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306th Echoes



367th Squadron
Arr: 7 Dec 1944
Trans: May 1945

Dr Thurman Shuller
1312 E Miami
Mc Alester, OK 74501-6746



Five Thurlough Lower School children take advantage of the new chairs, purchased through funds contributed by the 306th traveling group of last May. Designated for use in the library of the school, the 11 chairs replaced chairs that had had a long history with the school. (See story on page 3).

Riviera Ready For '96 Meet Of 306th Vets

There are 20 major hotels on the Las Vegas Strip, a dozen downtown and eight more in neighborhood locations, plus lots of lesser properties. Most profess to have a distinctive character or theme.

So, how do you pick one for the 306th reunion?

We are a mature(!) group with backgrounds of dozens of military specialties and civilian occupations, but we all share a unique, UNCOMMON denominator—the 306th. When we come together for a reunion we need a hotel that can please us all.

The Riviera is such a place. The location is within easy walking distance of seven other hotels, and dozens of shops, bars, entertainment centers, etc. It is a big hotel—over 2,000 rooms—but its Convention Center has its own connected tower of rooms that makes it wonderfully convenient for our events. There is even a special, drive-up entrance to the Convention Center for easy boarding and unloading of sightseeing buses.

Restaurants! Would you believe 14? There are four excellent, conventional restaurants, plus a world class buffet. The food court has nine quick-service places, such as Burger King, El Polo Loco, Pizzeria and Weinerschnitzel, to mention a few. You can be as fancy or as economical as you choose without ever leaving the property. You know that is a big PLUS.

Entertainment! You will see "Splash II", a spectacular revue, as part of the 306th program, but there are four other excellent shows from quite adult to

(Turn to page 2)



While this design was approved for the 306th Bombardment Group 6 Jan 43, no one questioned about it from Thurlough ever recalls having seen it used in any way. It appears in a postwar directory titled "Air Force Combat Units of World War II."

Check Code, Change If Needed

Its been a long, slow fight to get all of the nine-digit zip codes in place on our mailing list.

Unfortunately, there are still holes, caused by new streets, addresses too difficult for our small computer program to handle, or St. Louis, MO, which the computer program never fathomed!

Please check your mail label, and if it is o.k., forget it.

But if you need to add your unique set of four digits, please send them to the secretary as soon as possible.

PLUS, we are still looking for a lot of wives' first names, and we need telephone numbers and area codes. Check your '94 directory, and if you think the secretary needs help with your listing, please get in touch.

The most unique zip code? That belongs to Russell Robinson in Avon, NY: 14414-1411.

Epic Air Battle On Way Home 11 Jan 44

By Roger Freeman

Quoting from "The Mighty Eighth"
new edition, 1986. London, Janes, 311 pp.

"The scale of air fighting on January 11th reached epic proportions. Over 400 individual attacks were reported by the 1st Division in 3-1/2 hours and these, plus the gunner's permitted claims of 210 destroyed and 127 damaged or "probables", are significant indications of the intensity of battle. While true Luftwaffe losses appear to have been 39 of the 207 fighters that made contact, their claims of 150 heavies were also exaggerated. The 60 bombers actually missing in action put the cost on a par with the Schweinfurt mission, again emphasizing the perils of deep

penetration by unescorted or poorly escorted heavies. To those anticipating a decline in Luftwaffe opposition resulting from the prolonged bombing of aircraft plants and attrition in the air, was cold comfort. The facts were that enemy was still expanding his defenses."

Strangely, in reviewing records of the mission, it is noted that in the Intelligence Summary, only four 306th A/C are reported MIA, and Freeman in his detailed "Mighty 8th War Diary", only lists four down for the 306th. And, Freeman also makes note of a midair collision accounting for two of our planes. There is no mention in the detailed material of such an event. We did lose five planes on the mission, as you will note in the A/C accounting elsewhere on this page.

Nazi Fighters Damage 306th Planes, Men in Long Attack

By Arthur W. Mack

367th pilot

On 11 Jan 44, a bombing mission was planned to drop on Halberstadt, Germany, in an attempt to destroy a ball bearing plant. After briefing, the "start engine" flare was delayed until a final weather report came in. When the report failed to come, the planes were put in motion anyway.

The 306th was to lead the 40th Combat Wing formation. Sometime during rendezvous the mission was recalled by radio message. Several groups received the "recall", including the group which was to take position on our left. Thus, the 367th became low squadron in a formation of just two groups. I flew left wing, second element, or "Purple Heart Corner".

My crew included Frank McCullagh CP, Glenn Feltz N, Jim Welch B, Harold Fogelson, top turret, Porfirio Marquez, ro, Lem Glasscock bt, Orville Graham and Charlie Walters wg, and Charlie Dapra tg.

Our fighter escort had received the recall while still waiting for takeoff. So, we had no "Little Friends" to discourage Luftwaffe attacks, and we did not experience any action until after bombs away and we were headed for home.

When the E/A showed up, we were hit from three sides by ME 110s, ME 109s, FW 190s and JU 88s. Flying at 20,000 feet, it seemed that everything happened at once.

"Four Leaf Clover," 42-37942, shuddered, and was hit at the same time the left wing first element, lead and right wingman, second element, took the enemy fire. The fuel line to my #4 engine was hit, leaving fire and smoke trailing aft. I shut off the main electrical switch and feathered the engine.

Fogelson dropped down out of his turret with a bloodied head wound. McCullagh helped him down and did what he could, then lowered the gunner into the nose where Welch continued first aid.

Loss of Control

My right rudder pedal went limp and I realized I had lost my controls. There was a sudden pitchup of the aircraft, and in response I flipped the autopilot switch on. (I usually had it warmed up for level flight). I tried to stabilize the ship to keep in formation. I had dropped back and could not regain my position. McCullagh informed me that there was a hole blown in my left wing, outboard.

When the controls went out, Dapra was hit. He got it between the legs. McCullagh went back and found one of the waist gunners helping Dapra out of his tail position.

Marquez, in the radio room, was hit in the hand by 20mm fragments. McCullagh also reported that a 20mm exploded in the bomb bay. We were hit by five 20mms altogether: tail, radio, bomb bay, top turret and left wing. There were control cables all over the waist positions.

There were six FW 190s on my tail, fishtailing. I don't know why they didn't fire at "Four Leaf Clover" then. Suddenly they did begin, and McCullagh took over the top turret position, but the air rushing through the shattered plexiglas hindered him.

We went into a steep dive, and the fighters did not follow us. I guess they thought we had had it, with the #4 engine pouring out black smoke. We leveled off at 3000 feet in a cloud deck. Occasionally I would be a little above or below the clouds, trying to maintain level flight with the autopilot elevator control knob. I tested the controls and determined I had no rudder at all. When I got off the autopilot the

(Turn to page 4)

Riviera (from page 1)

traditional Las Vegas lounge music. All in house! And don't forget that Barney Rawlings is putting together another great evening for our banquet and dance party. O yes—the pool in the Atrium is heated and open through November!

