



306th Bombardment Group Association

Dedicate Memorial at WPAFB

Warren Borges (423rd pilot), President of the 8th Air Force Historical Society, has announced that the 8th AF Dayton Memorial will be dedicated at the Air Force Museum, on Wright-Patterson Air Force Base, Ohio, at 11:00 a.m. 9 October 1982.

The memorial, expected to be in place on its site at the southwest corner of the Air Force Museum buildings by the end of July, will be a three-sided monument constructed of Indiana limestone. A three-bladed propellor will be mounted near the top of the memorial stone, bringing the total height to nearly twenty feet. Bronze plaques on each of the three sides will depict the history of the 8th AF in World War Two and will provide a map of the location of 8th AF bases in England during that period.

Representatives of units from each of the 70 or more England bases of the 8th AF are expected to attend the dedication ceremony. Special honor will be given the many group commanders who will be in attendance. Lt. General Jimmy Doolittle, 8th AF Commander in 1944-45, and Lt. General Robert T. Herres, present commander of the 8th AF, are expected to be honored guests. A good number of Medal of Honor winners and a number of well-known Fighter Aces will also attend. Major General John W. Huston, former head of the USAF Office of History and WWII 8th AF Navigator, will be the m. c.

Those who appreciate tales of the early days of combat in the 8th Air Force will be pleased to know that a reprinting has been made of *First of the Many*. This was the book by John R. McCrary and David Sherman, which first appeared in 1943 and chronicled the early months of combat. Earlier issues of *Echoes* have reprinted brief portions of the book, which mentions numerous 306th men and incidents.

Dedication at Thurleigh Oct. 5 Includes 86 of Us

At least 86 persons with close connections with the 306th Bomb Group of 1942-45, men, wives and children, will be flying from New York to London's Heathrow airport Oct. 4 en route to the dedication/reunion at Bedford and Thurleigh.

They are expected to arrive at the Moat House Hotel in Bedford about noon on Monday, Oct. 4. Meeting them there will be members of the British 306th Historical Association who have been busy planning the dedication of the memorial at Thurleigh as well as a host of activities for the American visitors.

Tuesday, Oct. 5, will be Anglo-American Day in Bedford, with much activity closed down for the day in anticipation of the dedicatory ceremonies planned at RAE Thurleigh. Several dignitaries will be on hand (an invitation went even to the Queen, who visited Thurleigh in July 1944 for the christening of "Rose of York," a 367th lead plane); two children, one an American from the 306th Strategic Wing complement at Mildenhall and another from Bedfordshire, will actually unveil the memorial.

Lunch will follow the 11 a.m. ceremony at the Officers' Mess, and the group will return in mid-afternoon to Bedfords. That evening there will be a 306th banquet in the Moat House hotel.

The American visitors will return to the Thurleigh area Wednesday for the presentation of a picture on behalf of the 8th Air Force Historical Society to The Jackal pub. Lunch and visiting in the village will take up a part of the afternoon.

Wednesday evening the visitors will go to RAF Chicksands, another U.S. base near Bedford for dinner and dancing.

Madingley Cemetery at Cambridge will be the objective Thursday morning, with a wreath laying ceremony planned for 11 a.m. 306th names appear prominently among the more than

3,800 white crosses at Madingley, as well as among the names on the "Wall of the Missing."

Lunch is planned at the Imperial War Museum facility at Duxford, south of Cambridge, a WWII 8th AF fighter base and now the Museum's workshop and aviation museum. There are usually two B-17s present at Duxford, a Concorde jet and many small WW II aircraft of all nations.

Some may leave Friday for London to do the tourist bit there, while others will elect to stay in Bedford. It is expected that quite a number will remain in England for one or two weeks additionally.

The tour group is planning to leave Heathrow Airport at about 10 Sunday for the flight back to New York's JFK Airport.

Arrangements for the venture have been under the direction of William Flanagan, 369th; George G. Roberts, 367th, and Bert Perlmutter, 369th.

Symposium On Air War Set Oct. 6

Lt. Col. John H. Woolnough, president of the 8th Air Force Memorial Museum Foundation, Inc., has announced plans for an Air-War Symposium to take place at the Cincinnati Convention Center Wednesday 6 October.

This meeting will consist of two panel sessions. The first panel (2:00-4:00 p.m.) will cover escape and evasion topics. The second panel (4:30-6:30 p.m.) will discuss Prisoner of War subjects. Both sessions will be moderated by Roger Freeman, the eminent air-war historian and author of "The Mighty Eighth."

The Escape and Evasion Panel will cover the planning, establishment and maintenance of European escape and evasion lines. The panel will include

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8th Reunion Of 306th at Cincinnati

The eighth annual reunion of the 8th Air Force will take place in the Cincinnati Center on 7-10 October 1982.

More than 2,000 veterans of the 8th Air Force will gather in Cincinnati to relive the giant air battles fought over Europe in World War Two.

The reunion will begin on Thursday, 7 October, with unit organizational meetings and a nostalgic "Aero Club" dance. 40's music, wartime clothes styles and WWII uniforms will highlight this popular dance. The schedule on Friday will include the annual meeting of the 8th Air Force Historical Society, sponsor of the reunion, and many Unit Rendezvous meetings.

The following units plan to hold Unit Rendezvous within the 8th AF Reunion: BAD1, 3 SAD, 4 SAD, 7PG, 8AFCC, 8FC, 20FG, 25BG, 34BG, 44BG, 95BG, 96BG, 303BG, 306BG, 339FG, 351BG, 353FG, 359FG, 364FG, 379BG, 392BG, 448BG, 466BG, 482BG, 486BG, 492BG, 493BG and the 801/492BG (carpetbagger outfit).

In addition, the Air Forces Escape and Evasion Society and the 2nd Schweinfurt Association plan to hold joint meetings with the 8th AFHS.

The Gala Banquet, set for Saturday night, will include an address by Lt. General Robert T. Herres, the present Commander of the 8th Air Force, headquartered at Barksdale Air Force Base, Louisiana. Dancing will follow the banquet.

Charles F. Miller, 367th gunner, has been elected national senior vice commander of the American Ex-Prisoners of War, Inc.

