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Two Dinners Bring Throng Together in Pittsburgh Reunion

Two major dinners were a part of the programming for the Pittsburgh reunion in September. Both provided fine food. The first dinner, a seafood buffet, provided an excellent opportunity for crews and other groups to sit together and reminisce.

The second dinner was the annual banquet, held Saturday night in the ballroom of the Holiday Inn-Airport, at which time special guests were on hand for introductions, a presentation was made by a British friend, and Robert R. Denny, a onetime 368th pilot who has revived some of his wartime memories in fashioning a first novel. Denny, who spoke about the background that provided many scenes for his novel, also paid some attention to his present novel-in-progress, which also has a background of WWII flying.

Ralph Franklin, a resident of Keysoe, Bedfordshire, and an employee at RAE Bedford (once the home of the 306th), came forth to present a unique plaque to the 306th. It bore the insignia of the present operation at Thurleigh, and was given to M.E. Christianson, outgoing president.

Christianson also introduced B/Gen Robert J. Chrisjohn, a one time 368th pilot who actually flew co-pilot for Christianson on several missions, and the general's son, B/Gen Robert G. Chrisjohn, presently commanding general of the 171st Refueling Wing, PA Air National Guard, Pittsburgh International Airport.

Denny's opening remarks captured the attention of his audience, "Nearly fifty years ago — its hard to say it and almost impossible to believe it — you and I went to war.

"The extraordinary thing about World War Two, I've found as a novelist, is that it's almost impossible to invent something that didn't really happen. After all these years, it's still a treasure trove of untold stories.

"Whether you realize it or not, we were as **unique** in what we did as medieval knights in armor or the aces of Rich-tofen's Flying Circus. Never again will the world see the massed flight of one thousand bombers, an awesome procession one hundred miles long — shaking the earth with their passing.

A New Technology Appears

"We were there at one of those rare moments in history when one era of technology overtakes another. When the German superplane, the ME 262, the world's first operational jet, flashed by us at nearly three times our speed, it was as seminal a moment in military history as the last charge of the brave Polish cavalry, lances fixed, against the German tanks. That happened, too. You can imagine the result. The poor Poles thought the tanks were made of cardboard."

In his continuing discussion of WWII, Denny pointed to eight major errors by Adolph Hitler that enabled Allied forces

(Turn to page 2)



The Armorial Bearings of the Royal Aerospace Establishment Bedford were presented to the 306th by Ralph Franklin.



The 1991 movie version of the famous plane came to Pittsburgh just for the 306th Reunion, earning a heart-felt welcome.



What do you do at a reunion? The crowds in the main meeting area were large from morning to night.



A major attraction at Pittsburgh was the Thursday noon talk by CBS' Andy Rooney, once a combat flier with the 306th.

1992 — England Reunion Details Now Available

The big pitch for the 1992 reunion in England came at the Pittsburgh reunion, as the results of a year of hard work on the part of committee members, the travel representatives, and the British friends of the 306th came together.

Donald R. Ross, chairman of the 1992 reunion, spoke during the business meeting at Pittsburgh to acquaint those gathered there of the efforts that had been made to develop a reunion that would be interesting to the largest number of people. He described the numerous telephone conversations and conference calls, the extensive correspondence, with all culminating in meetings in Bedford and London last August which rounded out the effort.

He was followed by Ralph Franklin, who came from England for this reunion, extending a welcome from the British Friends, and who discussed how the on-site people would work to bring the reunion into being. Russell Strong followed him.

Then Janice Peterson, a vice president of Witte Travel, Grand Rapids, MI, who has been the principal detail person on the travel planning, went through the folder (included with this issue of *Echoes*) in great detail. After Rod Obermiller added comments, the floor was open to questions.

Later on Saturday afternoon, another session was held for wives who had been on a morning shopping expedition.

There is no need at this point to review the reunion plans, as your questions can be better answered by the reading of the enclosed pamphlet. One should particularly note that there are two post-reunion trips also listed, one to Scotland and one to Paris and Northern France.

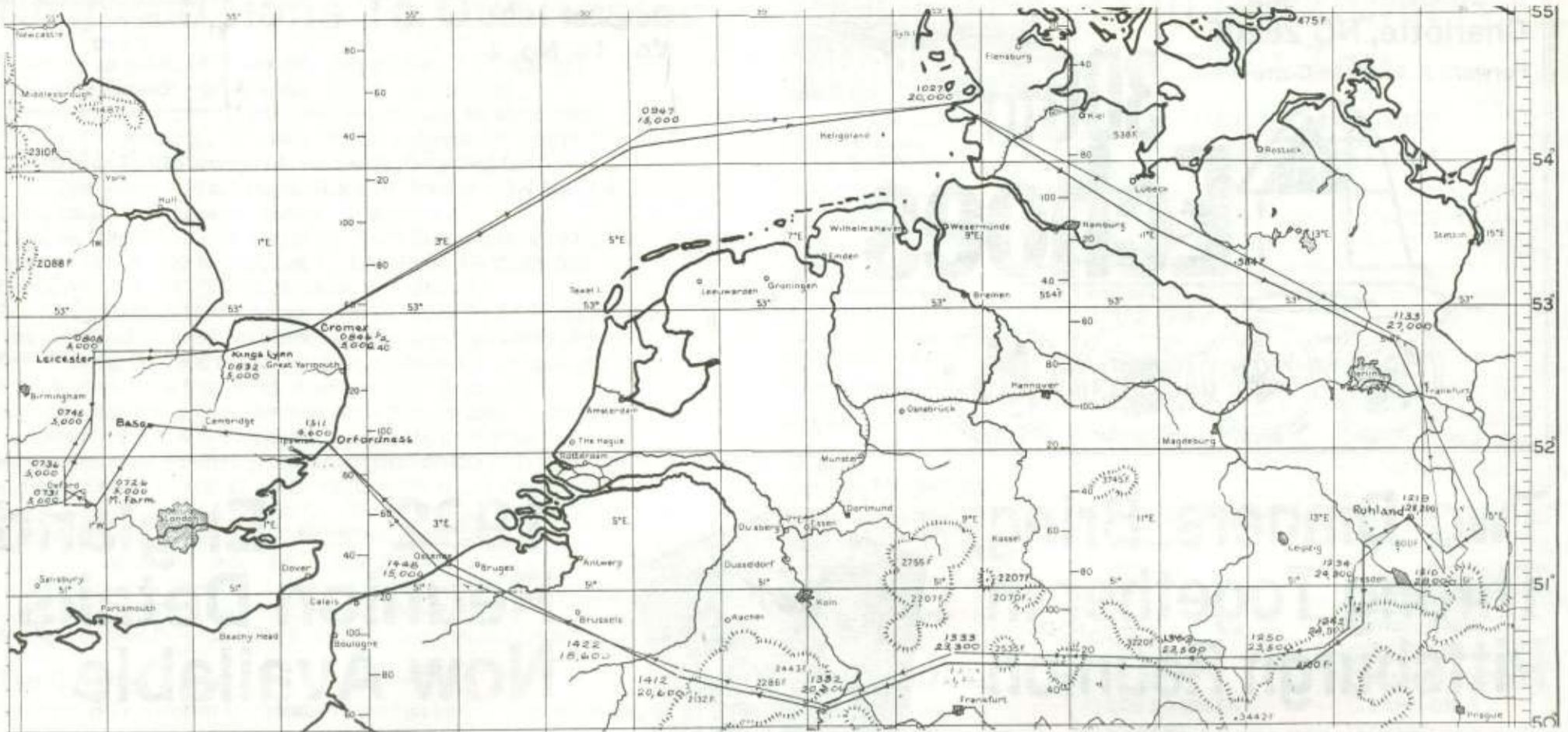
Working with Ross and Strong on the reunion committee are George G. Roberts and William Houlihan. Roberts and Houlihan will have special responsibility for the Bedford group after the London visitors have split off.