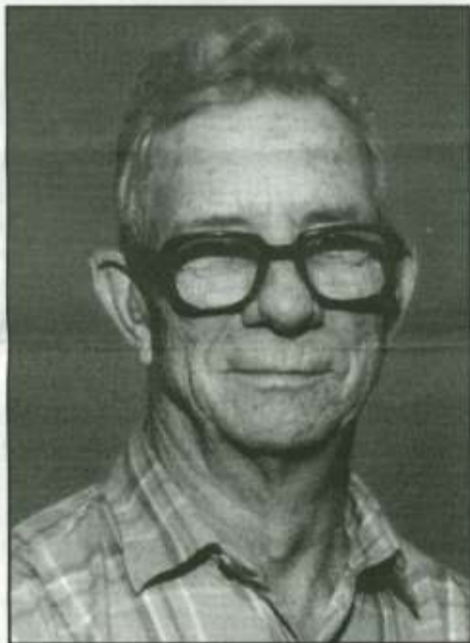
Gambling! Are you kidding? There are acres of tables, parlors and slots, plus a race and sports book with many big screen TV screens tuned to various events plus a personal TV monitor at your seat.

The "Riv" provides a total Las Vegas experience, and Perhaps best of all—they want us. If you have any doubts just check the exceptionally attractive room rate: \$58. That is the best reunion rate by far in the last eight years and remarkable even in Las Vegas. You might find a cheaper room somewhere as an individual, but it won't be this kind of place and the inconvenience will outweigh any apparent savings.

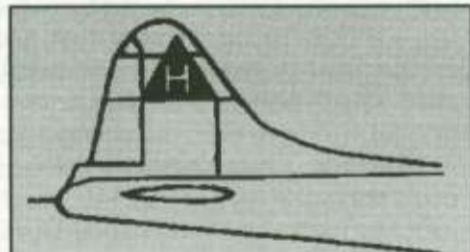
Free Parking

If you are driving, the "Riv" has lots of free, covered parking. You should know that the valet will park it for you and all it costs is the tip when you pick it up—traditionally \$1. Still one of the great bargains in Las Vegas.

So, give yourself and your lady (should you have one) a special treat in 1996. Come and see what fun Las Vegas can really be as you join your comrades from Thurleigh—where things were not quite so grand.



CMS William F. Cavaness



The 306th Bombardment Group Historical Association: M/Gen. James S. Cheney, president; Robert W. Seelos, vice-president; Russell A. Strong, secretary; Robert N. Houser, treasurer. Directors: Joseph R. Hathaway, John K. Hickey, Wallace Peckham and Donald N. Snook; C. Dale Briscoe, past president; Edward J. Hennessey, 1996 reunion chairman. Ralph Franklin, Keysoe, Bedfordshire, England, is our British representative. (Mill Hill, Keysoe, Beds MK 44, 2HP, England. Telephone from US: 011-44-1234-708715, in England 1234-708715.

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



LTC Thomas F. Witt

Cavaness Headed 306th In 1993-94

CMSgt William F. Cavaness, president of the 306th Association in 1993-94, died 27 Dec 95 in San Antonio, TX. Burial was in the Ft. Sam Houston National Cemetery.

He entered service 6 Oct 41, completed A & E School at Sheppard Field, TX, 21 Mar 42, and after studying at the Boeing Co., joined the 306th at Wendover, UT. He was named a 368th flight chief 3 Apr 42, was promoted to master sergeant 15 Jul 42, and served in that grade throughout the war.

He returned to the US in Sep 45, bringing with him his wife of two years. He and Dorothy were married in St. Cuthbert's Church, Bedford, 25 Nov 43. They had two children, a son now deceased, and a daughter, Jane Cavaness Wirtz, Roseville, CA, a frequent participant in 306th reunions.

Cavaness retired 1 Dec 71 as NCOIC for maintenance analysis for the Air Training Command. He also served in the Marshall Islands during atomic tests.

Cavaness was elected vice president of the 306th Association at the 1992 annual meeting in London, England, and the following year became president. As immediate past president he and his wife came to the 1995 reunion in Knoxville, TN, where he delivered the report of the nominating committee.

He became ill in early 1994, underwent surgery for colon cancer, and later the cancer was found in his liver.

Reunions End For Stalag Luft III

The former POWs of Stalag Luft III at Sagan, Poland, held their annual reunion last May, and voted to continue the organization, but to hold no further reunions.

All of the present officers will continue in their posts until there is a need to replace them. This includes two one-time 367th members: Don Eldredge, copilot, whose plane went down 18 Nov 42 off La Pallice, France, and Joseph Consolmagno, navigator, who went down 5 Apr 43 on a mission to Antwerp, Belgium. Both were with the original Group.

Eldredge is vice president and Consolmagno is a director and editor of *der Klarion*, which will now publish on an occasional basis.

Memorial Fund

In memory of **Ben H. Peters** 367th, by Reginald L. Robinson. Also **Harry H. Barber** 367th, by Diane Barber Getta

Future contributions to The Memorial Fund should be sent to the Treasurer and will be acknowledged in *Echoes*.

Witt Earned Silver Star For Tenacity

LTC Thomas F. Witt, 367th pilot, died 29 Oct 95 in the VA Hospital, Waco, TX. He had joined the Group with his crew 15 May 43, and retired from USAF in Mar 59.

Witt transferred to Group 1 May 44, then serving as Group Gunnery officer and Group Operations officer. On 29 Mar 45 he became commanding officer of the 423rd Squadron, and on 21 Apr 45 took a similar post with the 367th Squadron. While a 367th pilot he had been the leader of B Flight and later A Flight.

Witt led the 30 March 45 mission to Farge, Germany, carrying Disney bombs, hung externally, each of the two bombs weighed 4,500 pounds. Twelve planes from the 306th were among the 32 which bombed at Farge with the rocket engine bombs which were designed to go deeply into a target before exploding. They were the heaviest combat load carried by B-17s in Europe during the war.

Walter Rozett, who was in the cockpit that day with Witt, did much of the flying, and he remembers that the take-off was difficult, as the planes were also carrying 2,780 gallons of fuel.

The weather was not good for the entire mission, and the citation for the Silver Star which was awarded to Witt, reads: "In a determined attempt to bomb visually, Witt's plane made three runs over the target. On the third run, an accurate sighting was obtained only to have the bomb sight mechanism fail. Ignoring the intense and accurate flak, which by now had damaged every plane in the formation, Major Witt tenaciously returned to the target and by using the emergency release switch, placed an excellent bomb pattern."

The 306th formation was over the target for the first time at 1424 hours and did not drop its bombs until 1505. This was basically Rozett's crew flying and included Russell Graham and John H. Christensen, navigators, and Laurence E. Carroll, a bombardier. Rozett finally brought the ailing A/C into Attlebridge with no flaps and no brakes.

Witt, who had made his home in Cookeville, TX, in recent years, leaves his wife, Barbara, three sons and five grandchildren.

Additions to Roster

Fogelson, Harold L, 1920 S Plaza Dr #9, Apache Junction, AZ 85220 367
Kruger, Charles J. 4036 NW 28th St, Oklahoma City, OK 73107 (Dorothy) 369

306th Family

Fisher, Thomas S. 105 N Lakeside Dr. Kennesaw, GA 30144 369S (Clarence Fisher)
Grimm, Robert A, 1389 Ashbrook Dr. Lawrenceville, GA 30243 369S (Richard C Grimm)
Kruger, Jay, 468 Julia Dr. Brawley, CA 92227 369S (Charles J Kruger)
Scarborough, Eva Johnson, Box 226, Hwy 30 W. Pikeville, TN 37367 368W (Houston Johnson)

'Your Story' Top Item In Your Family

Calls and notes come to the editor, asking if an individual can make use of material appearing in *Echoes* or in the *Squadron Diaries*.