He had previously been junior vice commander for the western region. Miller lives in LaJolla, CA.

Charlie joined the 306th on 4 May 43 with Gaylord Ritland's crew, and was in one of three "Clay Pigeon" planes lost on the 15 May raid to Wilhelmshaven.

Reports Were Way of Life In the Tower

Probably many people have wondered just what the people in flying control did. Well, they operated the control tower handling planes both on the ground and in the air. But they also wrote reports.

Through the help of Bill Carlile, a onetime man in the tower for the 306th at Thurleigh, we have some of the reports which were a part of the routine for flying control people. We have condensed them slightly in the interest of space.

18 March 1944—Stirling BF 396 was parked on the downwind end of the runway 06 building up brake pressure when a darky call from B-17 No. 429 was heard, with request for landing instructions. The Stirling was asked to pull off the runway to the perimeter track. After the B-17 landed the Stirling started to turn around at the entrance of a large dispersal. In doing so his tail wheel went off the concrete and dropped into the soft ground. As the pilot swung the tail back on the hard surface it broke the tail wheel. Chedburgh, the home station of the aircraft, was notified.

30 May 1944—Lt. Col MacDonald was taking off in P-47 #391 at 1058 hrs. on 29 May when his motor cut. The pilot was unable to stop the aircraft before coming to the end of the runway. The right undercarriage collapsed when ground loop was attempted. The aircraft came to rest on its right wing about 50 yards from end of runway.

16 July 1944—On 15 July at approximately 1745 hrs. RAF P-51 FX 923 was starting to takeoff when the undercarriage collapsed. The aircraft skidded on its fuselage for approximately 200 yards down runway.

27 July 1944—On 26 July at approximately 1540 hrs. B-17 #158 Nular S-Sugar landed. After rolling down the runway for about 1,000 yards the aircraft nosed up and then fell back on its tail. Considerable damage was done to the aircraft.

16 August 1944—At approximately 2340 hrs. 15 August aircraft #840, Morepork Y-Yoke, piloted by Lt. Pederson, was taxiing back to dispersal after completing a detail of night landings and takeoffs. The aircraft was seen to stop on the perimeter track and remain there. Upon inquiry by radio if he was in trouble we were told the tail wheel of the plane had collapsed. When reaching the aircraft it was seen that the fuselage was broken where the tail gunner's compartment is attached. Engineering was notified and asked to remove the aircraft.

6 October 1944—At 1705 hrs., 5 October, B-17 #23515 WW piloted by Capt. Allen was taxiing out of dispersal #18 when he put on his



brakes and nosed up. The two in-board propellers dug into the concrete, bending both of them. The aircraft was towed off the perimeter track.

28 October 1944—In compliance when 1 BD Instruction, No. 57-3, dated 16 October, the following is submitted:

Pilot—Lt. Robert C. Fife.

Aircraft—P-47 #19865.

Time—0903 hours, 28 October.

Wind—West Southwest—12 mph.

Runway in use—30.

Last time airfield was inspected by F.C.O.—0830 hours.

At 0900 hours P-47 #19865 took off on R/W 30, SE to NW for a local flight. When airborne the aircraft started a left hand pattern of the field. When aircraft was about 800 feet and over the SE end of R/W 30 a slow roll was attempted. Approximately $\frac{3}{4}$ of the way through the slow roll, pilot lost control, attempted recovery but failed and dived into the ground. Plane exploded and pilot was killed when aircraft crashed. Crash occurred 100 yards to the left of start of R/W 30. Crash crew and ambulance dispatched when aircraft was seen to be in trouble.

19 April 1945—This is to certify that to the best of my knowledge aircraft #914 and 203 flown by Lt. Underwood and Lt. Hartshore respectively were between 250 and 300 feet altitude at approximately 1709 hours 15 April.

The *Bedfordshire Times* reported several years ago that an examination of the records indicated that 148 Bedfordshire girls married men from the 306th during WW II.



306th Bombardment Group

Insignia. Shield: Per fess enhanced dancette azure and or, in base the Indian idiogram for the jaws of a rattlesnake gules.

Approved January 6, 1943

Above is the official insignia of the 306th Bombardment Group. A print of this, in color, approximately five inches wide and 7 $\frac{1}{2}$ inches high is available for \$10 from Lawrence W. Knight, 1842 138th Avenue, Tampa, FL 33612.

Pollock Set New Gunnery Style in '17s

Col. Eugene J. Pollock first came to the attention of the world of the 8th Air Force when in May of 1943 he became the second officer in the Eighth to complete a tour of 25 combat missions.

He was a navigator with the original group, flying with the 423rd Squadron.

As an observer in the nose of a B-17, Pollock was one of those hardy souls who watched many, many German ME 109s and FW 190s roll through the formations mission after mission, shooting down planes and to sometimes receive the coup de grace by 306th gunners.

Original thinking, dating back to the '20s and '30s, said that heavy bombers could defend themselves if enough of them were in formation, they flew tight formation, and their fire control systems were in good working order.

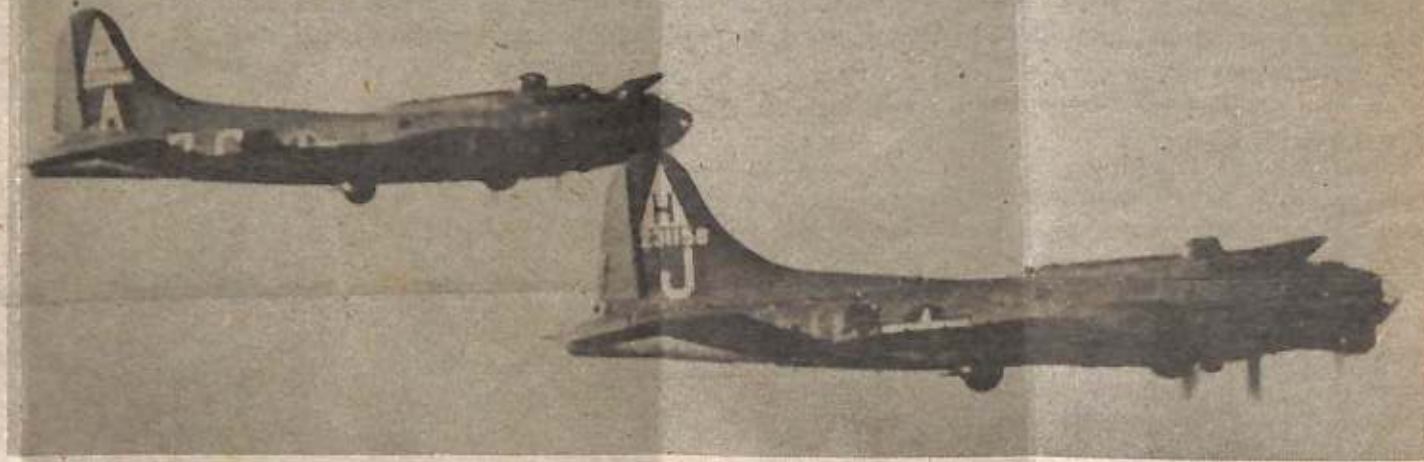
That quickly proved to be fine theory and of low practical value. The 306th bore the brunt of fighter opposition in the early days, for reasons never established. Formation tactics were aired daily, as almost every pilot tried to exert his own ideas of how a combat formation should be properly flown to insure maximum mutual protection.

