news releases, written at Thurleigh during the war, which we will be publishing in issues of ECHOES. These were prepared by the base public information office under the direction of Capt. William C. VanNorman. They are interesting in that they were written not later than the day after the combat action, but they are also interesting in telling about a whole host of jobs which had to be done on the base to keep the planes in the air. At the conclusion of each item we will attempt to give you an update on the individual concerned.

Coleman Credited With Early Direction

A Flying Fortress was about to go into its bomb run over the sub pens and shipyards of Emden, Germany. The bombardier had completed his calculations and was about to prepare his sight for the release. At his side, with his hands on the arm that would release the bombs, stood Lt. Col. Douglas R. Coleman, who, more than a year before, had crossed the ocean with this heavy bombardment group and to whom the highest credit must be given for organizing the unit into a functional bombing machine during the first winter of American high altitude precision bombing.

When his organization arrived in England, early in September 1942, Col. Coleman was its adjutant. The unit had had a rather short operational training period with insufficient equipment, and had been given no clear, detailed idea of the conditions under which it would operate once overseas. The Royal Air Force turned over to the Americans one of its bases, not yet completed, and by no means adequate to the needs of the group newly arrived in a strange country. A number of RAF personnel remained in a liaison capacity, and were able to give very helpful advice, but much needed equipment simply was not available.

The British provided rations at first, because no American supply system was set up, and the diet seemed strange to the American taste. There were no personnel assigned to maintenance of the base, all the men of the group being intended for maintenance of the planes, or for the air crews. While being officially the adjutant, Col. Coleman undertook to supervise and coordinate all the functions of the ground personnel.

Under his direction the base was able to organize sufficiently to be able to take part in its first mission a month after landing on British soil. But as winter came on the runways of the airfield began to crack up under the strain of the Forts' weight. The situation was so critical at one time that it seemed impossible for the unit to operate any longer. But Col. Coleman persuaded them to continue for a while using the two short runways that were still serviceable and eventually a company of the U.S. Corps of Engineers arrived and built up the runways.

When the unit first arrived, it was not known to what extent we would come under enemy attack, nor how best to defend against it. The British had control of the skies over England, but the Germans might have reacted so strongly to the presence of Americans as to make air-drome defense an absolute necessity. Col. Coleman organized a guard system over the planes, and instituted other measures to fend off any enemy attacks that might be made. Eventually a detachment of Military Police were assigned to the base to take over this function, along with other policing functions.

After the group had been in England about a month, a Service Group was assigned to it, for the purpose of operating the base as such. They, unfortunately, were not supplied with the tools for their jobs, but they did take over operation of the messes and took charge of the utilities of the base.

Gradually an almost complete reorganization of the group was worked out, in which auxiliary units played an increasingly important role. Units of the Chemical Warfare, Ordnance and Finance Departments were assigned to the base and took up their duties, easing the strain on personnel who had other duties to perform. The entire staff of mechanics and specialists who kept the planes in flying condition was reorganized under a plan devised by Col. Coleman. Many of the duties originally assigned to the members of a single airplane's crew were delegated to specialists who performed their particular jobs on all planes of the base. Thus, some mechanics specialized in changing worn out engines, brakes, and others in battle damage repair, propellers, etc. In the absence of adequate heavy repair depots, there was no other way to keep them flying.

Col. Coleman takes great pride in the fact this base was the first to be turned over entirely to American control. As a further recognition of his achievements, he has had the system of operation for which he was largely responsible adopted by the Eighth Air Force as the standard procedure for taking over a base in this country. Under the system that was evolved here, the duties that were assumed by Col. Coleman as adjutant have been assigned to an official called the Ground Executive. It is largely due to the efforts of Col. Coleman that his organization has been able

(Turn to page 4)

More Issues of 'Echoes'

Here's my help for future issues of Echoes!

I enclose \$_____ to support the production and mailing of the 306th Echoes. I also want to support continuing reunion activities for those who once served.

Name _____

Address _____

Mail to: Wm. M. Collins, Jr.
2973 Heatherbrae Drive
Poland, OH 44514

Continuing 306th Research

Although the new history of the 306th is completed, there will be continuing research conducted on the group in attempting to bring together an even more complete picture. This involves the ongoing search for men who served. If you wish to assist in this effort, send your contributions to

Russell A. Strong
2041 Hillsdale
Kalamazoo, MI 49007

Name _____

Address _____

Britisher Tells Of Sky Battles Over Hamburg

The Battle of Hamburg, by Martin Middlebrook, NY, Scribners, 1981. \$17.95.