Rest assured that this is highly recommended, whether you are talking to a newspaper reporter, or preparing a personal biography for the use of your children, grandchildren, etc.

In a few instances 306'ers have also chosen to take some paragraphs from *First Over Germany*. While the book is copyrighted, none of the Group have ever been denied permission to use the copy.

Our recommendation is that you plan to leave a coherent story for generations to come to marvel over and for which generations as yet unborn will thank you for telling your story in your own words.

And, while we are on the subject, don't let your widow or your children be among those who write and call to ask details of YOUR combat experience, or your life in England, and tell me that you never ever broke your own silence on the matter. Talk about what England, and perhaps combat, were like for you. Your own private audience at home will be most appreciative that you took the time to tell them. Don't fall back on that old "chestnut" that it was too horrible to tell anyone about. Let them help you work through YOUR memories. They want to know what YOU did and how YOUR experience impacted on YOURSELF.

As you relate your experiences remember that EVERY MAN in the 306th played an important part in the war.

Funds From Africa

Brother John Wohead, who was an original with the 423rd Squadron, writes from Shinyanga, Tanzania, that his area is short of rain and instead of its usual tropical appearance, now looks like a desert. He has been associated with the Buhangija Catholic Church there, finding plenty of projects to occupy full days in maintaining the buildings. The contribution which he sent will go to continue publication and distribution of *Echoes*.

There may be no dues, BUT

It does take money to keep the 306th Association flying. Those who are able are asked to make an annual contribution to keep everything running smoothly. No one is dropped from the mailing list for non-payment! Your gift is tax deductible.

Please accept my gift to the 306th BG Association: \$ _____

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306th Bomb Group Association
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Des Moines, IA 50310

DATE _____

Funds Aid Library At Thurleigh

By Madalyn Brizzi

Wednesday, May 17 1995, was a very cold, rainy and windy day in Thurleigh, England, when the coach carrying 23 members of the 306th tour group pulled up in front of the Lower School. We had been invited to stop for a short visit.

We were met at the door by the Head Teacher, Miss Elizabeth Newton, who encouraged us to wander through the facility and visit freely with the students and adults.

The student body was made up of approximately 28 children ranging from about 3 to 9 years old. It was late enough in the morning for students to be doing some creative activities of art, stitchery or some small group learning activities, which made it easy to visit with them.

Since my professional experience has been in teaching and administration of Early Childhood Education in the United States, I was particularly interested in the British Lower School which was the forerunner of our own United States preschool and primary programs.

The building itself was not large nor did it have spacious multipurpose rooms with moveable walls. The rooms were really quite small and it was obvious that an allowance of a certain square footage per child was not of great concern.

For the 3 to 4 year olds there was equipment indoors for water and sand play, and housekeeping (playing house). For the older students we saw audio-visual equipment, electronic recording equipment being used with a small group, at least one TV/ VCR and I believe there were eight computers. This was a very impressive list of instructional materials and equipment in addition to a small library.

Looking out one of the windows at the pouring rain, I commented to a couple of students how fortunate they were to have a huge grassy field with a few trees as their playground. (I was thinking of some of the cramped asphalt areas we have in the US with no place for running games or to plant a garden.) One of them was quick to tell me that they were not allowed past a certain boundary because the teacher needed to see them if they got hurt. Good training, wouldn't you say?

The one thing that really impressed me was the adult/child ratio. Parents or interested citizens of the community volunteer their services to the classroom on a regular basis several hours a week. In talking with some of them, I was impressed with their keen interest, knowledge and dedication to their local school. Many of the instructional materials were provided by the community through various fund raisers. I was told that people from the community come in to teach music, drama, art, etc. It was just an observation, but I believe at the time of our visit there were more community helpers in the classroom than there were paid teachers and they were offering help to individual students or small groups. Does this extra help carry on through the basic skills of reading, writing and arithmetic? I don't know—I have lots of questions, but it was obvious that plenty of learning was taking place in this pleasant environment and students were certainly enjoying it.

At one point during our visit, I asked the Head Teacher if the school had any special needs at this time. She told me they were in dire need of about 12 chairs for the library. When she took me to the library to see the battered condition of the old chairs, I summoned Russell Strong. Later we suggested to our group of 23 that perhaps we could take up a collection and provide a few chairs for the library. The results? Enough money to provide 11 new chairs for the library of the Lower School in Thurleigh, England. A very worthwhile project for a 306th tour group, wouldn't you say?



Bill Carlile, standing left, recently unearthed this photo from his 306th collection, and recalls that it was taken at a 306th reunion in New York City in the mid-1950s. George G. Roberts is at the right. Does anyone recognize the two men seated in the middle?



A World War II bomber sits on a runway at Fayetteville Municipal Airport after the plane's wing hit a building. AP Photo

Crash Halts 'Belle' Flight

The B-17 which of late has carried the banner of the "Memphis Belle" emblazoned on its nose, and put there for its role

in the recent movie by that name, came to a sad halt early in November '95 at the Fayetteville, NC, airport.

Piloted by David Tallichet, its owner and a onetime pilot with the 100th Bomb Group, the Belle received heavy damage when it struck a building while taxiing for takeoff. It suddenly lost hydraulic power and began fishtailing.

"The plane skidded toward a wood-framed building that houses electrical equipment and the left wing smacked into it," reported the airport director. "It spun and the nose of the two propellers just embedded into the building and part of the left wing was lost. There was extensive damage to both the building and the airplane."

The plane is often housed at the Air Heritage Museum at the Beaver County Airport northwest of Pittsburgh, PA, for maintenance. James Macry, 369th and chairman of the 1991 reunion in Pittsburgh, is the principal fund raiser for the Air Heritage Museum.

Gabrish's Last Note

One last note from Joe Gabrish, after his picture appeared on the front page of the July '94 issue of Echoes, tells about "Banana", the goat.

"We named him Banana after painting his horns and hooves yellow. He was well known by all. He'd graze on the runway, but could always sense when our planes were coming in. Then he'd run back and stand on top of my tool box under the big oak tree and watch for the planes to land.

"After I left for Russia I heard rumors that one night some fellows on guard duty heard strange noises that they challenged; and when they got no response, opened fire. And that was the end of the Banana."

Incidentally, the other two men in the picture were John L. Robertson and in front of him Russell Houghton.

Bombardiers Closing Out

BOMBARDIERS, INC., the organization of WW bombardiers started about 10 years ago by E. C. (Ned) Humphreys, has decided to fold its tent at the close of 1996. As founder, chairman and editor of the group, Humphreys kept it afloat by dint of his own hard work.

He put out a "different" kind of newspaper, and in the course of BOMBARDIERS existence he had secured information on a tremendous number of men. The 306th helped him in his quest, and he in turn helped the 306th by getting addresses we did not have and uncovering other information that we passed along to our members.

During an extended illness recently, his quarterly missed an issue, and he has told his board that he is no longer able to continue the work he pioneered and loved. Finding no one who wanted to step in, the board has acted to terminate the organization after one more year.

We will miss Ned, but wish him good health in his future years.

Obituaries

James H. Cleveland, sergeant major in the personnel office, Group Headquarters, died 14 Dec 93 in Elberton, GA. His wife, Mary, died 23 Nov 94.

Henry C. Cordery, the original first sergeant of the 423rd and later the tallest tail gunner in the 8AF at 6'6", died 25 Oct 95 in Margate, FL. A native of Massachusetts, he had retired from the U.S. Postal Service. He changed from ground duties to flying status in May 43 and completed his 25 mission tour 14 Mar 44. Cordery leaves his wife, Reita, two daughters and three grandchildren.