It was finally the ideas of Col. Curtis LeMay, commanding officer of the 305th Bomb Group, that prevailed and established the formation that was used throughout much of the war. But there was constant tinkering going on, even in the late stages as the warfare changed, and the role of the attacking fighter and the defending gunner decreased sharply from D-Day on.

Hunched there in the nose of the B-17F, Pollock observed that neither he nor others manning hand-held guns were doing a lot of damage. Some enemy fighters were shot down, but the cost was very high in planes and lives for the 306th. It was also an emotion-scarring time for those in the bombers who were trying to defend themselves.

"We knew practically nothing about aerial gunnery at that time," says Col. Charles B. Overacker, the first commanding officer of the 306th. "That was perhaps the weakest link in the entire combat crew."

One of the major concerns being expressed was the amount of damage being done to 306th planes by .50 caliber ammunition. The Germans didn't use .50s so it had to be our own guns. Waist guns were hampered in their range by restrictive devices to insure that ardent waist gunners did not shoot



off their own wings and tails in their intent firing at the enemy.

Not only were gunners damaging their own planes, but they were also too frequently hitting other ships in their own formation.

Of course, there was no malice, but the psychological and physiological mechanisms that seized hold of the gunners at these times were little understood. When the gunner became intense upon the enemy, who was also shooting at him, he did not see other planes in the formation, or even parts of his own plane. His total attention was riveted on that attacking aircraft. Thus, bullets went in places not intended, and planes and people were damaged by this.

Pollock later wrote the following report:

Very early in the operations in Europe we began to learn that with the hand held gun, except for the tail gun, we could and did shoot up our own aircraft. We were briefed and cautioned on the dangers of firing into our own aircraft, and this emphasis did seem to help. The aerial gunnery technique which required pointing off target rather than directly at the target seemed to increase the self-inflicted damage including to other aircraft in our own formation. The use of tracer ammunition appeared to indicate that the turret guns as well as the hand held guns were strangely ineffective.

About this time, a visit was made with some of our British counterparts, including fighter pilots, to discuss the pointing problem. In this exchange, it was determined that although the fighter pilot must always lead an aerial target in order to hit it, the gunner shooting out of a bomber generally must aim behind the attacking fighter, if he is to hit the fighter. This is caused by two independent mechanisms, one the pursuit curve, in which a fighter will always drift towards the rear of the aerial target being attacked, and second, forward motion is imparted to the bullet fired from a moving platform. The bomber gunner must always aim

between an attacking fighter and the rear of the bomber. It should be noted that this anti-pursuit curve method was purely a defense reaction, and will clearly miss towed targets and/or non-attacking aircraft.

With these facts in mind, and since both bomber speed and a fairly accurate estimate of the attacking fighter speed were available, the so-called Pollock sight was developed. Initially, the standard issue ring and post sight was used. The front post sight was installed a calculated distance in front of the ring sight, such that the correct aiming angle was obtained. The standard issue iron ring sight was made of two concentric rings with an up/down and left/right center line between the rings. The outer ring was now used to give the correct firing angle for a target 90 degrees off the bomber, while the inner ring was used for 45 degrees. Pointing was accomplished by placing the post over the attacking target while keeping the post at specific locations on the ring sight. For example, if the target is at 90 degrees level from the bomber, then one locates the post and the target on the outer ring rear centerline. At the other extreme, if the attack is directly from the nose or tail, then one fires directly at the target by keeping the post and the target centered on the ring sight. The use of the anti-pursuit curve Pollock sight techniques did seem to have a profound positive fire control effect which may have been the reason for reduced losses for the 306th Bomb Group. The size of the standard issue ring sight was not optimum for this use, and an improved three ring sight known as the Pollock sight was designed and used.

From a personal viewpoint, when my combat tour in the 306th was completed I was not immediately returned home, but rather I spent additional time developing the anti-pursuit curve techniques. When I did return to the U.S. it was to set up a school for gunnery officers, a new MOS, to

insure that adequate information on the subject of flexible gunnery was available to the combat forces. The training unit was known as the Combat Gunnery Officer School (CGOS) first located in Fort Meyers, Fla., and later moved to Laredo, Tex.

With reference to the turret mounted gun sights, very interesting information soon appeared. A development at Laredo Army Air Base called the Frangible Bullet Project allowed one to fire live rounds at an attacking fighter aircraft from a flying bomber, and indicated all hits to the gunner on the bomber, by radio. Although in the early installations of the anti-pursuit curve capability was considered necessary only for the hand held gun, the Pollock sight was installed on the turret systems of the B-17 and the B-24. Whether or not they were actually used in combat is not well established. Testing at the CGOS using the Frangible Bullet indicated that while the turret computing sights performed in a satisfactory manner against towed targets, they proved to be useless against an attacking aircraft. The installation of the Pollock sight on the turret mounted guns did afford adequate pointing against attacking targets as demonstrated by the Frangible Bullet project.