Balance Down Slightly in '91

In his annual report for the fiscal year ending 31 March, Treasurer Dale Briscoe reported that our surplus funds had decreased by \$3,143. Our assets now stand at \$46,891.57.

Major factors affecting the situation for the year were significant increases in the costs of production and mailing for *Echoes*, the cost of the Mission Report data, and the fact that contributions for the 1990 directory had not yet equalled the publication expenses.

"In summary, the Association is in excellent financial condition," Briscoe reported to officers and directors.



COOK'S TOUR OF GERMANY — If there was a mission that qualified for the 306th Group as a Cook's Tour of Germany, it had to be the 12 September 1944 raid to Ruhland, Germany, one of several to this locale after the synthetic fuel manufacturing facility. It was the last "big loss" raid of the war, as well. Eight planes went down to flak and FW-190s in the Berlin area, and Gordon Donkin crashed his 367th plane at Manston, after a hazardous, tortuous flight. Damages were incurred on the north side of Berlin, yet he flew pretty much the whole

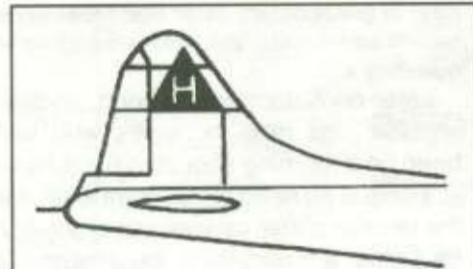
route, most of it alone. He began the mission as the high squadron leader. If you can distinguish, the darker of the two lines was the route as planned, while the lighter line (red on the original map) is the thinner of the two and was the actual track made by the formation. Maj. John Chalfant was the group leader for the day. It was not the longest mission ever flown by the Group timewise, with takeoff at 0644 and landing at 1600, nine hours and 16 minutes, but it did encompass the greatest territory in its routing.

Pittsburgh Report

(from page 1)
to survive, reequip, prepare for the offensive, and then to overwhelm the "impregnable" defenses of the Normandy coast on their way to Berlin.

The eight mistakes:

- 1) The belief that the democracies will not fight over Poland.
- 2) The order to German tank commanders to pull back from Dunkirk, permitting the escape of British forces.
- 3) Hitler's belief that "the British are reasonable people. They will agree to share world power with us."



The 306th Bombardment Group Historical Association: Donald R. Ross, president; Forrest J. Stewart, vice president; Russell A. Strong, secretary; C. Dale Briscoe, treasurer; C.F. (Casey) Jones, assistant treasurer. Directors are: Rex C. Barber, William R. Carlile, George G. Roberts, Victor L. Rose; M.E. Christianson, immediate past president; Donald R. Ross, 1992 reunion chairman.

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

SECRETARY/EDITOR: Russell A. Strong, 5323 Cheval Pl., Charlotte, NC 28205. Phone 704/568-0153.

TREASURER: C. Dale Briscoe, 7829 Timbertop Drive, Boerne, TX 78006. Phone 512/755-2321

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

4. During the Battle of Britain, with the RAF exhausted and on the point of collapse, Hitler switches to bombing cities and gives the RAF time to recover.

5) Launching a massive invasion of Russia without a firm set of objectives.

6) When within striking distance of Moscow, Hitler orders his tanks to halt.

7. Then, again ordering his tanks to attack, Hitler's troops were still in summer uniforms with the deadly Russian winter closing about them.

8) Hitler declares war on America!

With the opportunity to turn a hundred or more 262s loose on the American bomber stream, and cut off our concerted efforts to wrest victory, Hitler stops Gen. Adolf Galland from this step. While this is happening, we are daily flying over Germany, systematically destroying the transportation system and the synthetic and natural refineries.

"You can make tanks and airplanes underground," said Denny, "but you can't conceal your railroads and canals and roads.

"Every day we thunder over Germany and bomb these targets, we force the German air force aloft and kill off more of it."

As this was going on, Hitler was systematically denying the use of those weapons now available which would have decimated and halted the ground and aerial assault on Germany.

Rounding out his remarks, Denny said: "When World Two began, a rigid caste system prevailed in America... World War Two shattered that system. Hitler had vowed to create a New World Order and he did, right here in America."

John Dexter Dies

John H. Dexter, Group navigator from 8 Aug 43 to 12 Oct 43, died 10 Oct 91 in Magnolia, AR, where he was an independent insurance agent. He came to combat with the original group as Henry Terry's navigator in the 367th, and became the fourteenth officer to complete a combat tour. He leaves his wife and one son. Dexter last attended the San Antonio reunion.

44 Reserve Early For England

As of 8 October, forty-four reservations had been received for the 1992 reunion in England. Early registrants will have the option of selecting which of the two Bedford hotels they would like to be housed in, The Swan, a more traditional appearing place, or The Moat House, which is of much newer construction and design.

Both of these inns are very nice, lying on opposite sides of the River Ouse from each other, so that they are equally convenient for those wishing to make excursions into downtown Bedford.

Walter and Marguerite Bailey, Boynton Beach, FL; Edward and Maureen Beaver, Whitesboro, NY; William Carlile, Baltimore, MD; M.E. and Em Christianson, Dallas, TX; Robert and Rush Daniel, San Carlos, CA; John and Elizabeth Hickey, Lexington, KY; Richard and

Helen Hill, Pittsfield, MA; Russell Houghton, Tucson, AZ.

William and Ruth Houlihan, Belleville, MI; William and Helen Kolger, Leakesville, MS; John Krische, Glendale, NY; William and Jean Lynch, Cedar Rapids, IA; Daryl and Helen Phillips, Fresno, CA; Louis and Rita Rodriguez, Stamford, CT; Gil Roeder, West Palm Beach, FL; Lawrence and Eva Romano, Yonkers, NY.

