





**Reunion**.....con't from page 1

be open from Wednesday noon until noon on Sunday. The PX will be housed there as well, and there will be a bar there operated by the hotel.

We anticipate that many will be flying into Savannah.

How do you get to Atlanta by air from distant places? You can catch Delta out of Atlanta, as well as Air Trans. US Airways connects out of Charlotte and Raleigh-Durham, Continental comes in out of Newark and Washington, DC, and you might also check with United Express.

At the airport, you can get transportation readily, \$20 round trip. Be sure to provide as much information for us on travel arrangements as you can on your registration slip. That will help assure adequate travel assistance when you need it. Also, at the airport you can rent a wheelchair for your Savannah stay, with \$25 covering the entire reunion.

As Friday is going to be our big day at the Museum, there will be a Continental breakfast available at \$8.95 in the Marriott lobby from 7:30 to 9:30. There will be sufficient buses on hand in the morning to get everyone to the Museum quickly. During the day there will be buses leaving the hotel and the Museum every half hour, so that you are not "stuck" at the Museum all day. Before closing at the Museum extra buses will be on hand to get all who remain back quickly, again. Your entrance to the museum is in your registration, so that you won't be in a long line trying to buy a ticket. You can also plan to eat lunch at the Museum as they have a good food service with considerable variety in their offerings. On that evening dinner will be on your own.

Thursday night dinner will be offered aboard a cruise ship on the Savannah River.

Within a half mile walking distance of the hotel are many eating places of almost infinite variety when you do step out for dinner. Restaurants and motels are to be found on Bay Street, with additional eateries on River St.

This is a very brief overview of our 1998 reunion in Savannah. More details will become available in the July and October issues of Echoes.



**"Your Group reunion isn't until next week. Aren't you ready a little early?"**

**MEMORIALS**

- Don Bouchelle in memory of Earl G. Barr, 367th.
- Alice Burroughs in memory of Raymond F. Burroughs, 423rd.
- Billy W. Casseday in memory of Joe Bowles, 369th.
- Richard D. Buttorff in memory of Everett V. Daniels and Robert Spry, 369th.
- E. Grant Courtright in memory of Elvin W. Courtright, 423rd.
- Esther V. Kennedy in memory of Werner H. Kennedy, 367th.
- June McVicar Leicht in memory of Herbert L. McVicar, 367th.

Gifts may be made by anyone in memory of 306th veterans or family, by sending your check, so designated to the 306th Memorial Fund, to the Association treasurer. All gifts made during the proceeding quarter will be listed in Echoes. Expenditure of these funds is at the discretion of the Board of Directors.

**Duxford Wins Silver Unicorn Award**

The American Air Museum at Duxford, England, has won the British Guild of Travel Writers Silver Unicorn award as the best new tourism project in England. And it has also been honored by the American Institute of Architects for its unique design.

This was one of the stops made by a 306th travel group in 1997, three months before the dedication of the museum by Queen Elizabeth II. We were able to walk through the structure and to see most of the airplanes which are housed inside.

It is expected that during this year more than 400,000 visitors will come to Duxford and see the large exhibit of WWII airplanes.

**Legion Medals Presented**

Two 367th combat veterans have recently received the "Jubilee of Liberty" medals of Post 134, American Legion, in Morton Grove, IL. They are Edward Ronczy, navigator, and Robert Starzynski, gunner and evadee.



**'Biff'**.....continued from page 1

way point, each crew was asked for a position report. While there was some variance, it was concluded we were approximately 150 miles south of course. After correcting this problem, we flew on to Hickam. About 50 miles out the unit closed up in echelon right, ready for landing descent.

We had been briefed and cautioned against overflight of US combat vessels, especially in the Pearl Harbor area. And that was just about to happen, except the Ferry Command pilot made a quick right turn into the formation, scattering us like a flushed covey of quail. Luckily, there were no collisions.

After parking my plane and heading for Base Ops, I passed "Biff" and the Ferry pilot (a captain) in a not too friendly discussion. In fact, "Biff" was up in the man's face and I overheard him telling the captain what a sorry pilot he was, and that he would never fly any aircraft of his again.