Many of us remember the staggered attacks mounted by German fighters against our formations, one from the right front, and then one from the left front. Since they were frequently in very close sequence, our gunners fired continuously at one and then the other, or slewing from one target to the other at maximum rates, and firing as the targets were seen in the gunsight. Since the computer in the turrets were lead calculating, and considering the high slew rates, the turret guns were probably pointing at other aircraft in the formation. One wonders at times, whether the Germans understood our weapon systems better than we did.

History (From page 1)

knowledgeable representatives from several European countries as well as Ralph Patton, president of the Air Forces Escape and Evasion Society.

The Prisoner of War Panel will address the subjects of camp organization, internal discipline and prisoner morale problems. Individuals who had command responsibility in various POW camps will be invited to sit as panelists.

There will be question and answer periods for both panel sessions. This historic exchange will culminate in a reception and a Symposium Banquet.

The 8th AFMMF Air-War Symposium Series began in St. Paul, Minnesota on 15 October 1981. That first meeting covered the "Luftwaffe vs. the 8th AF." In addition to a number of 8th AF veterans, the panel included Lt. General Adolf Galland, head of the Luftwaffe fighter forces in WWII. Roger Freeman moderated the 1981 symposium. The high interest in that first meeting brought a sell-out crowd, with many standing around the walls.

Though a larger space has been secured for the Cincinnati Symposium, attendees are urged to register in advance. Interested persons are invited to write the 8th AFMMF Symposium, PO Box 4738, Hollywood, FL 33083.

Deceased

Edward T. Miazza, 368th adjutant and executive officer and 423rd executive officer, 18 April 82 in Metairie, LA.

Robert A. Simonson, 367th gunner (Raster's crew) and POW (Noyen 17 Jun 44 with Dingman), 2 Nov 80 in Hayward, WI.

Salvatore Soscia, 423rd navigator (Carlson's crew, 1944), 10 June 82 in Ellicott City, MD.

Philip A. Wagner, 369th gunner, 13 April 82 in Cleveland, OH.

Gordon Richards says we left out one item from the list published in the April issue of *Echoes*—they need a B-17! If you have one to spare, send it along to Gordon and Connie.



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Can You Believe 6 to 1?

(By the Associated Press)

Washington, June 15, 1943—American four-engined bombers over Europe have been shooting down German planes at the rate of almost six to one, a War Department summary disclosed today.

The summary showed that in eighteen missions—all high-altitude, precision attacks—the Americans shot down 571 Nazi planes and lost 106 of their own.

The summary did not break down losses on each side by types. Presumably, United States losses were largely heavy bombers while the German losses were fighter planes. The "box score" follows:

	United States Planes Lost	German Planes Destroyed	German Planes Probably Destroyed	German Planes Damaged
Wilhelmshaven (Jan. 27)	3	22	14	13
Emden (Feb. 2)	5	25	8	6
Wilhelmshaven (Feb. 26)	7	21	9	5
Hamm (March 4)	4	13	3	4
Vegeesack (March 18)	2	52		23
Wilhelmshaven (March 22)	3	28	9	9
Bremen (April 17)	16	63	15	17
Kiel (May 14)	8	62	24	27
Emden (May 15)	1	14	3	1
Helgoland (May 15)	5	29	20	30
Kiel (May 19)	6	48	7	21
Flensburg (May 19)	0	12	4	14
Wilhelmshaven (May 21)	7	47	5	17
Emden (May 21)	5	31	6	6
Wilhelmshaven-Cuxhaven (June 11)	8	54	25	18
Bremen-Kiel (June 13)	26	50	15	20
Totals	106	571	187	231

'12 O'Clock High' Author, Lay, Dies

Beirne Lay, Jr., 72, a former military pilot, author and screenwriter whose films include "Twelve O'Clock High," one of the most highly regarded movies about World War II ever made, died of cancer May 26 at a hospital in Los Angeles. He lived in Brentwood, Calif.

Military flying provided the material for the books and films for which Mr. Lay is best remembered. Born in Berkeley Springs, W.Va., Mr. Lay was commissioned a pilot in the Army Reserves in 1932 just after graduating from Yale. In World War II he went to England as a B-24 pilot. He was shot down over France 11 May 1944 while commanding the 487th Bomb Group. He eluded capture.

In the 1930s, Mr. Lay had written "I Wanted Wings," which was made into a movie. Out of his war experiences came "Presumed Dead," an account of being shot down and evading capture, and the novel and film "Twelve O'Clock High," of which Sy Bartlett was the co-author. Bartlett is also deceased.

It is the story of a bomber group whose casualties are high and whose efficiency is low. Its commander is too sympathetic to his men and not hard enough in matters of training and discipline. Frank Savage, a veteran officer played by Gregory Peck, is put in command for the purpose of bringing it up to the mark. The film explores discipline, sacrifice, danger and the limits of human endurance. Savage accomplishes his mission, but only at the cost of a breakdown.

In the 1960s, Mr. Lay converted "Twelve O'Clock High" into a television series.

The significance of Col. Lay's work to the 306th is that the opening scenes of "12 O'Clock High" revolve around the change of command at the 306th. Maj. Gen. Ira Eaker, Col. Frank Armstrong, and Lt. Col. Lay came to Thurligh for an inspection on 4 January 1943, and while there Col. Charles B. Overacker, Jr., was relieved and Col. Armstrong took command of the 306th. Lay was a witness to the entire process.

Mr. Lay earned Academy Award nominations for two later screenplays, "Above and Beyond" (1953) and "Strategic Air Command" (1954). His other television credits include "Combat" and "The Barbara Stanwyck Theatre."

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 _____

Madingley—

page 4-5 center fold

Resting Place for 306th Men

Madingley is the hauntingly beautiful cemetery that has been developed northwest of Cambridge, England, extensively rebuilt and now maintained in the finest tradition. Since those days during World War II when 306th men trekked there to attend the final rites for comrades the cemetery has been completely redesigned.

More than 3,800 men lie there today, most of them Air Force, and five of them from the 306th.

Not all were combat casualties, but also represented are those who lost their lives in training accidents, on transport flights, and in the general life of the base.