Cecil R. Crook, 369th gunner (Wallace Young crew), died 11 Oct 95 in Memphis, TN. A graduate of the University of Mississippi, he had worked as a pharmacist for Walgreen Stores for 43 years. He joined the Group 23 Dec 44 and departed 19 May 45.

Hamilton Griffin, 369th flight chief, died in 1989 in Unadilla, GA. He came to the 306th 3 Apr 42 in the first large shipment of mechanics. In Aug 44 he received the Soldier's Medal for bravery not involving-enemy action.

Fred N. Hales, 368th copilot and pilot (Charles Witcomb crew), died 31 Aug 93 in Chester, VA. His pilot class was 44-D. He retired as planning research supervisor of engineering, wind tunnel models and equipment, NASA, Langley, VA. He leaves his wife, Bonnie, and one daughter.

William G. Hicks, 367th ball turret gunner (George Buckey crew), and his wife, Madge, have both died recently. He was the 21st EM to complete a combat tour, in mid-1943. He had last lived in Portland, OR.

John S. Lucas, 423rd bombardier (Edwin Pipp crew), died 15 Sep 95 in Las Vegas, NV. He arrived with the Group 3 Jan 43 and was the 40th officer to finish his combat tour, in Jun 43.

Jack H. Neeley, 423rd ball turret gunner (Winston W. Wood crew), died 13 Nov 95 in Las Vegas, NV, of lung cancer. He arrived at Thurleigh Jun 44 and completed his tour as a toggler in Jan 45.

LTC **John L. Reynolds**, 368th sergeant major from 15 Apr 42 to 10 Jul 42, when he left for OCS, died . He was a USAF retiree 31 Jan 61 as a guided missile battalion commander, and then became a senior engineer for Western Electric. A widower, he made his home in Ed Paso, TX.

John H. Weeman, 423rd bombardier (Chester Sutton crew), died 30 Jan 87 in Affton, MO. He reported to the Group 1 Dec 43 and completed his combat tour in Aug 44. He leaves his wife, Henrietta.

306th Family

Mrs. Harry Barber, whose late husband was a 367th tail gunner, died 27 Jan 95 in Jackson, NJ. He died 12 Oct 89.



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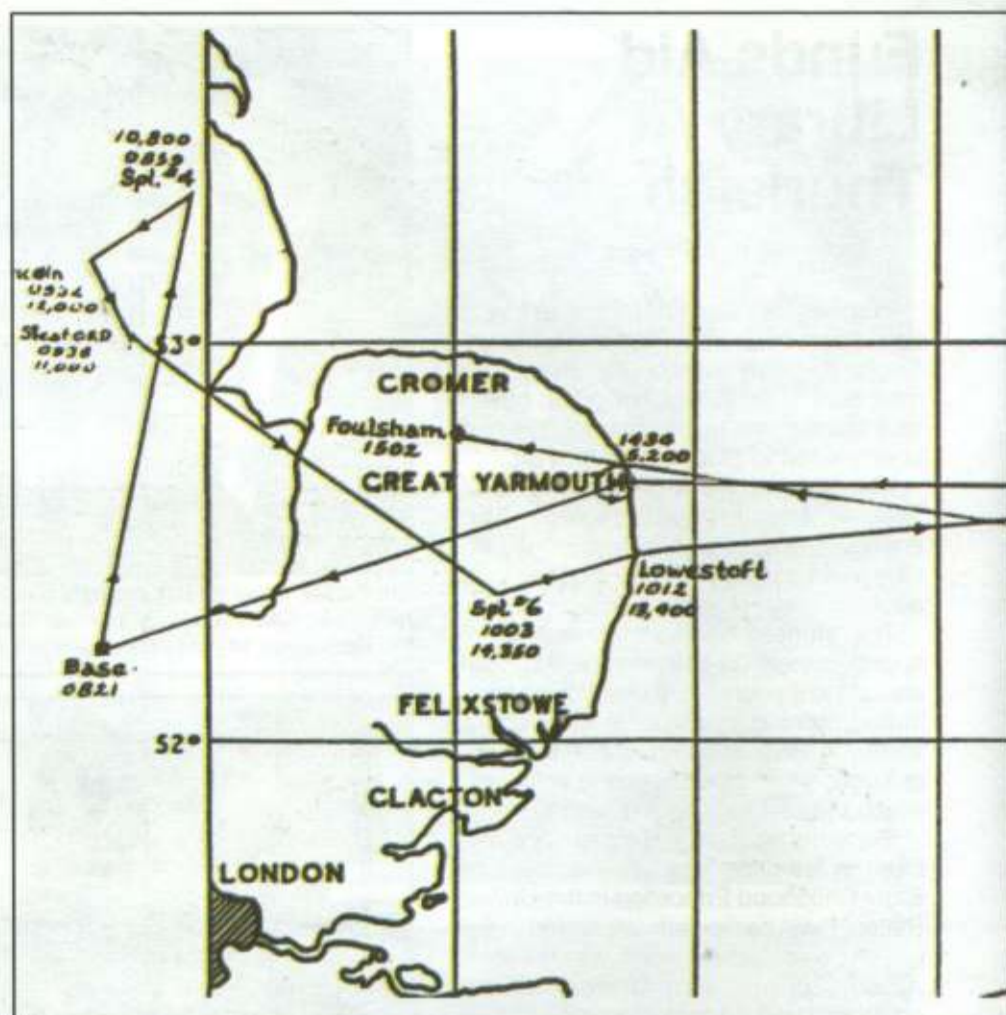
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11 January 1944 FIGHTER ATTACK!

FW 190
ME 109
JU 88
ME 110
DO 210



Mack's Tale (from page 1)

A/C pitched up abruptly. Together, McCullagh and I could not hold the nose down with the yoke. The auto pilot was holding by the short cable between the servo motor and the control. Manual cables were severed, but I still had the manual aileron control.

Feltz set a course for the coast of England, and when he estimated the Channel coast out, I dropped down readily as we were icing up flying on instruments.

The coast was a welcome sight. We crossed it and on Feltz's pilotage flew his headings. Visibility began to deteriorate as we flew into the fog. I had to descend so that Feltz could see to identify landmarks.

I tried to contact Thurleigh tower, but got no response. Visibility was down to about a half mile when Thurleigh finally returned my call. They advised me to return to the coast as the field was closed. With three wounded aboard that meant delay in getting them medical aid.

Runways flashed under me, and I decided to try to make it all the way in. I made a 360° needle and ball turn back to my original heading, and with Feltz watching the ground I called for the gear and flaps.

Teamwork counted, and as I handled the controls, manual aileron and elevator with the autopilot, Mac handled the throttles. Our first approach was lined up with a taxi strip and a dispersal tent area. We executed a "missed approach", and began another timed turn. We lost sight of the ground immediately.

At a few hundred feet above ground, we turned again to the original heading. By now there were two sodium flares in sight. I lined up to the right of them and the runway came into view. We repeated the procedure, and Mac eased the throttles back as I leveled off on autopilot.

The touchdown was smooth, but with one rudder pedal useless I had no right brake. I called for an unlocked tail wheel and applied left brake. We ground looped to a stop while an ambulance chased us. We shut down the engines and jumped to the back of the plane to check on our wounded.