Donald and Janice Ross, Omaha, NE; Howard and Esther Roth, Lockport, NY; Anthony and Margaret Santoro, Houston, TX; Dennis and Mary Sharkey, and Dennis Sharkey III, St. Marys, PA; Myron and Kathryn Sorden, Indianola, IA; Russell and June Strong, Charlotte, NC; Charles and Evelyn Young, San Antonio, TX.

Walter Chester, Bedford, England.



The last day of Las Vegas Avenger, 42-30603, a 423rd plane piloted by Virgil H. Jeffries, was 26 Nov 43, when it went down on a mission to Bremen. This picture was taken by the Germans near St. Nicolaasga, The Netherlands, a small place south of Leeuwarden, and was recently located by Klaas Niemeijer, Vries, The Netherlands. He, in turn, sent it along to Echoes.

Ross Named President; 3 New Men

Judge Donald R. Ross was elected to a second term as president of the 306th Bomb Group Association at the annual meeting in Pittsburgh 20 September. He had previously headed the organization in 1986-87.

Forrest J. Stewart, Houston, TX, was elected as vice president, and will succeed to the presidency next year.

Re-elected to their officer posts were Russell A. Strong, secretary, and C. Dale Briscoe, treasurer.

Briscoe earlier indicated his desire to conclude his service as treasurer at the end of the fiscal year, 31 March 1992. Honoring that request, Charles F. (Casey) Jones, Henderson, NV, was elected as assistant treasurer and to succeed Briscoe on retirement.

Carryover directors are Rex C. Barber and George G. Roberts.

Newly-elected to directorships were Victor L. Rose, Vestal, NY, a three-year term, and William F. Carlile, Baltimore, MD, a two-year term to fill out the vacancy by election of Jones as an officer.

M.E. Christianson, retiring president, will serve a year on the board of directors and will also chair the nominating committee in 1992.

The 1992 annual meeting will be held Sunday, 30 August 1992 in the ballroom of the Cumberland Hotel, Marble Arch, London, England.



Donald R. Ross, new president of the 306th Association, points to the Memphis Belle, parked nearby, as he and Andy Rooney and Russell Strong arrive for Rooney's luncheon speech to the Group.



One of the features of the visit to the 171st Refueling Wing, PA Air Guard, included an opportunity to tour this KC-135 aircraft.



A table group of old friends, men who flew in 1943, are: "T" O'Hara, Hugh and Evelyn Phelan, John and Elizabeth Hickey, Vic and Ann Rose, Dale and Betty Briscoe.



Joe Gabrish, Matty Argento, Russ Houghton and Bill Cavaness spent happy times reminiscing during the Pittsburgh reunion.



Four intrepid sailors from the 306th enjoy the boat ride to Old Economy Village along the Ohio River.

Mission Reports Can be Ordered In Any Number

Mission Reports are waiting to be ordered!

By reunion time, orders had slowed a bit, and now you may order any number you want at one time, understanding that long orders may take more time to be filled than the shorter orders.

We are still waiting for some requests to National Archives to be filled. This is the only impediment to completing the entire task.

Reports are available at \$5 for three missions.

The quantity of material you may receive will vary with the particular mission, as to how much pertinent data has been available in the files.

Don Upchurch, who ended the war as a clerk in Group operations, assures us that when the Mission Reports were checked and boxed in England in 1945 for shipment back to the States, that each folder was complete.

Unfortunately, at some point between then and 1975 various missions were evidently completely removed, and others have been "raided" from time to time, even in the period that the editor has been making visits to National Archives to gather further material.

We are still lacking almost total data on thirteen missions, but are hopeful that sometime during the ensuing year that the collection may be made more complete, including the missing thirteen.

Make out your check, list your missions, and send them to the secretary/historian/editor, Russell Strong, 5323 Cheval Place, Charlotte, NC 28205.

369th Combat Diary Ready

Making its first appearance at the Pittsburgh reunion was the Combat Diary of the 369th Squadron.

This is a document that was prepared on a daily basis by intelligence officers assigned to the squadron, with four men having written it from time to time. This shift in authors often accounts for change in style and content as the directory moves along from 1 March 1942 through 19 April 1945.

It concerns combat, dealing principally with combat men. Other crew members are noted from time to time, and some ground personnel come in for mentions as well.

The book sells for \$15 plus \$2 for postage, and can be ordered from the Secretary, 306th BG Association, 5323 Cheval Place, Charlotte, NC 28205. Checks should be made to the 306th Bomb Group Assn.

Editor's Note: The complete retyping of a Squadron Diary is a long and tedious job. Few editorial changes are made in the copy, but the inclusion of first names of all individuals requires considerable effort. The historian has told the Board of Directors that all of the four combat squadrons will be completed by the reunion of 1993. As other Squadron Diaries are completed they will be advertised in **Echoes** and made available to everyone.



8AFHS Plans 50th Birthday

The 8th AF Historical Society, headed by its Georgia chapter, is planning a 50th birthday party 27 Jan-1 Feb 1992 in Savannah, GA.

Signatures were affixed to documents creating the 8th AF on 28 Jan 42 in Savannah.

As we go to press with this issue of **Echoes**, plans are being made for the event, and those interested in receiving a packet of information about events, hotel reservations, etc., should write to the 8th AF 50th Anniversary, PO Box 23606, Savannah, GA 31403-3606.





Once again, Ken Starks' 367th crew was the most numerous for a reunion. Front row: Dick Holland, gunner, Pete Petrelli, ball turret, and Joe Savino, radio; back row: Dick Edwards, engineer, Ray Sensenbrenner, navigator, Ken Starks, pilot, and Bart Smith, copilot.



Posing in the hotel lobby at Pittsburgh: left to right, Toode Motley, John Biggins, Clements Amundsen, Walt Pilat, Bill Houlihan and Bill Feeser.



George Lovelady and Bill McHale go over some memories of activities around Group headquarters.

M/Gen. James S. Cheney, one time group navigator, gets his battery charged again by attending a reunion.

Pictures for this issue of the Pittsburgh reunion were contributed by Bill Houlihan, Casey Jones and Russ Strong.



Both 369th men and both former reunion chairmen, Dale Briscoe, left and Jim Macry exchange pleasantries over the activities of Jim's Pittsburgh reunion.



Harry Jang and Bill Mutz, navigator and bombier respectively, for George Mapes' 367th crew, reunite.



Russ Strong, 306th secretary, updates two former association presidents, Ralph Bordner and Reg Robinson, while they wait for the boat to depart from Station Square in Pittsburgh.