Highly visible to any visitor at Madingley today is the "Wall of the Missing," a vast display of Portland Stone into which have been carved the names of 5,125 men, most of whom were missing in action over the waters around England, or whose bodies were never recovered from planes downed over the continent of Europe.

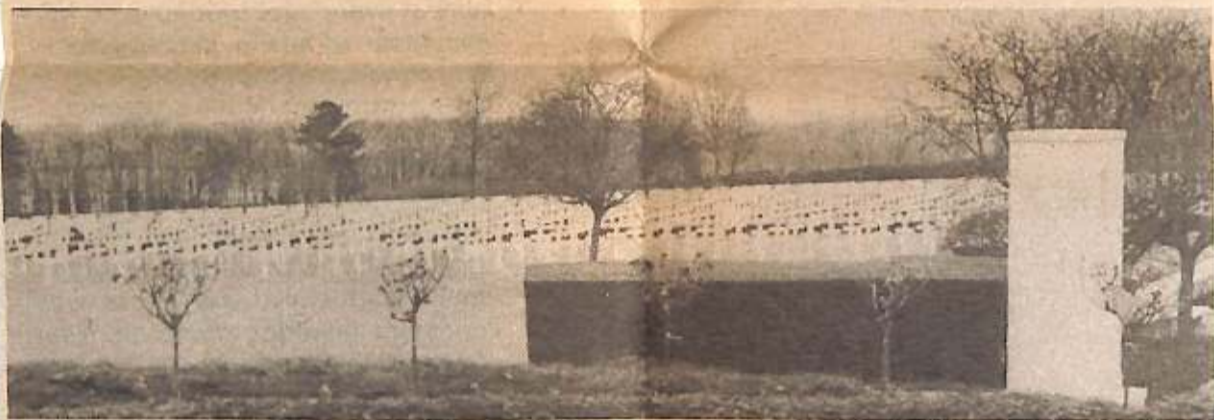
There are 117 names of our comrades from the 306th carved into this great wall, along which stand heroic figures of an airman, soldier, sailor, and marine.

One can only feel a great sense of awe and of sorrow as one walks between the geometrically arranged rows of crosses, or stands in front of the "Wall of the Missing" and reads the names.

From the flagpole near the entrance to the cemetery proper one can look down the mall and across the reflecting pool to the chapel at the far end. The chapel itself is a beautiful creation in which the story of the European conflict is told and retold in different ways.

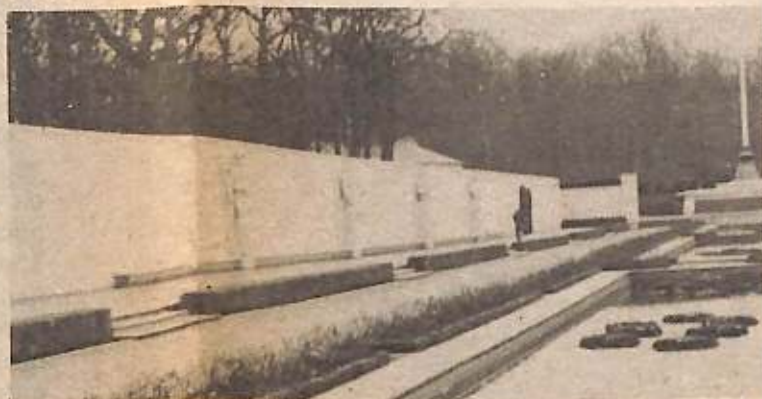
The cemetery at Cambridge first came into use in early 1943 on land provided by Cambridge University. In 1949 construction had been completed so that the unit was turned over to the American Battle Monuments Commission for continued maintenance and operation. Today it is managed by Americans and remains an oasis of memories for many.

Anyone planning a trip to Thurleigh in the years ahead should also plan to pause at Cambridge for a quiet tour of Madingley cemetery.



Mont D. Baughman, Sgt., 367.
Sam P. Beardon, TSgt., 368.
Robert A. Bickston, Cpl., 367.
Wilber B. Butterfield, Capt., 367.
Robert P. Cameron, Jr., 2 Lt., 367.
Raymond J. Check, Capt., 423.
Charles A. Crooks, 2 Lt., 368.
George E. Cubberly, Capt., 367.
Thomas H. Davis, SSgt., 369.
Walter E. DeHoff, SSgt., 423.
William W. Ely, 1 Lt., 367.
Jack B. Eppler, SSgt., 367.
Willie S. Fant, TSgt., 368.
Conrad J. Farr, 2 Lt., 369.
Robert C. Fife, Jr., 1 Lt., 369.
Earnest E. Gallion, TSgt., 367.
Robert W. Hanson, 2 Lt., 423.
Billy A. Helms, SSgt., 369.
Raymond J. Henn, SSgt., 423.
Arthur S. Hostettler, Capt., 367.
Thomas S. Hover, Pvt., 368.
Virgil F. Jensen, SSgt., 367.
Derrell S. Jones, MSgt., 367.
Collins E. Liersch, 2 Lt., 367.
Joseph M. Mandula, Sgt., 368.
James L. Mitchell, SSgt., 367.
John P. Mockus, 2 Lt., 368.
Charles R. Nicholson, SSgt., 368.
Edward D. O'Malley, 2 Lt., 423.

Bryce J. Osborne, Sgt., 369.
Austin J. Parrish, 2 Lt., 367.
Gail W. Pashon, SSgt., 423.
William H. Peterson, 1 Lt., 367.
Herbert E. Reichle, TSgt., 369.
Harry N. Renfro, 1 Lt., 367.
Kenneth B. Rood, SSgt., 423.
Michael Roskovich, 2 Lt., 423.
Donald J. Schaefer, 2 Lt., 367.
Ewing Shields III, 2 Lt., 368.
Edward S. Smolenski, Flt. O., 423.
Alton G. Speakman, Sgt., 423.
John A. Strauser, 2 Lt., 368.
Albert E. Tessier, Jr., Sgt., 368.
Willard A. Transeth, 2 Lt., 367.
Robert A. Vieille, 1 Lt., 367.