Fogelson suffered head wounds and a bloody eye (plus a fractured skull and a mangled ear). His helmet and headset were shattered as the shell creased his skull. He lost his eye. Dapra had leg wounds. Later he told me doctors were going to amputate, but a second opinion saved them. Marquez suffered hand wounds and returned to flight status, only to be lost ditching in the North Sea (3 Feb 45).

The press met us and interviewed us. Pictures were taken and appeared in papers in London, as well as back in

Fighters Hit 306th Right After Bomb Drop

The greatest day for the .50 calibers of the 306th was the seven hour ordeal to Halberstadt 11 Jan 44. No less than 16 E/A were credited to the Group's gunners, breaking all previous records.

Col. George L. Robinson's lead plane dropped its bombs at 1154 that morning, and at 1157 Sgt. George G. Kessel of the 369th was credited with an ME 110, while flying as the right waist gunner in 007. "ME110 low from behind at 300 yards. E/A turned towards our A/C and went straight down—was seen to hit ground and explode. Ball turret, right waist, A/C on left wing and left waist all fired at E/A."

Then into the fray stepped 367th tail gunner S/Sgt. Daniel J. Antonelli in 053, who dropped the first of his four planes that day at 1200 hours. "Tail gunner at about 500 yds. gave him 3 long bursts, then gave him several short bursts as he kept coming in at about 100 yds. Gave long burst and canopy flew off. He passed under our A/C and blew up at 1130 o'clock

the States. Mac and I were from the New York City area so the story and pictures notified our families that we had made it back safely. Only a London paper made mention of the autopilot landing in almost zero-zero conditions. It may have been the first landing of its type ever made. (I am often reminded of it as I have made several Cat III fully auto approaches to the ground in a DC-10 in similar conditions).

We had landed at Kimbolton, five or so miles north of Thurleigh, and it took several months to repair "Four Leaf Clover". I was sent to pick up the ship and ferry it back. The engineering officer detailed the damage incurred by 942: He confirmed that five 20mms hit her: the left wing, top turret, bomb bay, radio room and tail. He said he counted over 100 hits in the wing, before he stopped counting. A APIT 9mm hit the #4 fuel line and lodged in a magneto. He gave me the slug. The other three engines sustained damage, including cracked cylinders, but they got us back.

I finished my tour 20 May. The "Four Leaf Clover" went on a later mission, but 8 May 44 she was one of three planes involved in a midair collision over Germany, with all planes lost. Five crewmen survived, none of them from 942.

about 150 yds. away."

...At 1210 hrs: "Came in from above at about 500 yds. Level—gave him a long, steady burst until at about 150 yds, when E/A blew up."

...At 1210 hrs: "Four S/E queued up out about 1000 yds. One ME 109 came in to attack from slightly above at about 450 yds. Gave him two long bursts and at about 150-200 yds, he blew up."

...At 1320 hrs: "Gave him several short bursts at about 500 yds. E/A continued coming in—gave him a long burst at about 150 yds. E/A blew up. Our pilot lifted up tail so could get a good shot at E/A."

1st Lt Thomas P. Cliney and T/Sgt. Edgar E. Harbour in 053 were credited with an ME 109. "20 or 30 enemy fighters flying parallel, level at least 1000 yds. Spits with wheels down pulled up ahead, lined up and came in, attacked E/A nearest us about 20 abreast. E/A came in at about 250 yds. I gave a continuous burst and E/A blew up at about 50 yds." They were the bombardier and top turret, respectively.

S/Sgt. Harold K. Twing in the left waist of 053 found an ME 109 at 1324 hrs: "One of about 20 S/E attacking abreast flew over our formation, made a short turn to right and as E/A reached about 8:30 position, below, 300 yds. away—gave him a long burst. Fire came out right side of fuselage, right wing came off and went spinning down out of control."

Lt. Allen T. Ballard, navigator in 053, had his plane at 1152: "E/A (JU 88) flying along parallel about 800 yds. pulled up ahead and above. About 600 yds. gave him a long burst about 50 rounds at about 100 yds. and he blew up."

Still in 053, Sgt. Marvin F. Bureson, ball turret, at 1232: "E/A came up from 3 o'clock low and ball turret gunner got in long burst until he blew up at about 200 yds."

Sgt. Harris R. Rashid in 367th 728: "ME 110 attacked from below at 9 o'clock, Sgt. Rashid fired long burst into E/A. ME 110 burst into flame and went straight down, exploding when it hit the ground. No chute."

Sgt. Charles E. Dapra in 367th 942: "ME 109 came in from about 7 o'clock high to about 50 yds., tail gunner firing. Plane burst into flames (huge) and blew up."

S/Sgt. Clinton E. Snyder in 368th's 245: "ME 110 came in from 7 o'clock. Gunner first started tracking at 1,800 yds. Opened fire between 700 and 800 yds. Gave about 50 rounds. Tracers hitting nose. Wings came off and E/A blew up."

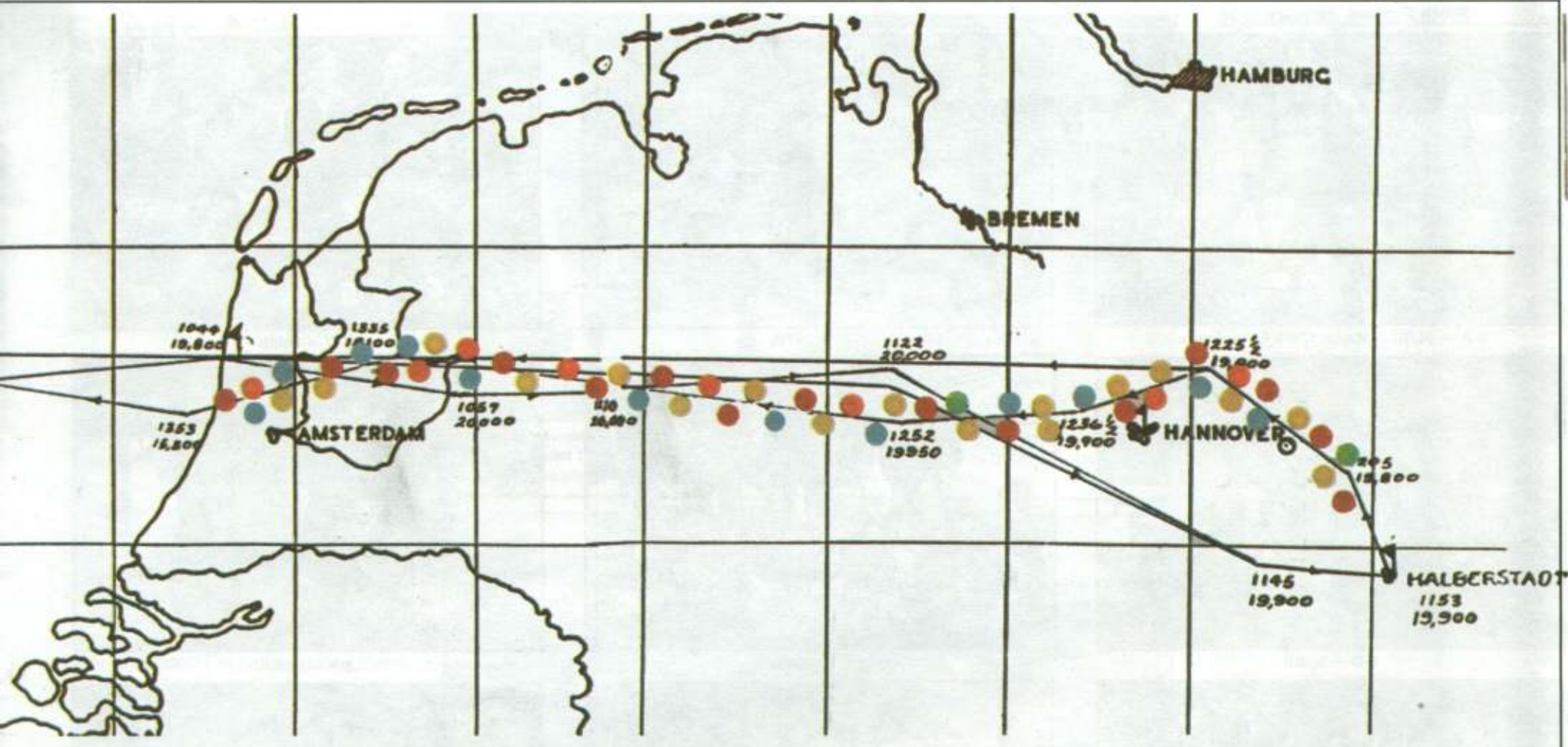
1st Lt Donald W. Baltzer, bombardier in 245: ME 110 flew parallel to course and ahead, turned at about 1200 yds. and came in from 10 o'clock. Turned out at about 100 yds. and came back at about 2 o'clock. Bombardier fired with chin turret at pointblank range. Could see tracers go into A/C. Right wing blew off and E/A went down in tail spin in bright and intense flame."