That's Ralph Franklin, our Britisher visitor, with the video camera, while his wife Daphne stands up close to the camera aboard our afternoon cruise ship.



That's Walter Albertson, 369th, in the center of the picture. He usually makes the trip from his home in England for reunions.



Dale Briscoe found just what he was looking for to replace his golf cart — couldn't find a way to get it back to San Antonio!



Janice Peterson, representing Witte Travel, reviewed the 1992 reunion trip to England in great detail during the annual meeting.



Bill Futchik and Matty Argento discussed those early days in Thurligh while visiting the National Guard hangar in Pittsburgh.

How It Feels to Bomb Germany

By Andrew A. Rooney
Stars and Stripes Staff Writer

A U.S. BOMBER STATION, Feb. 26, 1943
— From the nose of Lt. Bill Casey's Banshee, I saw American Fortresses and Liberators drop a load of destruction on Wilhelmshaven today.

We flew to Germany in the last group of a Fortress formation and Banshee was in the trailing squadron.

Soon after dawn the bombers thundered down the runway. Lt. Casey's windshield was splattered with mud on the way. It really was a blind take-off.

Like a pickup football team on a Saturday morning, we grew in strength as we flew, until all England seemed to be covered with bombers.

Everything was quiet — almost monotonous — for an hour after we left the English coast.

Sees First Enemy Plane

Then the trouble began.

Peeling out of the sun came shining silver German fighter planes, diving at one bomber in the formation and disappearing below the cloudbanks as quickly as they had come. They seemed tiny, hardly a machine of destruction, and an impossible target.

My first glimpse of a German fighter came when the navigator, 2nd Lt. William H. Owens, of Tullahoma, Tenn., nearly knocked me into the lap of 2nd Lt. Malcolm A. Phillips Jr., the bombardier, whose home is in Coffeyville, Kan. Owens swung around at what appeared to be an Me109 as it whipped down through the clouds on our left.

From that time until three and one-half hours later, when we were half way home, no one had to look far to see a German fighter. They were all over and they were all kinds of planes—Me109s, Ju88s and Me110s. There were no FW190s, by far the best plane Jerry has to fight the Forts. Their absence strengthened Allied contentions that Germany is desperately short of fighter planes.

From a vantage point in the pilot's cabin Lt. Casey and his co-pilot, 1st Lt. Kelly G. Ross, were calmly giving information over the inter-com.

"Here comes one at 2 o'clock, Elliott. Get the son-of-a-bitch."

T/Sgt. Wilson C. Elliott, of Detroit, Lt. Casey's top turret man, is the only man from the original Banshee crew left.

Before we were very deep into Germany deadly black puffs began to appear around us. It seemed as though they were "air mines" that were touched off as we came to them. A puff would appear to our right and then in quick succession a row of five more black splotches flowered out, each one closer as they caught up to us.

Lt. Casey zigged, and the puffs appeared in the tracks of our zag. He was one jump ahead of the flak. All but once he was one jump ahead.

Thought Plane's Nose Torn Off

Lt. Phillips was leaning far forward in the nose, between his guns and bomb-sight, when suddenly the whole nose seemed to break out of the ship. My first impression was that they had given up the flak and had thrown the gun at us.

Lt. Phillips sat back on his heels and covered his eyes with his hands. Splinters of flexiglass formed a coating over his helmet. It was a minute before he recovered from the shock to open his eyes and find that he could see and was unharmed.

What appeared to be the nose being ripped off actually was only a small hole the size of a man's fist.

The formation was perfect, and the German sky dotted with Forts in front of us and Liberators behind us was comforting. Below, the land seemed to be farmland for the most part. Even that was divided into aggravatingly square plots. It looked German and unfriendly. You had the feeling you would have known it was Germany even if you hadn't attended the briefing.

German flak didn't seem to bother German fighter planes. They poured in even when

their own flak was thickest.

Approaching the bombing run, the doors of the ships in front of us could be seen swinging open, and not far above us the yawning bomb bay of a Fort revealed more bombs, hanging by some mechanical hairpin, waiting for the bombardier to push the tiny button that sends them to the target.

Lt. Owens was having trouble with his oxygen and Lt. Phillips' fingers were nearly frozen. I was healthy but helpless. Finally the valve of the navigator's air intake froze completely and the next thing his head had dropped to the top of his caliber .50, and his face was an unlovely greyish purple. Both of them had work to do in the nose. I was strictly cargo. The oxygen on my side was okay. We fitted the mask to Lt. Owens' face, revived him and I started back for the pilot's cockpit.

By the time I struggled back without oxygen, with a backload of equipment that would make Santa Claus look sick, I was almost out. Lt. Casey almost yawned at what I was sure was a major crisis in my life.

He fixed me up with oxygen and the remainder of my brief first glimpse at the war was from the pit behind the pilot.

As we started the bombing run I was up in the nose of the ship, standing over to the right trying to keep out of the way of the navigator and bombardier. I had a camera, and that was probably the greatest underestimation, or something or other, of the Germans anyone ever made. I definitely did not feel like taking pictures. I made an effort once or twice and I got a couple of pictures of a small bunch of six little ships down on the water, but it's elementary that you have to be able to hold a camera still to take pictures.

We were well into the run and the flak was puffing to the right and left. The boys said it was not nearly as intensive as over St. Nazaire, but there was more of it, spread out in different places, they said.

Fighter planes were always there while we were making our run. They come in so fast it's hard to tell where they're coming from, but frequently you could see a vapor trail start to form, like a cloud standing on end. You knew that was a fighter starting a run.

As the bombardier crouched low over his sight, I was just in back of him, trying to take a picture of the bombs falling from the plane ahead. They dropped theirs, and I guess we must have the next second, but I couldn't feel it.

Behind the tail gunner, T/Sgt. Parley D. Small, of Packwood, Iowa, reported that he had seen a Liberator go down with one engine flaming. Although on fire he said it was under control for a crash landing. Small himself picked off one German plane as it tried to tie a stream of machine-gun bullets on our tail. He described the end of another German fighter.

Jerry Stopped Cold

"It looked like a piece of cardboard that had been thrown out of a plane," he said. "It came up under the belly of a B24 and someone let him have it right on the nose. He stopped dead and fell away. The plane didn't seem to be burning. It must have killed the pilot."

As Nazi planes kept nipping at the formation, far away from the coast of Germany, they probably picked us up from the French coast. It is improbable that German-based fighters followed the USAAF bombers that far, even though many of them seemed to be twin-engined planes.

Almost half way home, three Ju88s could be seen diving at a B24 that had fallen out of formation and was in distress.

After 20 minutes without a sign of Jerry, things began to look more pleasant.