Alyea, Harry J., Jr., 1 Lt., 423.
 Barthe, Martin R., SSgt., 367.
 Becker, Paul A., 1 Lt., 367.
 Bohrer, Donald F., SSgt., 369.
 Brill, Ivan, 1 Lt., 423.
 Byer, Paul E., 1 Lt., 369.
 Capps, Robert P.M., SSgt., 423.
 Carbine, Joseph J., 2 Lt., 367.
 Carlson, Charles H., SSgt., 423.
 Caserta, Carlo, Sgt., 367.
 Cecere, Anthony R., TSgt., 369.
 Chancellor, Roy L., SSgt., 369.
 Cogan, Abraham L., Sgt., 423.
 Constantine, Kermit J., TSgt., 369.
 Cook, Arthur G., TSgt., 369.
 Cooke, Creston O., Jr., SSgt., 423.
 Coplin, Okey R., Sgt., 367.

Covington, William R., TSgt., 423.
 Cox, John A., Jr., Sgt., 367.
 Cranmer, Charles W.B., 1 Lt., 369.
 Creamer, John A., Jr., 1 Lt., 367.
 Crede, Joseph A., Jr., 1 Lt., 367.
 Cybulski, John M., SSgt., 423.
 Daley, Vernor F., Jr., 1 Lt., 367.
 DeZolt, Silvio P., SSgt., 367.
 Denny, Ralph L., 2 Lt., 423.
 Dewey, Edwin R., Sgt., 367.
 Dickey, William W., Jr., 2 Lt., 367.
 Dickson, Donald F., 1 Lt., 367.
 Dixon, Merl E., SSgt., 368.
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 Elliott, Judson W., SSgt., 367.
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 Harrison, Cleston K., Sgt., 423.
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 Jordon, Howard E., SSgt., 368.
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 Kasmiersky, Joe A., SSgt., 423.
 Kelch, Joseph A., Jr., SSgt., 368.
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 Kloster, Laurel M., SSgt., 369.
 Langan, Hugh L., Cpl., 367.
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 Lear, James B., 1 Lt., 423.
 Little, Randall, SSgt., 368.
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8th AFMMF Air - War Symposium Cincinnati Convention Center - 6 October 1982

This symposium, 'Escape & Evasion and Prisoner of War,' has been planned to interest historians, serious air-war buffs and many former members of the 8th AF. The program will include two panel sessions, a cocktail hour, and a banquet. We trust you will register in advance so that we may include you in our plans.

The two panels, moderated by Roger A. Freeman, the eminent 8th AF historian and author, will cover the planning, establishment and maintenance of European escape and evasion lines in the first session. The second session will address the subjects of P.O.W. camp organization, internal discipline and prisoner morale problems.

The 1982 Air-War Symposium Committee will invite persons who engaged in the planning, establishment and control of escape lines to sit on the E & E Panel. Individuals who served in responsible positions in POW camp organizations will be invited to make up the panel for the second session.

The meeting schedule at the Cincinnati Convention Center on 6 October 1982 follows:

1200-1430	Registration (Convention Center, 1st floor)
1400-1600	1st Session 'AF Escape and Evasion' Panel Discussion. Q and A period follows
1600-1630	Break
1630-1830	2nd Session 'AF P.O.W.' Panel Discussion Q and A period follows
1830-1930	Refreshments (cash bar)
1930-2200	8AFMMF Symposium Banquet (with Guest Speakers)

We would be pleased to count you in this important meeting. Your presence will insure that this Air-War Symposia Series is a continuing success.

Sincerely,

Ralph K. Patton, Clifford L. Peterson and John H. Woolnough
Co-Chairmen

P.S. For those who will arrive on Tues. evening 5 Oct., there will be a Symposium Reception (cash bar) at 2030 hours in the Bronze Room (Ballroom Floor) of Stouffer's Cincinnati Towers Hotel. 'Late' registrations will be accepted at this time, subject to space availability. AVOID DISAPPOINTMENT, REGISTER BY MAIL NOW!

REGISTRATION FORM

FEE: \$48.50 per person (incl Symposium & Banquet). Please make your tax-deductible check payable to: 8th AFMMF and mail together with this form to: PO Box 1304, Hallandale, FL 33009. Those attendees who wish to bring a guest to the Symposium Banquet only, are asked to remit an extra \$25. Your cancelled check is your receipt.

Advance Registration accepted by mail until 17 September. Late registrations may be made at Cincinnati on a space available basis. Full refund (less \$5 service charge) for written cancellation postmarked by 27 September. Late cancellations will be refunded less a \$25 service charge.

PLEASE PRINT _____

Name(s) attending Symposium Program

Address (incl. zip)

Please fill in if applicable: Evader _____ P.O.W. _____ Escapee _____ 8th AF Unit _____

Location _____ Dates _____

Enter nos. of guests attending Symposium Banquet only () Do not incl. their names above.

\$ _____
(Total donation amount enclosed)

Mail this form with your check to: 8th AFMMF, PO Box 1304, Hallandale, FL 33009

HOTEL SPACE

- A. If you are attending the Symposium AND the Reunion, and require hotel accommodations, please use Reunion Registration Form for your 'early arrival' room needs.
- B. If you are attending the Symposium ONLY (not the reunion), and will require hotel accommodations for the night of Tues. 5 Oct. and/or Wed. 6 Oct. only, please note that we are holding a block of rooms (an easy 4 minute walk by enclosed skywalk to the Civic Center).

Room rates as follows:

Two Persons - double room (incl. tax) \$68 per night
One Person - single room (incl. tax) \$55 per night

Should you require these accommodations as outlined in 'B' above, please make a separate check (for room only) payable to: 8AF Reunion and mail to: PO Box 1304, Hallandale, FL 33009

BE SURE TO INCLUDE YOUR ARRIVAL AND DEPARTURE DATES.

PROCLAIMED '8th AF DAY': Mayor of Cincinnati

- Thurs. 7 Oct.**
 0730-0830 hrs UNIT CONTACT BREAKFAST. Place: Stouffer's-Ivory Room
 0830-1200 hrs UNIT CONTACT WORKSHOP (Ivory Room)
 1000-2100 hrs 8 AF Registration & Information Booths open (Conv. Ctr-ground level)
 1200 hrs UNIT RENDEZVOUS & HOSPITALITY MEETING ROOMS OPEN. Time to meet & greet your buddies.
 1300 hrs The 'MIGHTY EIGHTH' THEATER - WWII Movies sponsored by 8AFMMF (Conv. Ctr-Room 2)
 2030-2330 hrs AERO CLUB DANCE - live band (cash bar). Let's all join in the spirit of the 40's! We expect to see some 'zoot' suits and old uniforms on the guys, and for the 'bobby sockers' (we mean you, dolls), hope you'll don a skirt and sweater! PRIZES!!