S/Sgt. Paul A. Ward, engineer in 368th's 4168: "Three FWs coming in, two level on each others' wing, one higher and in front. Top turret took high one, following down saw tracers bounce off cowling. 200 yds. filled whole sight. Oil smoke rolled out and the plane flipped over. Radio operator saw it blow up." Ward was the top turret man.

Sgt. Raymond J. Kristoff, #943, 368th ball turret: "FW 190 came in on plane from 830 and gunner gave E/A 30 rounds. Ship several belly rolls and fell straight down. E/A was clearly seen to hit ground and blow up."

2nd Lt. James W. Wirth, bombardier in 369th 4136 at 1330 hrs: "Five FW 190s attacked from 12 o'clock level. Long burst by bombardier caused one of them to spout flames and explode while passing into formation. Lt. Dennis Sharkey, navigator, saw an FW catch fire in the petrol belly tank, which blew off in flames as the plane itself, also on fire, swept under the formation. S/Sgt. Richard Donahue, tail gunner for Lt. William Quaintance, flying behind in same squadron, reported that five FW 190s came past four of them rolled and turned away from the formation. The fifth was flaming badly, out of control, fell steeply below formation, and when last seen was enveloped in flames, plunging down."

And that was the end of an exciting day for many of the gunners, who got a chance to fire at many enemy planes, something that didn't happen as often as it had a year before.



The Planes and the Damage Report

367th

- B-17G 42-40053 at Foulsham F/O Loren E. Page .50 Cal fire in bomb bay compartment. Left feed tank flak, right outer wing and Tokio tank flak, Left outer wing flak, right outer wing flak. Serious damage.
- B-17G 42-31469 at Foulsham 2nd Lt Richard J. Somerville Flak damage. Severe. To be repaired by 8AFSC MRU.*
- B-17G 42-31538 Missing 2nd Lt. Perry Cavos
- B-17G 42-31236 Missing 1st Lt. George Campert
- B-17G 42-31451 Missing 2nd Lt. Ross A. McCollum
- B-17G 42-37942 at Kimbolton 2nd Lt Arthur W. Mack. Seriously battle damaged. To be repaired by 8AFSC MRU. Flak, .303, 20mm, 13mm.
- B-17F 42-30728 At Deopham Green 1st Lt. John J. Stolz

368th

- B-17G 42-31158 at Foulsham Col. George L. Robinson Severe damage. Flak and 20mm. To be repaired by 8AFSC MRU.
- B-17F 42-30782 Missing 1st Lt Wm Dale Reed
- B-17G 42-31245 at Foulsham F/O J. Ray Coleman Left wing, empty .50 cal. Left horizontal stabilizer, empty .50. Right horizontal stabilizer, empty .50. No 1 nacelle .303. Left elevator, flak. Fuselage near tail, flak. Serious.
- B-17G 42-40006 at Foulsham 2nd Lt. Raymond D. Tripp Slight flak damage, sheet metal work to be done by working from AAF Sta 111.
- B-17G 42-39776 Aborted 1st Lt. Joseph M. Gay Internal failure of No.1 supercharger regulator.
- B-17G 42-31454 at Foulsham 2nd Lt. Floyd H. Brunn Left side fuselage, flak. Left outer wing, flak. Same flak damaging Tokio tanks and spar. Tail section, flak. Right horizontal stabilizer and right inner wing, flak. Serious damage.
- B-17G 42-37836 at Hethel. 1st Lt. Carl N. Grending No 1 prop hit by .303. Serious damage.
- B-17G 42-37943 at Hethel 1st Lt. Charles W. Smith Nose above Bombardier's window, .303. No. 2 nacelle into A/C damaging radio equipment, remote compass. Left horizontal stabilizer, .50 Cal fire.

Right inner wing, flak. Nose, flak. Serious damage.

369th

- B-17G 42-31196 at Foulsham 1st Lt William B. Hilton
- B-17G 42-31136 at Andrews Field 1st Lt Kenneth F. Dowell crashlanded, complete washout.
- B-17G 42-39965 at Foulsham 1st Lt. Charles J. Kinsey Severely damaged. Flak and 20mm. To be repaired by 8AFSC MRU
- B-17F 42-30730 at Horsham 1st Lt. Billy W. Casseday Crash landed. Complete washout.
- B-17F 42-29993 Missing 2nd Lt. Donald W. Tattershall
- B-17F 42-3169 at Foulsham 1st Lt. William C. Quaintance .303 slug in radio compartment. .303 in leading edge of left wing. .303 in horizontal stabilizer. Serious damage.
- B-17F 42-31007 at Foulsham Lt Charles E. Berry Left aileron hit by .303. Plexiglas nose hit by empty .50 Cal casing. Vertical stabilizer hit by .303. Serious damage.
- B-17G 42-31385 at Attlebridge 1st Lt Howard C. Sharkey
- B-17F 42-30939 at Attlebridge Lt Martin Newstreet
- B-17G 42-37953 at Attlebridge 1st Lt Alvin C. Schuering

423rd

- B-17G 42-39945 at Hethel 1st Lt. Richard B. Thompson
- B-17F 42-30431 at Hethel Capt. Kenneth R. Bickett
- B-17G 42-31388 at Hethel 1st Lt. Albert A. Adams No. 2 nacelle and air filters hit by flak. Slight damage.
- B-17G 42-31418 at Hethel 1st Lt. Elmer L. Heap Right elevator hit by empty .50 Cal shell case. Slight damage.
- B-17F 42-30812 at Hethel 1st Lt. Geno DiBetta
- B-17G 42-39963 at Hethel 2nd Lt. Leland M. Love Left outer wing hit by flak. Slight damage.
- B-17G 42-39950 at Hethel 1st Lt. J. P. Toombs
- B-17G 42-31139 Aborted 2nd Lt. Ralph M. Clark Returned early, Pilot sick at altitude.