In later conversation with "Biff" I learned more about the major course correction. "Biff" had gone down to the nose just to see how things were going and noticed a Thompson submachine gun very close to the aperiodic compass. Upon removing the offending object there was a very noticeable swing by the compass needle. This generated the call to all crews for position reports. Fortunately, some of our navigators were "following the leader" with their own figures in their logs and were able to corroborate our off-course position.

"Biff" told Barnett that he felt like throwing the navigator (also with Ferry Command) out the escape hatch.

With their delays en route, "Biff" led his small formation into Hickam one day after mid-Pacific battle ended in an American victory. The dates of the battle were 3-5 June 1942, with the major action taking place on the 4th.

"We saw no action except a couple of search missions for the Japanese Task Force," concludes Barnett. Thirty days later the 7th Air Force had this small group on orders back to the Continental U.S., but kept their aircraft. With in a few more days, new recruits for the growing 306th arrived at Wendover.

**MacGhee to MGeneral**

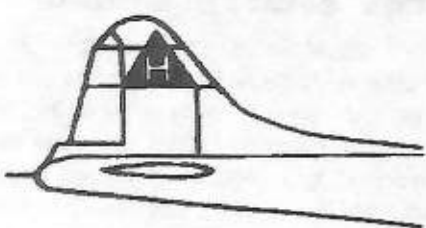
B/Gen. David MacGhee, son of the late Col. David M. MacGhee, 369th and Group navigator for the 306th, has been nominated for promotion to major general. He has been most recently inspector general at Air Combat Command headquarters.

**306th MAIL ORDER MEMORABILIA**

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

Squadron Golf Shirts		
Embroidered B-17, Squadron, Group (circle size)		
367th red	M, L, XL	\$20.00
368th white	M, L, XL	\$20.00
369th green	M, L, XL	\$20.00
423rd blue	M, L, XL	\$20.00
306 Cap, Grey, Embr. 306 BG & B-17		\$10.00
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306th Patch 5 in. Group Logo		\$5.00
367th Patch 5 in. in Full Color		\$5.00
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369th Patch 5 in. in Full Color		\$5.00
423rd Patch 5 in. in Full Color		\$5.00
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306th Decal with First over Germany		\$10.00
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Shipping and Handling - Up to 2 lbs. per package		\$3.00
Shipment via Priority or 1st Class Mail		\$3.00

	Shipping & Handling		\$3.00
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Joseph R. Hathaway, president; Alfred W. Switzer, vice president; Russell A. Strong, secretary; Robert N. Houser, treasurer; Sheldon Beigel, Wallace Boring, Russell G. Houghton, Clay W. Wilson, directors; Robert W. Seelos, past president; Clayton D. Ridge, 1998 reunion chairman; Ralph Franklin, Keysoe, Bedfordshire, England, our British representative (Mill Hill, Keysoe, Beds MK44 2HP, England). Telephone from US: 011-44-1234708715, in England 1234708715).

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.

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**Robert N. Houser, P.O. Box 13362,**  
**Des Moines, IA 50310, 515/279/4498.**

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





368th Fr: Joseph Belser P, James Harrison B, William Jones CP, George Arnold N.  
Back: David Philpot ro, William Barton tg, Eldo Spangenberg eng, Leonard Norman  
bt and Marshall McDaniel wg.



367th Fr: Robert Frederick g, J. A. Baker g. Back: Elwyn Gary CP, Lawrence Marks P  
and Harland Burr B.



368th Fr: Gordon L. Dobbs P, Easton Effland CP, Joseph Dobkowski N, Harry D.  
McTague B. Back: Richard J. Barnes eng, Oliver K. Hess tg, Robert W. Awe ro,  
James H. Boring wg, Robert M. Fairchild bt.



369th Fr: Howard J. Snyder P, George W. Eike CP, Robert J. Benninger N, Richard L.  
Daniels B. Back: Roy K. Holbert eng, Louis J. Colwart bt, Ross L. Kahler ro, John  
Pindroch wg, Joseph J. Musial wg and William O. Slenker tg.



369th Fr: John T. Gorman bt, Rolly A. Davis tg, Buster R. Davis, Don R. Wilson.  
Back: Robert D. Gilmont ro, John A. Wright N, Erwin W. Keepman B, Alfred P.  
Johansen P, Arthur F. Glynn CP and Fred J. Reinke eng.