THE MIGHTY EIGHTH MEETS

- Fri. 8 Oct.**
 0700-0830 hrs 'Hearty' BREAKFAST (Conv. Ctr-ground level)
 0730-1700 hrs 8 AF Registration & Information Booths open
 0900-1130 hrs 8th AF GENERAL MEMBERSHIP MEETING. All voting members should attend. (Conv. Ctr-Room 2)
 0900-1200 hrs LADIES! An ideal time to stroll the city's enclosed SKYWALK. Shopping's fun in 'Cincy'!
 1200 hrs UNIT BUFFET LUNCHEON for 8th AFers & their Guests (table assignment on your ticket)
 1300 hrs The 'MIGHTY EIGHTH' THEATER - WWII Movies sponsored by 8AFMMF (Conv. Ctr-Room 2)
 1330 hrs **CALLING ALL 8th AFers!**
 A great time for you and your buddies. Many Units present have programmed this afternoon for group sessions. Afternoon refreshments will be served. BRING YOUR PHOTO ALBUM & OTHER MEMORABILIA.
CALLING ALL LADIES!
 Busses will depart (from Conv. Ctr) for the short transfer to boat dock. You'll enjoy a 2-hr. leisurely CRUISE along the picturesque OHIO RIVER (maximum capacity-900). Buses will return to Conv. Ctr. at 1600 hrs.
 1815-1915 hrs Social Hour...pre-dinner RECEPTION (cash bar)
 1830-1930 hrs 8 AF Registration & Information Booths open
 1930 hrs RENDEZVOUS DINNER and 'hangar flying' - full course sit-down service (table assignment on your ticket)
 2200 hrs SPECIAL RAP SESSION with Symposium & Reunion Guests (Conv. Ctr-ground level)

8th AF DAYTON MEMORIAL DAY

- Sat. 9 Oct.**
 0630-0815 hrs 'Hearty' BREAKFAST
 0830 hrs ALL ABOARD! Bus departure (from Conv. Ctr) for WRIGHT-PATTERSON AFB, near Dayton. The USAF MUSEUM, located at the base, is the world's oldest and largest military aviation museum. Review a nostalgic display of WWII aircraft ... also, a rounded program of other fine aeronautical exhibits sure to please you and your guests. A gift shop and book store, too!
 1100 hrs 8th AF DAYTON MEMORIAL DEDICATION CEREMONY, honoring fallen comrades.
 1215 hrs TREE DEDICATION CEREMONY by special request from the following groups - AFEES, 7PG, 34, 44, 303, 306 and 466.
 1230 hrs Tasty picnic lunch at your leisure. We've been promised a sunny day! (contingent plan if weather inclement)
 from 1400 hrs Buses begin return trip to Cincinnati (stops at Conv. Ctr and at both reunion hotels-Stouffer's Cincinnati Towers & Hilton Terrace)
 1500 hrs Last bus departure from Dayton for Cincinnati
 1800-1900 hrs 8 AF Registration Booths open
 1815 hrs RECEPTION (cash bar)
 1900 hrs HONOR CEREMONY (table assignment on your banquet ticket)
 1930 hrs 'Gala' REUNION BANQUET. Theme: Holiday Medley USA (full course sit-down service, featuring 'prime rib of beef' & all the trimmings).
 from 2130 hrs Dance to the live sounds of the Big Band Era. H-U-G-E DANCE FLOOR! (3 hrs. duration) SWEET DREAMS...

'TIL WE MEET AGAIN

- Sun. 10 Oct.**
 0800-1000 hrs 'Hearty' BREAKFAST. (at both reunion hotels)
 1200 hrs Hotel check-out. HAVE A SAFE TRIP HOME.

REUNION REGISTRATION FORM - Cincinnati '82

(Please read carefully.)

1. Mail this form with payment; payable to: 8AF REUNION
2. MAILING ADDRESS: PO Box 1304, Hallandale, FL 33009
3. If hotel room not req'd, write for 'LOCAL' REG. FORM
4. Advance registration accepted if postmarked by 17 Sept.
5. Late registration (after 17 Sept) may not be processed until Reunion time & then subject to available space
6. Personal cks. accepted if postmarked by 7 Sept. After 7 Sept. only money orders, travelers cks. & cash accepted
7. To room with a buddy, mail registrations together
8. Costs incl. registration, memorial drawing ticket, tax & service charge. \$4 will be given to your Rendezvous Unit if booking is postmarked by 17 Sept.

PLEASE PRINT

Name(s) _____
 (first & last name of each attendee for name badge)

Address (incl. zip) _____

Tel: () _____ WWII Group _____

My 8AFHS Member # _____ Check () if new Member just appl'd.

- A. THREE-NIGHT PACKAGE - begins Thurs. eve. dance (incl. room, 7 meals & events as listed in program)
 Two Persons - Double Room (\$238 X 2) \$476 = \$ _____
 One Person - Single Room \$301 = \$ _____
 (Deduct \$7.50 for Guests under 19 yrs old)
- B. TWO-NIGHT PACKAGE - begins Fri. Afternoon (inc. room, 5 meals & events as listed in program)
 Two Persons - Double Room (\$174 X 2) \$348 = \$ _____
 One Person - Single Room \$216 = \$ _____
 (Deduct \$7.50 for Guests under 19 years old)
- C. EARLY ARRIVALS (before Thurs. 7 Oct. & EXTENDED STAYS (room only, incl. tax)
 Two Persons - Double Room (\$68 per night) = \$ _____
 One Person - Single Room (\$55 per night) = \$ _____
 Enter dates if 'C' applies to you.
 Arr: _____ Dep: _____
- D. LATE REGISTRATION FEE for 2 & 3 night pkgs. (after 17 Sept. postmark) ADD \$2 per pers. \$ _____
- ENCLOSE FULL PAYMENT** \$ _____
 (After 7 Sept. personal checks not accepted)

CANCELLATIONS: Full refund less \$10 service charge if written cancellation is postmarked by 27 Sept. After 27 Sept. refund amount is subject to charges by hotel, caterers, et cetera.