*8th AF Service Command Mobile Repair Unit

306th Men Number 8,322 Count Shows

From Chester W. Aarts, 368th, to Ewald O. Ziebell, 367th, and all of the 8,320 names in between have once again been put on to microfilm and are now available to anyone who wants to buy a copy.

There has always been a question as to how many men did serve with the 306th, and from the beginning 1 March 1942 to 30 April 1945, that is the number found. It may be a few more than that whom we have never found, and there are a few on the mailing list who served in that time for whom cards may not be in the file.

It is probably the largest group that

served in the 8th among the combat organizations. Part of that may be due to the losses which occurred in the first year of combat and for whom replacements came. And there were three missions where we lost 100 men each—Bremen, Schweinfurt and Oberpfaffenhofen.

The card file is kept up to date on almost a daily basis, and this is the third time that the list has been copied onto 16 mm microfilm. Why, that? Well, it is a way to get all the names out in an inexpensive form. Readers can be found in any public library to view the film. A book would be easier to use, would contain only fragmentary information, and could not be updated—and, the cost for a 350 page book in the small quantity actually needed for our members to buy might well be \$50 each.

Our file is more than a list of names, and for those who have not seen it, the front and back of one file card are shown below.

STRONG, Russell A.		0-712941	
Rpt. 7 Jun 44		367th (N)	
Milton Adam crew			
AM 7-8-44			
olc 7-25-44, 8-16-44, 8-29-44		p.267	
DFC 9-20-44			
Six weeks in Intelligence & Public Information, 13 Sep 44/1 Nov 44			
CompTour 26 Nov 44			
S.O.#	LiCol	Maj	Capt
			1Lt
			2Lt
			Z 8-19-44 X 2-26-44

Kalamazoo, MI Dayton, OH
 Williamston, MI Laurinburg, NC
 Davidson, NC Charlotte, NC
 Clemmons, NC

B: 20 Apr 24
 W: June, 5 sons
 BA KalamazooC 48
 MA WestMichU 59

State Editor, Kalamazoo Gazette;
 Dir, News & Info, WestMichU;
 Univ Editor, MichStUniv; David-
 sonC, Wake ForestU, Wright StU,
 St Andrews PresC; Alumni Direc,
 then Sr Development Off and Dir
 of Research, West Mich U 79-88.
 Founding Sec, Editor, Historian,
 306th BG Assoc, 1975-
 Member, 8thAF Memorial MuseumFnd.
 Author: First Over Germany; also
 Biographical Directory, Cmd &
 Staff Officers, 8thAF, 1942-45.



6-A — 367th — Walter Clark is in picture.



6-B — 367th



6-C — 368th



6-D — 368th



6-E — 368th



6-F — 369th



6-G — 369th



6-H — 423rd



6-I



6-J



6-K



6-L



6-M



6-N



6-O



6-P



6-Q



6-R



6-S



6-T



6-U

Who Are They?

Those pictures across the way on page 6 and those to the right on this page are not the unwanted, just the unknown. As we move along on our combat crew feature, we need to identify these crews.

Any clues we have are shown in the identification line underneath each picture. It is our sincere hope that we will get names, or even just one name, of a person in each of these crews. Once we have a starting point for identification we will try to find one or more men who can help us put names with the faces.

Please contact the Secretary with ideas as to who these men may be, and we'll go from there.

MRS JB WEATHERED
Box 581
Crowell Tex
79227

13 Nov. 95

Please pass this to whom it may concern.

Please give us something ~~not anything~~ on the boys who loaded the bombs 876 Chemical Co, Thurleigh England

Pilots could not have flown their missions without those who loaded their planes. They too deserve a little recognition.

I was in the ATS. married one of these men have been married 53 yrs live in Texas. my three children would love to read something about their Dad. Thankyou!



7-V



7-W



7-X



7-Y

Response

Dear Mrs. Weathered:

I am not insensitive to your request, and it is one that has been made by others. My problem is in finding material I can use on the non-flying aspects of the work at Thurleigh. EVERYONE was important, including the orderlies, the stove tenders, the mechanics, the bomb loaders, the mess hall workers and cooks, the clerks, etc.

Literally, it took the efforts of every man stationed at Thurleigh to get the planes off the ground and to the target, and then to return them. The major defining difference was that the flying personnel were the ones who died, or who ended up in prison camp, as a result.

At the recent reunion in Knoxville I met with a man from the 449th SubDepot, which organization provided a lot of ground services, to see if we couldn't put together a lengthy story, and using some of the pictures we had, to tell again what the "other" people on the base did. I hope to publish it some time in 1996.

As the combat crew photos run out, and they will, I will begin using more pictures of ground personnel. Unfortunately, I do not have a lot of identification of these people, but I am trying to get that job done as well.

I will grant you that copy is much more available on combat men because better records were kept, and there were things to record of an unusual nature almost daily. Too often the records of the noncombat units record only who went to the hospital or went on leave for a given day, and the report of their return to duty.

I need information, but it is hard to find.

The Editor

Wendover Questions And Answers

A museum at Wendover, UT, is seeking information, recollections and pictures of training base there from 1942 to 1945. As the 306th was the first unit to move into Wendover for training, your recollections will be welcome additions.

Materials should be sent to Charles Tiemeyer, Wendover Field Project Office, Box 197, West Jordan, UT 84084. He says they will copy and return any materials.

If you write recollections of your experience there, a copy sent to the 306th Secretary would become a part of the 306th history, as well.

If you are looking for more information on Wendover, UT, and its "fabulous" training experience in WWII, get a copy of *Air Power History* magazine for Fall

1995. The article is titled "The Atomic Bomb Group", and deals with the B-29 outfit that dropped the two bombs on Japan. But, there is also provided considerable background on the history of Wendover, starting with the arrival of the 306th 6 Apr 42.

Our Apologies

The editor works with feet of clay at times, and his offhand remark in the October issue of *Echoes*, "Despite a few shortcomings," should not have appeared.

Our reunion committee, led by Wallace Boring and Jim Talley, did a bangup job of producing the event, and no criticism of them should have been implied by the statement quoted. For this the editor apologizes.

306th MAIL ORDER MEMORABILIA

Send this form and check to 306th Bomb Group Association to: Jack Frost, PO Box 13362, Des Moines, IA 50310

ITEM	COST PER ITEM	NUMBER NEEDED	TOTAL COST
T-Shirts (with Squadron logos in full color)			
367th M, L, XL	\$10.00		
368th L, XL	\$10.00		
369th M, L, XL	\$10.00		
423rd XL	\$10.00		
Sports Shirts with 306th First Over Germany logo in color M, L, XL	\$15.00		
Squadron Golf Shirts (Embroidered B-17, squadron, group)			
367th red M, L, XL	\$20.00		
368th white M, L, XL	\$20.00		
369th green M, L, XL	\$20.00		
423rd red M, L, XL	\$20.00		
306th caps, grey with 306th BG and B-17 on front	\$10.00		
306th Watches, men's or women's	\$25.00		
306th Tie Navy with B-17 Logo and 306th Bomb Group, Thurleigh, England, 1942-45	\$10.00		
306th Decal with First Over Germany in Full Color	\$0.50		
306th Patch 2 - 1.4 inches, with First Over Germany in Full Color	\$5.00		
306th Patch 3 inches, without First Over Germany in Full Color	\$5.00		
367th Patch 5 inches, in Full Color	\$5.00		
368th Patch 5 inches, in Full Color	\$5.00		
369th Patch 5 inches, in Full Color	\$5.00		
423rd Patch 5 inches, in Full Color	\$5.00		
License Plate Frames	\$10.00		
B-17 Lapel/ or Hat Pin	\$5.00		
306th "Black Thursday" Photo in Full Color	\$2.00		
	\$3.00		
	Shipping & Handling	\$2.00	
	TOTAL		

Name _____

Address _____

City, State, Zip _____



Front: Donald Snook P, John Zingerli CP, unk. Back: Irwin Husby e, Robert Bateman ro, William Rollo togg, Lewis Cook bt, Albert Van Sickle tg and Gerald Fleming wg.