423rd Maurice B. Westmoreland wg, Joseph N. Coomer tg, Millard C. Scott wg,  
Forrest J. Stewart P, Joseph R. Hathaway ro, Arthur D. Dealy B, Edward C. Herold bt,  
Dan D. Erwin eng and Bruce B. Merrill CP.



367th Fr: Walter R. Peterson P, Leslie W. King CP, Charles A. Dinkel N, Edward R.  
Storolis B. Back: Antonio T. Celli eng, Roger C. Burton wg, Archie J. Smith ro,  
Joseph A. Burns wg, Roderick H. Mc Allister tg and John R. Bell bt.



367th Fr: Eugene R. McFadden CP, Sidney Passin B, Charles F. Tucker P, Owen W.  
Johnson N. Back: Stephen J. Korba wg, Milton J. Badeaux wg, Laurence W.  
Neuhouser bt, John P. Bentley tg, Arthur L. Pahl ro, Samuel J. Covina eng.

# 306th LEADERS for FIRST 100 COMBAT MISSIONS

The 306th Bombardment Group throughout its combat history had a propensity for dividing the task of formation leadership to a great number of men. While you will see specific names repeated, the tasks of leadership — pilot, navigator, bombardier for the group and the several squadron leaders — demanded high performance from many individuals over the period of the first 100 missions. This ran from 9 October 1942 through 11 January 1944.

This was a time of learning, a time of trying many different tactics, and the work carried on in the lead ships was also that being handled in each of the planes in the formation.

Once must remember that WWII presented previously unknown experiences to everyone. The Group leader had to learn how to manage increasing numbers of planes in the air, to merge our formation with other groups, and then to get them into wings, and finally to merge the groups into air divisions.

Because of the educational experience being tendered these leaders it quickly

became the mode throughout the group, and in every plane. Potential leaders were at every position. Some chose not to take advantage of the opportunities, but there were eager, young men through the group who chose to forge their ways to the front.

Out of the couple of hundred men listed below only one person lost his life in combat during this period. That flier was Robert Salitnik, Group navigator, who died of wounds received over Belgium on 5 Apr 43.

It is planned to carry this listing through the entire combat experience, but as the frequency of missions increased rapidly in the next year and a half, it may be difficult to get the project done immediately. Our formations grew, therefor the demands on the combat crews for more leaders increased.

A (C) following a name indicates that the leadership was of a composite group that might include planes from another group and sometimes the planes of three groups in the Wing were mixed.