Song of Triumph

Lt. Casey and the crew began to sing over the intercom. Casey had the bends and was squirming in his seat — but smiling and singing. Next to him, Lt. Ross had to do most of the flying on the way home. Finally England was sighted and believe me, whatever you think, it is one of the most beautiful little



B/Gen Robert G. Chrisjohn and his dad, B/Gen Robert J. Chrisjohn, 368th.



The Viscontis and Moon Mullins



Bill Colantoni, Dick O'Hara and the Briscoes



Joe Broussard and Nelson Ake



Casey Jones and Andy Rooney read a 50-year-old clipping.

Rooney Has Much Praise For 306th

"The 306th Bomb Group is very special in my mind," Andrew A. Rooney, noted CBS-TV commentator, told more than 700 people gathered in a hangar at the Pittsburgh International Airport on September 12.

One of two featured speakers during the reunion, Rooney flew in from New York that morning and returned in the afternoon, to talk about his impressions of WWII as he saw it as a writer for *Stars and Stripes* in London.

Rooney was a frequent visitor at Thurligh, appearing first there in early 1943 and continuing as a visitor to this and other 8th AF bases until D-Day took many of the reporters to the Continent to cover an emerging aspect of the war.

He told his listeners that life on a bomber base was so civilized one moment, and that because of the kind of life most men lived there that death was more difficult to handle in the returning planes than it was for the infantry on the continent where death was a close neighbor day after day.

"How horrible war is," Rooney commented. "But what puzzles me more and more is how many good things there are about war — the warmth and fellowship among those involved, the high level of accomplishment in the entire nation, and the motivation that most people felt in going about their work as soldiers or civilians."

"Unless you were killed or wounded," Rooney said, "war was a great experience"

He also talked about bravery, saying that he felt there was a great deal of bravery exhibited by men of the 8th, where you found a man risking his life to save another, knowing that when he began his "mission" of the dangers that were inherent in what he was to do.

Perhaps he got the greatest applause when he said, "Knowing that I am among friends, the B-17 was a hell of a lot better than the B-24."

Speaking of the criticism leveled at him by an organization for bombardiers, Rooney said that in a newspaper column he was not critical of the men who guided the bombs toward the targets, but thought that the Norden bombsight was an overrated device, as were other items in the American armory.

islands in all the world.

As Lt. Casey says, "I'm an Irishman, southern Ireland, but this is still the best looking damned little island I ever saw."

After a roof-lifting "buzz" (hedge-hopping) over the field, not orthodox, Lt. Casey brought the ship in smoothly.

Looking over the Banshee, we found that it had been hit in about ten places. The biggest hole was a gaping wound in her metal near the tail gunner. The chip of flak tore a hole through an English penny that Sgt. Small had left on the floor behind him.

With the exception of one frozen finger — Lt. Phillips' — the Banshee had had what the crew called "a quiet trip."

I don't want to go on a noisy one.

Attendees At Pittsburgh

367th

Ake, Nelson & Kathryn
 Amundsen, C. A. & Virginia
 Angelle, Sal R.
 Ballish, Frank
 Boyle, John W.
 Broussard, Joe
 Burns, Stanley D. & Thelma
 Burroughs, Winston & Rose
 Corcoran, John & Marjorie
 Davis, William A. & Lillian
 Edwards, Eric J. & Leota
 Edwards, William R.
 Eneigh, Larry & Beatrice
 Feeser, William H. & Pauline
 Futchik, William E. & Mabel
 Gedney, Herb & Lois
 Grimm, Richard & Ingamay
 Haagenson, Donald & Margaret
 Harris, James E. & Betty
 Hawley, Alfred D. & Jean
 Holland, Richard R. & Sybil
 Houlihan, William F. & Ruth
 Jang, Harry & Ruth
 Jensen, Ewald & Mary
 Lavery, Robert & Mary Catherine
 Leivinstone, Lionel & Rosalie
 Napes, George & Poncyne
 Naziarski, John & Ann
 Motley, Toode & Helen
 Mullen, Fritz
 Mutz, William & Athena
 Neilson, William & Eileen
 O'Hara, Dick & T
 Offord, Durwood & Elizabeth
 Patton, Willie & Julia
 Petrelli, Peter & Martha
 Phelan, Hugh & Evelyn
 Pilat, Walter & Dorie
 Putt, Carroll & Helen
 Roberts, Earl F.
 Rockwell, Bob
 Ross, Shirly & Betty
 Rueschhoff, Phil
 Savino, Joseph
 Schneider, Richard G. & Jean
 Schupp, John
 Sensenbrenner, Raymond
 Shultz, Robert
 Smith, Bartlett B. & Margaret
 Sorden, Myron & Kay
 Spevak, Victor & Jane
 Starks, Cecil & Esther
 Steele, Paul & Natalie
 Strong, Russell A. & June
 Swierk, Walter
 Vickers, Robert & Helen
 Visconti, Al & Evelyn
 Waldrop, Robert
 Walsh, Patrick & Gilda
 Walter, Raymond & Marquerita

368th

Alexander, Kernit & Lucy
 Argento, Matthew
 Bailey, Walter
 Bordner, Ralph E. & Nell
 Bourn, O. B.
 Breslin, William H. & Dorothy
 Brotzman, Elwood & Mabel

Cavaness, William F. & Dorothy
 Chrisjohn, Robert & wife
 Christianson, Chris & Em
 Cook, Orval & Kathy
 Danaher, Ed
 Denny, Robert R. & Susan
 Faulkner, George & Ann
 Foley, Thomas & Mildred
 Gabrish, Joe
 Garrison, Calvin
 Goldman, Lowell N.
 Houghton, Russell G.
 Jennings, Graford & Margaret
 Jones, John Z. & Arlene
 Kessler, Leland
 Krajcik, August
 Lally, Glenn & Dorothy
 Madsen, Karl & Edith
 McKinny, Ned & Maxine
 Morabith, Paul & Frances
 Neely, Rayford & Catherine
 Nelson, Robert F. & Clare
 Norton, Irving & Virginia
 Opper, Leon J. & Sue
 Ormond, Waverly C.
 Patton, Edward
 Rasmussen, Clifford
 Reber, Marlen & Ginger
 Reynolds, John L.
 Robinson, Reginald L. & Verna
 Rodriguez, Louis & Rita
 Roeder, Gilbert
 Ross, Donald R. & Janice
 Sigafus, Allen & Loretta
 Silverstein, Stanley & Charlene Townsend
 Stellish, Wayne & Ann
 Taylor, Harold & Janet
 Trimmer, Henry & Gloria
 Trobaugh, Arnold
 Vangalis, Andy & Helen
 Warren, Lewis
 Wilson, John C.
 Wilson, Warren