Subtitled, "Allied Bomber Forces Against a German City in 1943," this is the story of a week's attacks on the great north German port city of Hamburg. It is told in minutest detail from the aspect of the beleaguered residents of the city, the RAF bomber crewmen and the Nazi pilots defending German air space.

It is in far more detail than many readers will wish to go, but it does paint a graphic picture of the events of July 1943, raids in which the U.S. 8th Air Force played only a minor role.

This was area bombing at its most intensive, the war which Sir Arthur "Bomber" Harris loved to wage against the enemy. This was not war against the Luftwaffe or against the German industrial machine, this was war in its totality aimed at the heart of the German people.

The battle of Hamburg attempted to completely destroy the city, but as those who have participated in bomber raids will best understand, it failed in its objectives, while at the same time devastating large areas of Hamburg. The human element kept intruding into the conflict and rendering the best laid plans inoperable.

Only on one night did the bomber force of the British actually lay waste to any great section of the city. Other raids were much less effective, as the bombers battled weather, the Luftwaffe and the attendant vagaries of night operations.

A great many residents of Hamburg died in these raids, thousands were rendered homeless, and relatively few British bomber crewmen lost their lives. When the British planes did go down there were few survivors to tell that side of the battle story.

Middlebrook has carefully documented his story, but at the same time there are parts of it that are largely conjecture, as is always necessary in trying to paint such a large canvas. Those who have read his **Battle of Nuremberg** will recognize much that he says.

Men of the 306th will not find a great deal in this book to tell them about their own work over Hamburg. Actually, the 306th was first scheduled there on 18 June 44, and didn't actually cross the target until 20 June 44. During the total war 306th planes were credited in the Hamburg area only five times, Bremen being a far more frequent target.

In the period covered by this book the 306th went to Huls, a target of opportunity in Northwest Germany, Tricqueville and St. Nazaire.

Newly-Found

- Briggs, Stanley O., 244 Main St., Whitesboro, NY 13492 368.
Brown, Asher M., 1741 Devonshire Dr., St. Petersburg, FL 33710 423.
Butler, Morris E., 69 Florida Park Dr., Palm Coast, FL 32037 367.
Cargill, Frank M., 1637 Shamrock Bl., Venice, FL 33595 367.
Carter, Harold V., 210 Highland Ave., Edgefield, SC 29824 423.
Cohn, Herbert B., 2000 Valley Forge Towers, 628 West, King of Prussia, Pa 19406 368.
Cook, L. B., 19301 Worchester Ln., Huntington Beach, CA 92646 369.
Corigliano, Horace J., 5110 Walnut Park Dr., Santa Barbara, CA 93111 369.
Economos, George, NMAB, 2101 Constitution Ave., Washington, DC 20418 369.
Flood, Robert J., 920 Pelhamdale Ave., Pelham Manor, NY 10803 369.
Frantz, Weldon 212 Hudson St., Lincoln, IL 62656 368.
Garrison, Calvin G., 586 W. Shryer Ave., St. Paul, MN 55113 368.
Gaston, Ralph J., 483 S. Kihei Dr., Maui, HA 96753 367.
George, Paul J., 7050 Sunset Dr., S., St. Petersburg, FL 33706 GP
Graubard, Dave, 656 E. Godfrey Ave., Philadelphia, PA 19120 423.
Haapa, Mrs. Peg P., 710 Jasmine Ave., Corona del Mar, CA 92625 RC.
Hammer, Joseph K., 14 California St., Woodland, CA 95695 367.
Harnois, Arthur J., 56 Featherbed Ln., North Kingston, RI 02852 369.
Hathaway, Joseph R., PO Box 1129, Glendive, MT 59330 423.
Herbster, Kenneth, Rt. 1, Milford, IA 51351 423.
Jacobson, Kenneth E., 1103 Logan St., LaCrosse, WI 54601 423.
Jensen, Ewald, 323 Linda Ln., West Palm Beach, FL 33405 367.
Jorgenson, Paul, 628 Metarie Dr., Greenwood, IN 46142 423.
Kennett, Ralph L., 514 E. Monroe, Pittsburgh, KS 66762.
LeKashman, Raymond, 1 Little Fox Ln., Westport, CT 06880 368.
Litka, Raymond, RFD 2, Jasper, MN 56144 368.
McIntyre, Frederick L., PO Box 214, Marion, SC 29571 423.
Miller, John C., 1409 12th St., Clermont, FL 32711 367.
Nelson, Grant L., 2051 Normal Ave., Burley, ID 83318 369.
Oldenburg, Leo, 1104 Hill St., Galena, IL 61036 369.
Olson, George G., 9812 Squire Ln., Eden Prairie, MN 55344 368.
Oscherwitz, Millard S., 2140 Sandy Ln., Wilmette, IL 60091 367.
Pochily, Theodore M., 736 Pearse Rd., Schenectady, NY 12309 367.
Puhl, Fred, 4018 Rudolph Rd., Eau Claire, WI 54701 1628.
Snow, Robert E., 98 Hibiscus Ave., Weymouth, MA 02188 367.
Stewart, R. W., 3363 Aldrich Ave., Anoka, MN 55303 368.
Swanson, Milton F., 197 Read Ave., Coventry, RI 02816 423.
Therault, Bert J., 208 Suffolk Ave., Pawtucket, RI 02816 423.
Trimble, Arthur P., 1296 Millcreek Run, Webster, NY 14580 367.
Walsh, John J., 912 Brill St., Philadelphia, PA 19124 423.
Young, James K., Jr., 431 1/2 South New St., Springfield, IL 62704 367.
Zach, Robert K., Riverton, IA 51650 423.