Date & Target	Group Leader	Navigator	Bombardier	Squadron Leads	Date & Target	Group Leader	Navigator	Bombardier	Squadron Leads
9 Oct 42 Lille, FR	Chas Overacker	Robt Salitnik	Foster Daniels	Harry Holt J W Wilson Wm Lanford	22 Mar 43 Wilhelmshaven GR	Mack McKay	Robt Salitnik	Frank Yaussi	Robt W Smith John Howard
7 Nov 42 Brest, FR	Chas Overacker	Robt Salitnik	Foster Daniels	James Johnston J W Wilson Wm Lanford	28 Mar 43 Rouen, FR	Henry Terry	Robt Salitnik	Gerald Rotter	Robt W Smith William Raper
8 Nov 42 Lille, FR	Wm Cleveland	Robt Salitnik	Frank Yaussi	Ralph Oliver Harry Holt	31 Mar 43 Rotterdam, HO	John Lambert	Harold Gaslin	Chester May	Robt Riordan George Buckley
9 Nov 42 St Nazaire, FR	Chas Overacker	Robt Salitnik	Frank Yaussi	J W Wilson Wm Lanford	4 Apr 43 Paris, FR	Claude Putnam	Robt Salitnik	Frank Yaussi	John Regan Robt Riordan Robt W Smith George Buckley
14 Nov 42 St Nazaire, FR	Delmar E Wilson	Robt Salitnik	Frank Yaussi		5 Apr 43 Antwerp, BE	J W Wilson	Robt Salitnik	Frank Yaussi	John Lambert George Buckley
17 Nov 42 St Nazaire, FR	Wm Cleveland	Robt Salitnik	Frank Yaussi	Wm Lanford	16 Apr 43 Lorient, FR	William Raper	Casey Jones	Chester May	John Magoffin Walter Smiley
18 Nov 42 La Pallice, FR	Wm Cleveland	Harold Gaslin	Chester May	Henry Terry	17 Apr 43 Bremen, GR	John Lambert	Harold Gaslin	Chester May	Wm Casey Walter Smiley Henry Terry
22 Nov 42 Lorient, FR	Harry Holt	John Dexter	Hugh Toland		1 May 43 St Nazaire, FR	Claude Putnam	John Dexter	Chester May	Robt W Smith Robt Riordan
23 Nov 42 St Nazaire, FR	Harry Holt	John Dexter	Hugh Toland		13 May 43 Meaulte, FR	J W Wilson	Casey Jones	Gerald Rotter	John Regan Robt Riordan Edward Hennessy
12 Dec 42 Rouen, FR	Chas Overacker	Robt Salitnik	Frank Yaussi	Wm Lanford Mack McKay	14 May 43 Kiel, GR	William Raper	John Dexter	Hugh Phelan	Robt Riordan Raymond Check Edward Hennessy
20 Dec 42 Romilly, FR	Delmar Wilson	Robt Salitnik	Frank Yaussi	Wm Lanford	15 May 43 Emden, GR	Henry Terry	George Spelman	Gerald Rotter	Raymond Check Richard O'Hara
30 Dec 42 Lorient, FR	J W Wilson	Harold Gaslin	Frank Yaussi	Henry Terry	17 May 43 Lorient, FR	Claude Putnam	Wallace Boring Luther Bergen	Jos Kosakowski	Robt Riordan Earl Youree Richard O'Hara (C)
3 Jan 43 St Nazaire, FR	Wm Lanford	Wallace Roring	George Fredrick	Henry Terrx	19 May 43	John Lambert John Regan (C)	Harold Gaslin John Dexter (C)	George Horner Jos Kosakowski (C)	Edward Hennessy Edw Maliszewski
13 Jan 43 Lille, FR	J W Wilson	Wallace Boring	Jos Kosakowski	James Johnston Wm Lanford	21 May 43 Wilhelmshaven, GR	J W Wilson	Wallace Boring	Chester May	John Magoffin Edward Hennessy
23 Jan 43 Lorient, FR	J W Wilson	Robt Salitnik	Chester May	Mack McKay Harry Holt	29 May 43 St Nazaire, FR	William Raper	John Dexter Otis Tillery	Walter Coons	Raymond Check John Magoffin Marlen Reber (C)
27 Jan 43 Wilhelmshaven, GR	Frank Armstrong	Robt Salitnik	Frank Yaussi	Mack McKay John Ryan	11 Jun 43 Wilhelmshaven, GR	Henry Terry	John Dexter David MacGhee	Clyde Travis	Oleron Linn Wm McKearn
2 Feb 43 Hamm, GR	J W Wilson	Robt Salitnik	Frank Yaussi	Henry Terry Mack McKay	13 Jun 43 Bremen, GR	Claude Putnam John Regan (C)	Harold Gaslin James Cheney Al Schulstad (C)	Lionel Drew Jos Kosakowski(C)	Wm McKearn Roy Vinnedge Richard O'Hara (C)
4 Feb 43 Emden, GR	Henry Terry	Casey Jones	Frank Yaussi	Wm Warner John Regan	22 Jun 43 Huls, GR	Marlen Reber	Luther Bergen Casey Jones	Jos Kosakowski	John Magoffin Raymond Check
14 Feb 43 Bremen, GR	Mack McKay	Robt Salitnik	George Fredrick	J W Wilson Harry Holt	25 Jun 43 NW Germany	George Robinson Al Schulstad	Otis Tillery	Hugh Toland	George Paris Raymond Check
15 Feb 43 St Nazaire, FR	Claude Putnam	Robt Salitnik	Frank Yaussi	John Ryan Maurice Salada	26 Jun 43 Triquiville, FR	Henry Terry	David MacGhee John Dexter	John Hickey	Alphonse Maresh Raymond Check
25 Feb 43 Wilhelmshaven, GR	Henry Terry	James Brown	Wm Colantoni	John Lambert Walter Smiley	28 Jun 43 St Nazaire, FR	John Lambert	Wallace Boring James Cheney	Chester May	John Magoffin Richard O'Hara
27 Feb 43 Brest, FR	Frank Armstrong	Robt Salitnik	Frank Yaussi	John Lambert William Raper	29 Jun 43 Villacoublay, FR	Marlen Reber	Luther Bergen Wallace Boring	Jos Kosakowski	John Magoffin James Hopkins
3 Mar 43 Hamm, GR	Mack McKay	Wallace Boring	Jos Kosakowski	John Howard John Ryan	4 Jul 43 Nantes, FR	William Raper	Al Schulstad George Bennett	Hugh Toland	Ralph Jones Robt Fryer
6 Mar 43 Lorient, FR	J W Wilson	Robt Salitnik	Frank Yaussi	John Lambert John Ryan	10 Jul 43 Caen, FR	Roy Vinnedge	David MacGhee Kermit Cavedo	Mike Zinkovich	D Fuhrmeister George Paris
8 Mar 43 Rennes, FR	Claude Putnam	George Spelman	Gerald Rotter	Robt W Smith Wm Raper	14 Jul 43 Villacoublay, FR	Maurice Salada	James Cheney	John Lucas	Ken Reecher Roy Vinnedge George Paris (C)
12 Mar 43 Rouen, FR	Henry Terry	George Spelman	Gerald Rotter	John Regan John Lambert					
13 Mar 43 Amiens, FR	Mack McKay	Wallace Boring	Jos Kosakowski	John Howard William Raper					
18 Mar 43 Vegasack, GR	J W Wilson	Robt Salitnik	Frank Yaussi	John Regan John Howard					