369th

Albertson, Walter & Peggy
 Allen, John J. & Doris
 Barber, Rex C. & Delsa
 Bates, George & Pauline
 Beyer, Robert & Karen
 Bisignano, Frank & Beth
 Bowles, Joe
 Briscoe, Dale & Beti
 Burgess, Lowell
 Burton, Dudley & Dolores
 Burwick, Bernard & Helen
 Callahan, John & Mary
 Carrazzone, G. M.
 Clark, Charles R. & Loretta
 Colantoni, William
 Collins, William & Betty
 Crane, Bob
 Damaso, Louis & Betty
 Daniel, Everett & Martha
 Economos, George
 Fatigati, Charles (Mace)
 Fedorka, Alfred & Julia
 Foster, Lawrence & Janice
 Fredrick, Vincent & Jane
 Gaydosh, John
 Hamilton, Jack & Barbara
 Hankey, Richard

Hansen, Leif H. & Anne
 Harkin, Terry
 Hickey, John
 Hinebaugh, Daniel & Cynthia
 Hoser, Harry W. & Charles Hohman
 James, Paul & Pauline
 Johnson, William T. & June
 Jones, Casey & Luise
 Kester, Alton & Louise
 Kolger, Bill & Helen
 Krische, John C.
 Langley, Clifford R. & Shirley
 Lanius, Walter
 Lateano, Guy & Ysleta
 Leopold, Wilbert & Jessy Laisy
 Lightbown, Harold & Arlene
 Lyles, Joe & Anne
 Marenholz, Albert
 McKillop, Bill & Marge
 McMullen, Donald & Geraldine
 Minto, Everett
 Nagel, Charles & Ruth
 Nattier, Clayton & Jean
 Norman, Alfred & Joannette
 Nuessen, Carl & Veneta
 Peckham, W. T. & Georgia Lee
 Perin, Eddie
 Romanin, Aldo & Peggy
 Rose, Vic & Ann Marie
 Sandini, Edward
 Santoro, Tony & Margaret
 Schieb, Ray K. & Ruth
 Sewald, Albert
 Sharkey, Dennis & Mary Rose
 Stephens, George A. & Elizabeth Dell
 Thwaite, James & June Kent
 Trask, Roy E. & Dannie
 Tripowitz, Harry & Jean
 Valluzzo, Jack T.
 Williams, Willie & Mazel
 Wilson, Wymond & Arleda
 Wood, Robert
 Yarak, Ray & Reggie
 Young, Charles (Bill) & Evelyne

423rd

Alleman, Harry G. & Mildred
 Armbrust, Norman & Lorie
 Barberis, Daniel J. & Grace
 Beaver, Edward W. & Maureen
 Berry, Leslie & Evelyn
 Butschek, Walter
 Cappelett, Art
 Chase, Hal
 Cheney, James S.
 Courtright, Elvin W. & Jane
 Daniel, Robert W. & Pat
 Dascoulias, Peter & Bessie
 Ferrari, John
 Herbster, Ken & Vivian
 Kate, Hendrik & Irene
 Kramer, Lester M
 Leroy, Jacob & Joan
 Lynch, William & Jean Marie
 McClure, Ken & Polly
 Mills, Clyde & Jennie
 Minnick, Hartwell C. & Charlsie
 Morgan, Bill & Margaret
 Murphy, Jack
 Norris, Kenneth & Mae
 Outcalt, Norman & Elizabeth
 Phillips, Daryl & Helen
 Pollock, Eugene & Crockette
 Reiloux, Paul & Aileen
 Roth, Howard G. & Esther
 Serafin, Frank & Florence
 Wilson, Clay & Rachel Butner

Group

Carlile, William
 Lovelady, George & Marjorie
 McHale, William & Jean
 Poray, Maynard & Onny

527th

Richwine, James R. & Constance Paulger
 Romano, Lawrence A. & Eva

American Red Cross

Haapa, Peg Perande

British

Franklin, Ralph & Daphne

Deaths

Robert W. Barr III, a 369th sheet metal worker, died 25 Jan 91 in Chattanooga, TN. He joined the Group in Oct 43 and left in Nov 45.

Chester J. Britton, 367th copilot, was killed in 1952 near Lexington, NE, when his car hit a truck headon. He joined the Group 9 Dec 44 with Roland Lissner's crew, and was interned 3 Feb 45 when the crew went to Sweden on a Berlin raid.

Foil V. Charles, one time section chief with the Station Gas office at Thurleigh, died 11 Dec 90 in Greensboro, NC.

John Gray, 369th radio operator (David Ramsey crew), died 25 Aug 91 in LaPorte, IN. He became a prisoner of war 24 Apr 44 at Oberpfaffenhofen when Ramsey's plane was shot down. A graduate of the South Dakota School of Mines & Technology, Gray retired in 1983 as a project engineer for the Bendix Corp.

Glen D. Hoke, 1628th Ordnance Co., died in 1980 in Manchester, PA. He was a lightweight boxer at Thurleigh.

Correction: In the July issue we mixed two names, and the deceased notice was for **Robert W. Huisinga**, a 423rd bombardier and POW, who died 15 Feb 91 in Tucson, AZ. We regret the error.

Charles E. Jordon, 423rd navigator (Harold Fossum crew), died 24 Jun 91 in Lake Placid, FL, where he had lived since retirement as comptroller-treasurer of the Biscayne Kennel Club, Miami. He was a graduate of the University of Tennessee. Jordon arrived with the Group 3 Apr 44 and completed his combat tour 13 Aug 44. He leaves his wife and three children.

Robert J. McCourt, 367th navigator (Joseph Couris crew), died 31 Jul 91 in the Brockton, MA, VA Hospital. He had suffered from multiple sclerosis for a number of years. For thirty years he was active in the B & H Equipment Co., a construction supply company which he had founded. After the war McCourt earned a civil engineering degree from Northeastern University and lived for a number of years in Wellesley Hills. He joined the Group 11 Jun 44 and flew 34 missions. He leaves his wife and seven sons.

M/Sgt Herbert L. McVicar, communications chief for the 367th squadron from Mar 42 to Mar 44, died 19 Jul 91 in Sacramento, CA, a few months before his 80th birthday. He retired from the USAF 30 Jun 61 after working with Atlas Missile Guidance, and was with the 19th Bomb Group in Korea and Guam. He retired from U.S. Civil Service in Feb 86. McVicar leaves his wife and four children.

Earl Schwab, a 369th assistant crew chief, died 15 Sep 91 in Newark, NY.

Herman Shore, 367th waist gunner, died 20 June 91 of lymphoma in Pembroke Pines, FL. He arrived with the group 5 Jul 43, and flew intermittently until completing his tour 25 Jun 44. Shore was wounded on the mission of 10 Apr 44. He leaves his wife.

Leonard E.E. Singer, 368th and a clerk in the air inspector's office, died 25 Sep 91 in Upland, CA.