A Variety Of Reactions To History

Below are excerpted some of the letters received since the publication of "First Over Germany."

Before anything else is said, one point needs clarification: The index in the back of the book is just that, an index. It is not a roster of 306th personnel. The author's best estimate is that between 9,000 and 10,000 men served with the 306th between March 1942 and May 1945.

There is no complete roster, and the only one that does now exist is a card file built by the author over a period of seven years.

We would like to publish the names of all of the men who served with the 306th, but unless someone wants to bankroll the task it will most likely never be done. It would take a book of about 240 pages just to print one line on each person, which might include name, serial number, MOS, and a minimal amount of other information.

While not the first bomb group to arrive in England, the 306th served longer in combat than any other 8th Air Force bomber unit. Therefore, far more people were on the 306th roster than almost any other unit of the 8th.

Thanks a million for the book, I at once devoured it and enjoyed it mightily. The guys in the Group association will always be indebted to you for your years of hard and devoted work in putting the history together. We are somebody in the pages of history now and forever.

Martin Kilcoyne
367th
Greenville, N.C.

I just last night completed reading your history of the 306th Bomb Group, and I must say that it is worth waiting for. I have spent nearly a week reading and digesting it from cover to cover. Of course, I probably had an advantage over anybody else in the whole organization in that as I read your pages I read certain parallel portions from my diary, which made it doubly exciting for me.

... To the casual reader the listing of all the names of every combat crewman who was involved in a plane or personnel casualty or who shot down an E/A will be a bit tedious, but that is not the sort of person for whom you wrote the book. It makes a rare and complete history which allows every man possible to get his name in print. I never would have believed you could have made it thus complete.

Thurman Shuller
Group Surgeon
McAlester, OK

Newly-Found

- Arrieta, Mark B., 862 W. Locust St., Ontario, CA 91761 368
 Barber, Clifton R., Box 122, Webster, WI 54892 423
 Benningfield, Wallace, 57 Blake Av., Rockledge, PA 19111 368
 Bright, George M., 199 Rosemont Dr., Coraopolis, PA 15108 423
 Bump, Gerald, 646 N. Berkeley Pl., Westerville, OH 43081 369
 Clements, George, 218 Glen Eagle, Conroe, TX 77302 367
 Coulter, John A., Jr., 10 Washington St., Novato, CA 94947 423
 Czinder, James, 2031 Kinsey, Muskegon, MI 49441 368
 Franzino, Raymond, 11 Highview Dr., Scarsdale, NY 10583 369
 Fredrick, Vincent S., 2729 Prospect Av., Cleveland, OH 44115 369
 Lincoln, Rogors K., Narvin Rd. #3, Churchtown, PA 17555 423
 Love, Leland M., 4109 Wilkinson Ave., Studio City, CA 91604 423
 Lynch, Robert, Rt. 1, Box 157, Taylorville, IL 62567 369
 Metcalf, Jack D., Sr., 3407 Verner Rd., Kent, OH 44240 423
 Miller, Reed T., 25 Forsyth Park, Lock Haven, PA 17745 423
 Naumann, Maj. Alvin E., PO Box 642, Castroville, TX 78009 368
 Ormond, Waverly, 131 E. Burlington St., Iowa City, IA 52240 368
 Pfeifer, Frank A., 5649 Faust Av., Woodland Hills, CA 91367 368
 Ransdell, William H., 1316 N. 25th St., St. Joseph, MO 64506 369
 Ryder, Dr. Harvey P., 4704 Stonecrest Terr., St. Joseph, MO 64506 369
 Shennum, James V., Val Vista Village, 233 N. Vista Dr., Mesa, AZ 85201 423
 Stefano, Andrew, 93-10 107th Av., Ozone Park, NY 11417 367
 Stoddard, David, 24800 Horn Rd., Elmira, OR 97437 368
 Yearous, Leslie J., RR 1, Fayette, IA 52142 369
 Villagran, Al., 14268 Forest Crest Dr., Chesterfield, MO 63017 369
 Whitney, Frank G., 515 White Oak Dr., Severna Park, MD 21146 367

I've just finished reading your book. It is a fine example of historical research. You have struck just the right balance between the daily detail of battle and the wider context of the war. Writing detailed unit accounts in an interesting way is also quite a challenge. You have assuredly met that challenge—writing in a style that is clean and clear, yet engaging.

Sherwood Cordier
Professor of History
Western Michigan University

I flew 35 missions with the 306th Bomb Group between Nov. 1944 and May 1945. Where is my name on the 306 credit list?

Your maximum effort was an abortion. Your source of information a disaster to those who risked their lives without recognition.

I feel left out because my name is not listed. However I am sick over names of pilots I flew with that were not mentioned. Pilots like Capt. Claeys, and Lt. Carter.

William F. Smatlack
368th
Brightwaters, NY

Editor's Note: Capt. Claeys was mentioned in the book, but probably not more than half of all aircrewmembers were mentioned at all.

"First Over Germany" arrived and it is truly an outstanding effort on your part. It is most interesting after all of these years to be reminded so vividly of days and events that were so important so many years ago. All of us owe you a sincere vote of thanks for a job well done.

Walter F. Rozett
423rd
Atherton, CA

Your book is terrific. Of natural interest to anyone connected with the 306th Bomb Group, it goes much farther than that. "First Over Germany" will appeal to any literary taste, with particular appeal to those in our general age group. Further, thinking of the amount of research involved on your part, "boggles one's mind," for sure... Many of us are grateful for your efforts.

Richard A. Hill
423rd
Denver, CO

I just want to say how much I've enjoyed "First Over Germany." Please send two more copies.

Frank D. Yaussi
423rd
Glendale, CA



Order your copy today of

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

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

Please accept my order for _____ copies of First Over Germany at \$20 each, a total of \$ _____.

name _____

mailing address _____

Make check payable to Russell A. Strong

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