306th Moves

- Charles T. Schrieder, 21016 SE Stark, Sp 25, Gresham, OR 97030 423
Lee T. Jenks, 164 Trimble Ave., Clifton, NJ 07011 423
Edgar R. Smith, Rt. 2, Box 4395, Pottsboro, TX 75076 369
Charles E. Munger, 17611 Whispering Oaks Dr., Sun City West, AZ 85351 423
Robert Guthrie, Apt. 307, 3170 N. Atlantic Ave., Cocoa Beach, FL 32931 368

Top Officer (From page 3)

to establish and maintain its record of general excellence of ground crew work unequalled by any other group in the ETO.

Col. Coleman and his wife, Mrs. Eleanor Payson Coleman, make their home in Englewood, New Jersey. They have three children, Margaret; Charles and Douglas, Jr. As a civilian, Col. Coleman was associated with the Mitchell Hutchins Co., brokers, as a member of the brokerage.

Col. Coleman's present term of service began Feb. 16, 1942, when he was commissioned a captain, United States Army. He was first assigned to Bolling Field, Md., as an intelligence officer. Later he was transferred to Spokane, Wash., in the same capacity, and finally he joined his present unit while it was being formed at Wendover, Utah, as adjutant. He was appointed ground executive in January 1943.

Col. Coleman is a graduate of Williams College, Williamstown, Mass., in the class of 1916. He spent a year overseas in WW I, as a captain in the Third Field Artillery, stationed in France.

"It seemed like the hand of providence," says Col. Coleman, "to find clear skies over Emden, instead of the overcast we had en route." The colonel was able to see the target clearly and the bombs hit it, making clouds of smoke closely concentrated around the aiming point. "I found the escort very reassuring, but the flak was a bit disconcerting. I was also very impressed by the skill of our pilots in flying the tight formations that are so essential."

Brief Account of 306th Work in Casey Jones

Frankfurt, Jan. 10, 1947 (UP)—Usually reliable sources said tonight that the United States and Great Britain completed the aerial mapping of the greater part of Europe—Operation Casey Jones—six weeks ago.

In most cases, informants said, agreements were made with the nations that were mapped. It was understood, however, that Russia was not consulted, although she was believed to have had knowledge of the operation.

Turned Back Over Spain

An American pilot stationed at Wiesbaden said a member of his squadron flying a photographic mission over Spain early in 1946 was accosted by an armed Messerschmitt-109 which signaled him to fly back toward Germany. The American did so. It was believed that no American army planes flew another photographic mission over Spain.

Apparently American photographic planes never were armed.

It was understood that the three western occupation zones in Germany were photographed, but it was not known whether the Russian zone was.

However, two months ago a small L-5 liaison plane, manned by two American officers, was forced down in the Russian zone and remained several days.

Officials said the plane intended to fly due south of its base at Kassel to another American field, but the officers had become confused and headed north into the Soviet zone.

Three weeks later another small American plane, out of gasoline, was forced to land in Hungary. Again the official explanation was that the crew had lost its way.

United States officials pleaded several times with correspondents not to reveal Operation Casey Jones on the ground that it might "injure relations with our allies."

Bedford Tour in '82 Planned

Book in Progress

(From page 1)

by mail. Many stories appearing in the book were told for the first time by the participants.

The book will be available to men of the 306th at a pre-publication price of \$17.50. After publication and to others the price will be \$20.00. An order form is provided elsewhere in this issue of **Echoes**.