Charles R. Toner, 423rd pilot, died 15 Jul 91 in Media, PA. He brought his crew to Thurleigh 21 Aug 44 and completed his 35 missions 24 Jan 45. Toner was a resident of Chadds Ford, PA, and retired in 1982 as a quality control lab supervisor for Sun Oil Co. He leaves his wife and six children.

Robert H. Wood, a 369th copilot and pilot (George Walter crew), died in 1988, Echoes has learned. He arrived with the Group 12 Sep 44 and completed his 35 missions in Mar 45.

The 369th Combat Diary

Enclosed is my check for \$17 for one copy of "The 369th Combat Diary." Make your check out to the 306th BG Assn. Send to Russell A. Strong, 5323 Cheval Pl., Charlotte, NC 28205

Ordered by _____

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Street _____

City _____ State _____ Zip _____

Now Puzzling Tales Found In Diary

Din Fuhrmeister, 367th operations officer, is like many other 306th veterans in working through his diary and other materials on his own memories of missions flown in 1943 and 1944.

One particular day, 28 Jul 43, on a mission to Kassel, Germany, contains some interesting notes on two things seen by those crews who did not abort when the Wing leader ran the 306th Group through a cloud bank.

First, Fuhrmeister reports that in flying between two cloud layers that eliminated any natural horizon his men saw off to the right and out of range of .50 caliber guns, a squadron of eight ME 109s flying upside down in perfect formation at the same altitude and air speed as the 17s. The only conclusion was that an antic mind was at work in the Luftwaffe that day and that they were perhaps trying to convince the Americans that it was their planes which were upside down. No one fell for the prank, and there was no attack on the bomber formation.

Secondly, a German ME 110 was seen flying at the speed of the bombers but above and out of gun range, when something was seen to fall from the Luftwaffe A/C. It first appeared to be a bomb, which soon exploded. Out of the smoke floated a long piece of cyclone fencing. Again, the Americans' conclusion was that it was hoped this fencing might entangle the propellers of at least one bomber and send it crashing down. Fortunately, the aim was poor!

Smith Tells Of Pressures On Group

"Screaming Eagle, Memoirs of a B-17 Group Commander," by Major General Dale O. Smith. Chapel Hill, Algonquin Books, 1991. 241 pp.

Dale Smith entered the 8th as a full colonel, untried in combat and wary about the experience before him. He flew his first mission, and then came back for a second. It was going back for a second try that convinced Robert Williams, commanding general of the First Bomb Division, that perhaps he had the makings of a new group commander.

One of the complaints that Williams had was that too many group commanders were flying too few missions, some hardly at all. (This was never a condition at the 306th, where group commanders regularly got themselves into the cockpit and headed their force into the face of the enemy.)

Smith took the 384th Bomb Group at Grafton Underwood, another First Division group, and tells the story from his viewpoint as to how he resurrected it from the depths and brought it back to full operational status.

One of the things that Smith tells well is the pressures that are constantly nagging the commanding officer, both from above and below, trying to get the most out of his men and equipment, trying to mold his men into a cohesive unit that can fly good formation, fight off the attackers and put the bombs on the target with accuracy and regularity.

From the other side come the constant demands for performance in the air, for good housekeeping at home, and for leadership at every level.

Smith is one of the more prolific writers out of the Eighth AF leadership, making for some interesting reading, whether one always agrees with him or not.

From Bomb Dump to Plane



A series of bomb pictures by Arthur Mack, 367th pilot, shows the (1) bomb dump, featuring 500 pounders, (2) trailers of 1000 pounders arriving at the plane and having their tail fins mounted, (3) crew pushing the big bomb under the bomb bay, and (4) check details just before hoisting the bomb up to the shackle hanging on the right rack.

Data Sought On Pilots Who Came in '43

Records on pilots are generally easier to develop than other flight crew personnel because their names appear more often in various documents and records.

But we are still frustrated in the fact that 17 306th pilots and co-pilots are on our roster of more than 1,000 such persons, and we don't know when they arrived with the 306th.

It will be helpful if you look over the following names, and if you were on the same crew or came on the same date, that you let Russ Strong know what you know about them. In many cases these men were later KIA, which means it is even more difficult to get such information about them.

Those we are trying to pin down, with their squadron and their initial designation are:

John G. Acker, 367th, co-pilot
Glenn D. Arrison, 423rd, pilot
Abraham Block, 369th, co-pilot
Thomas J. Brady, 368th, co-pilot
Thomas J. Bridgman, 367th, co-pilot
Kenneth R. Cabe, 367th, co-pilot
George Campert, 367th, pilot
Morris B. Cook, 423rd, co-pilot
William L. Keiser, 369th, pilot
Thomas P. Kenney, 367th, pilot
Edward L. Maslanka, 368th, co-pilot
Edward J. O'Brien, 367th, co-pilot
Ferdinand H. Onnen, 367th, co-pilot
Robert J. Scolnik, 368th, co-pilot
Donald L. Wadley, 368th, pilot

Needles in the Hay! Marciano Needs Help

Joe Marciano of Colorado Springs, CO, a radio operator for the 306th at the end of the war, is searching for two unrelated bits of information, and needs help.

Does anyone have any idea as to the whereabouts of Vitus T. Fecht, a 369th gunner in 1945? Do you know where he came from?

While serving with the Casey Project, Marciano came in contact with a radio operator who was killed on a flight from Marrakech, Morocco, to Giebelstadt, Germany. Does anyone know the man's name?

Send any clues to Marciano at 1214 Auburn Dr., Colorado Springs, CO 80909.

Stalag XVII-B to Meet

The Stalag XVII-B American Former Prisoners of War will hold their 1992 reunion in Knoxville, TN 3-7 May, celebrating the 47th anniversary of their liberation from Stalag XVII-B. Get information from Lester J. Levy, reunion chairman, 4047 Division, Metairie, LA 70002, or 504/888-8850.