Front: James R. Malone N, William K. Carruthers bt, Theodore Hood e, John M. Winward P and Charles Branstetter wg. Back: Eugene Senften CP, James A. Kelly B, Joseph Terrana crew chief, John W. Perry tg and Harold Aiello armorer.



Front: Sidney Wolfe P, Alvin Enos CP, Herbert Bloom B and Fremont Jewell N. Back: Norton McAllister wg, Horace Kepier wg, Robert Zeigler bt, George Collins ro, Adolph Sicola e and Gerald Allen tg.



Front: Edwin Schoenbacher P, Marvin Traver CP, Charles Olenik N, and Douglas McKnight B. Back: Robert Moore, Norbert Lynch ro, Sam Pugliese bt, William Martin wg, and Gerald F. Bushel tg.

Riviera Hotel and Casino
306 B.G. Reunion Reservations, 2901 Las Vegas Blvd. So., Las Vegas, NV 89109

Please reserve ___ room(s) for ___ persons.

NOTE: Reunion starts Oct. 28, and ends Nov. 1, 1995. You may arrive Sun., Oct. 27, if you prefer, and then pick up your 306 credentials at 10:00 am, Monday.

Arrival Date ___/___/___ at approx. ___:___ am/pm Departing Date ___/___/___

PRINT PLEASE

Name(s) _____

Your Address _____

City _____ State _____ Zip _____ Tel () _____

Please Reserve: ___ Single - 1 Bed ___ Double - 2 Beds - Singles or Doubles \$58 plus \$4.64 tax per night
 ___ Triple - 2 Beds, 3 Persons - Triples \$78 plus \$6.24 tax per night
 ___ Quad - 2 Beds, 4 Persons - Quads \$98 plus \$7.84 tax per night
 Note: Quads might prefer 2 doubles, adjoining (4 Beds, 2 Baths)

Enclose check or money order for first night or entire stay, or use major credit card to guarantee room charges.

VISA _____ MC _____ AMEX _____
 # _____ Exp. Date ___/___/___
 Signature _____

(if you cancel within 72 hours of arrival you will be charged for the first night.)

(___) Paraplegic - need handicap room if possible (___) Difficulty walking - room close to functions if possible

Note: 306th room block cut-off date is Sept 28th. After that rooms will be confirmed on a space available basis only.

Las Vegas!!!

306th Reunion Reservations, October 28 to November 1, 1996

Complete this form and mail with check payable to:
306th Bomb Group Reunion, 2617 Mason Ave., Las Vegas, NV 89102

Reservations: If made after August 25th, add \$10 per person Cancellations: Full refund if made before August 25th, \$10 fee per person if made after August 25th Options: Must be booked at time of reservation.

BASIC REUNION PACKAGE - ALL REGISTRANTS: Includes registration fee, baggage tips to bellmen in and out of hotel, musical revue "SPLASH II" at the Riviera, cocktail party at the "Top of the Riv", banquet dinner with wine served, souvenir photo taken at banquet table and delivered there. Big Band dancing and entertainment, surprise gifts in registration kits, Hospitality Area open Monday, Tuesday, and Wednesday, engraved plastic name badges, tickets for all events and more.

BASIC REUNION PACKAGE @ \$125.00 ea. = _____

REUNION PROGRAM

Sunday Arrivals: The hotel will confirm your room for arrival Sunday, Oct. 27th, if you prefer. The 306th desk will be open at 10:00 am, Monday morning.

Monday, October 28th
 Check in day. Some hotel rooms may not be ready before 4:00 pm.
 306th credentials and hospitality areas open 10:00 am.-6:00 pm. with cash bar 3:00 pm to 6:00 pm. "Splash II" (A) musical revue at Versailles Theatre in Riviera.
 Everyone be there at 6:45 pm. for seating. included.

Tuesday, Oct 29
 Hospitality Area open 10:00 am to 6:00 pm. Bar 3:00 - 6:00 pm.
 Banquet table reservations in Hospitality Area open 3:00 - 6:00 pm.
 (Present 8 tickets for a full table reservation.)
Option B: Mount Charleston-Lee Canyon Tour; 9:30 am - 3:30 pm.
 Wonderful mountain scenery with lunch at the lodge.
 Via Grayline from Riviera. @ \$33.00 - \$ _____

Option C: Red Rock Canyon; 9:30 am 3:30 pm.
 Las Vegas Valley's popular natural wonder.
 Buffet lunch included at L'Bombardier.
 Via Grayline from Riviera. @ \$26.40 - \$ _____

Option D: "King Arthur's Tournament"; 5:30 pm. - 8:30 pm.
 Dinner show at the Excalibur, mounted knights jousting.
 Via Grayline from Riviera. @ \$45.25 - \$ _____

Wednesday, Oct 30
 Hospitality Area open 10:00 am. to 6:00 pm. Bar 3:00 - 6:00 pm.
 Banquet table reservations in Hospitality Area open 3:00 6:00 pm.
 (Present 8 tickets for a full table reservation.)
Option E: Grand Canyon West Rim Tour; 8:00 am. 5:00 pm.
 Just three hours by bus to the Hualapai reservation overlooking spectacular west rim.
 Cross Hoover Dam with Lake Mead views each way. About three hours at canyon with BBQ Lunch included at Rim lookout. Suggest comfortable shoes, hats and jacket. Moderate walking. A new approach to the canyon.
 Via Grayline from Riviera. If less than 35 booked Price is \$99. @ \$89.00 \$ _____

Option F: Hoover Dam - Lake Mead Cruise; 7:45 am. 3:30 pm.
 Includes new visitor center at dam, 90-minute cruise on air conditioned (can't above)

Thursday, Oct 31
 Hospitality Area Closed Today.
 306th Annual Meeting, Riviera Convention Center - 9:30 am.
Option G: Ladies shopping, Motorcoach, 9:00 am. Noon
 Belz Factory Outlet World - A mall covered and air-conditioned. 70 stores with discounts from 20% - 70%. Wonderful variety of accessories, books, audio, video, shoes, housewares, jewelry, clothing, adults and kids, sportswear and equipment, toys, gifts, etc., etc., etc., etc
 Via Grayline from Riviera. @ \$6.50 - \$ _____

Cocktail party at "Top of Riv" 6:00 - 7:00 pm. Included for all registrants
 Deluxe Banquet Dinner including wine, 7:30 pm. Included for all registrants
 Big Band Dance Party, 8:30 pm. - 11:30 pm. Included for all registrants
 Souvenir Photos at Banquet - Delivered There Included for all registrants

Friday, Nov 1
 It's over! Orlando Next Year. Hotel Checkout by 11:00 am, please.

Encl. Check for Grand Total \$ _____

Name _____

Spouse/ Guest Names _____

Street Address _____ City _____ State _____

Your Telephone () _____ - _____ Your 306 Squadron/ Unit _____

Arrival Date ___/___/___ Las Vegas At Approx ___:___ AM/PM