New Additions To Our Roster

Beckham, Robert E., Rt. 2, Box 297, Waynesboro, TN 38485 423
 Black, Ocel R., 2405 46th Ave., Meridian, MS 39307 368
 Bloker, Raymond E., 31221 Churchill, Birmingham, MI 48025 369
 Braymer, Dr. Donald S., 101A Pearl St., Schuylerville, NY 12871 369
 Cain, William R., 275 Josslyn Ln, Woodside, CA 94062 GP
 Campagna, Albert P., 1402 Poplar Ridge Dr., Memphis, TN 38119 423
 Cech, Martin, 1053 Lake St., Venice, CA 90291 423
 Courtney, Patrick A., 719 E. Fourth St., South Boston, MA 02127 1208
 Drennan, Billy H., 123 N. Polk, Apt. 13, Little Rock, AR 72205 368
 Evans, William F., PO Box 61, Madison, IN 47250 369
 Greenberg, Herbert, 10619-A Lady Palm Ln., Boca Raton, FL 33498 423
 Hawkins, Alfred G., 5353 Northbrook Ct., Sylvania, OH 43560 368
 Kelly, Thomas W., 6806 Ridge Creek Dr., Ooltewah, TN 37363 369
 Koch, Warren, 1139 Krocks Rd., Allentown, PA 18106 423
 Lawrence, Edward L., 800 Silverado, Suite 318, La Jolla, CA 92037 423
 Livingstone, Roy A., 455 Granite St., Quincy, MA 01269 367
 Milburn, Raymond E., 4641 W. 26th Ave., Denver, CO 80212 369
 Rembold, Donald E., 938 W. 1st St., Oil City, PA 16301 423
 Roach, Robert F., 3637 Allendale Cir., Pittsburgh, PA 15204 369
 Rose, Woodie M., 414 W. Ash, Brinkley, AR 72021 369
 Strickland, Jack, 190 Belcourt Ln., Aurora, OH 44022 423
 Tack, William, 127 Shade St., Lexington, MA 02173 CJ
 Walley, Oren L., 9797 Hwy 42, Richton, MS 39476 423
 Wooten, Herbert D., 4732 Oak St., Box 14, Coral, MI 49322 367

Family Additions

Chrisjohn, B/Gen Robert G., Greater Pittsburgh International Airport, Pittsburgh, PA 15231-0459 368S
 Houghton, Danny R., 900 Howard Ave., Sp 63, Escondido, CA 92025 368S
 Ristuccia, Paul L., 103 NW 78th St., Seattle, WA 98117 367S
 1208th QM Co., 368S, CJ Casey Jones Project

Grimm to Get DFC

Richard C. Grimm, who finished his second combat tour of twenty-five missions 11 Apr 45, is finally going to receive his Distinguished Flying Cross.

He was put in for the medal 12 Apr 45 by Maj. Brad Butterfield, 367th operations officer, but somewhere along the way it fell through the cracks. After two years of work by Grimm, and with considerable help by LTC Thomas Witt and M/Gen Albert Bowley, both one time 367th officers, the matter has been taken care of.

A letter dated 10 Jul 91 from the

Recognition and Special Programs Division, USAF Military Personnel Center, San Antonio, reached Grimm, telling him that the award of the Distinguished Flying Cross has been approved, and then asked him to say when and where he wanted the award made.

Grimm now lives in Southboro, MA. His first combat tour was flown with the 303rd Bomb Group at Molesworth, and he came back to combat once again as a radio operator for Leonard J. Smith's crew, which checked into the 306th 3 Feb 45.

Mailing List Updates

William S. Anderson, 367
 1150 41st St., #66
 Moline, IL 61265-2567

Charles E. Armuth, 423
 3535 N. 200 W
 Columbus, IN 47201

Glen E. Bryant, 369
 2875 N. Meridian St.
 Wichita, KS 67204-4631

Emil Czerkas, 423
 149 Salzburg Village, #5
 Palmyra, NY 14522

Louis Damaso, 369
 5106 Mecasin Dr.
 New Port Richey, FL 34652

Norman L. Day, 1628
 PO Box 37
 Long Lake, NY 12847-0037

William C. Fann, 369
 1340 S. 6th Ave., #26
 Broken Bow, NE 68822-2935

Martin Gabrielson, 423
 130 Rockwell Rd.
 Bethel, CT 06801-3008

James Gerlach, 368
 3117 Royal Scots Way
 Fort Smith, AR 72903-9323

Leroy C. Guthrie, 369
 4684 Lakewood Blvd.
 Naples, FL 33962-6197

O.F. Harvey, 367
 PO Box 293
 Stamford, TX 79553

Gustave S. Holmstrom, 369
 581 W. Quandt Ranch Rd.
 San Jacinto, CA 92583

Russ Houghton, 368
 4444 E. Benson, #259
 Tucson, AZ 85706

William F. Johnson, 369
 830 Bluebridge Tr.
 Garden City, SC 29576-9775

Herbert Kapel 368
 20A Edinburgh Dr.
 Cranbury, NJ 08512

Eugene A. Kiley, 423
 PO Box 93
 North Salem, NY 10560-0093

Lionel Levinstone, 367
 11 Cotton Rd
 Gray, ME 04039-9592

Joseph M. Levy, 367
 1432 Limekiln Pike
 Chalfont, PA 18914

Hardin F. McChesney, 423
 101 Monte Vista Pl., Unit 2B
 Santa Fe, NM 87501

Oliver Minihane, 369
 126 Everest Dr. South
 Brick, NJ 08724

A.W. Nickell, 368
 2992 Neal Dr.
 Lexington, KY 40503-2872

Havey C. Nielsen, 369
 320 N. Prairie St.
 Rockton, IL 61072-2429

William E. O'Brien, 368
 25780 McCall Blvd.
 Sun City, CA 92586

J.P. Noack, 369
 19 Prairie Dunes Rd.
 Rogers, AR 72756-9594

Frederic K. Shepard, 367
 2024 E. 30th Ave.
 Spokane, WA 99203-3964

Leonard E. Singer, 368
 306 N. 10th Ave., #4
 Upland, CA 91786-5433

John E. Smith, 368
 2833-004 Quincy Ct.
 Grand Junction, CO 81503

Arnold G. Trobaugh, 368
 1663 S. Pine St.
 Grafton, WI 53024

Edward Tutun, 423
 544 Pinellas Bayway S
 Tierra Verde, FL 33715-1931

Eugene D. Walters, 423
 3530 E. Carol Ave.
 Terre Haute, IN 47805-1160

John P. Zamora, 423
 RL 1, Box 195
 Williford, AR 72482-9772

Family Changes

Mrs. Merlin Ernest, 369W
 3323 Grange Hall Rd., #610
 Holly, MI 48442

Mrs. John Howard, 369W
 6837 Carrie Pine Ln
 Toledo, OH 43617-1289

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| <input type="checkbox"/> HOUSTON | <input type="checkbox"/> WASHINGTON, DC |
| <input type="checkbox"/> LOS ANGELES | <input type="checkbox"/> LAND-ONLY |
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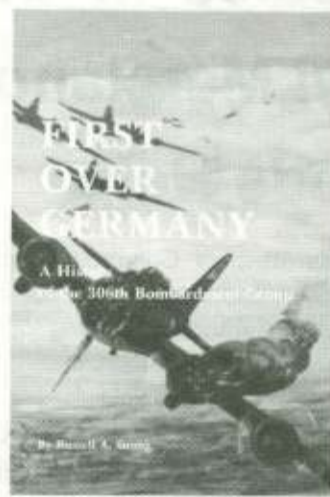
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