continued page 5



## Continuing 306th Leaders

Date & Target	Group Leader	Navigator	Bombardier	Squadron Leads
17 Jul 43 Hannover, GR	Robert Fryer	Maynard Dix	Herschell Ezell	Roy Vinnedge F Kackstetter D Fuhtmeister (C)
24 Jul 43 Heroya, Norwat	Roy Vinnedge	David MacGhee Kermit Cavedo	Mike Zinkovich	F Kackstetter Dale Briscoe
26 Jul 43 Hannover, GR	Maurice Salada	James Cheney Dan Barberis	Donald Teller	L G Cook Dale Briscoe
26 Jul 43 Kassel, GR	D Fuhrmeister	Arthur Titus	Jerome Kostal	F Kackstetter Dale Briscoe
29 Jul 43 Kiel, GR	George Paris	Wallace Boring	Stan Silverstein	Ken Reecher Dale Briscoe
12 Aug 43 Gelsenkirchen, GR	Dale Briscoe	David MacGhee	Roger Lindsay	Wm Cassedy Ken Reecher
15 Aug 43 Flushing, HO	Maurice Salada	James Cheney Wallace Boring	Donald Teller	D Fuhrmeister Toy Husband
16 Aug 43 LeBourget, FR	George Robinson	James Cheney Wallace Boring	S Silverstein	F Kackstetter Ken Reecher
17 Aug 43 Schweinfurt, GR	William Raper Robert Fryer (C)	George Bennett Otis Tillery Maynard Dix (C)	Hugh Toland Herschell Ezell (C)	David Wheeler F Kackstetter Toy Husband (C)
19 Aug 43 Flushing, HO	Thomas Witt	George Bennett Robt Alexander	Walter Morey	George Reese L G Cook
24 Aug 43 Villacoublay, FR	Robt Riordan	Otis Tillery John Mazanek	Hugh Phelan	L G Cook D Fuhtmeister
27 Aug 43 Watten, FR	George Paris	Maynard Dix	S Silverstein	Thomas Witt David Wheeler
31 Aug 43 Romilly, FR	George Reese	Arthur Morris	Walter Wick	Alph. Maresh L G Cook
3 Sep 43 Romilly, FR	David Wheeler	John Mazanek	Roger Lindsay	George Paris F Kackstetter
6 Sep 43 Achern, GR	George Robinson	Maynard Dix	S Silverstein	F Kackstetter Laek Robinson
7 Sep 43 Brussels, BE	George Reese	Luther Pierce Arthur Morris	Donald Teller	Joseph Belser
9 Sep 43 Lille, FR	George Robinson	George Bennett Clark Moore	Jerome Kostal	John Lewis Joseph Belser
15 Sep 43 Romilly, FR	Chas Schoolfield	David Dash	Arthur Isaac	Thomas Witt F Kackstetter
16 Sep 43 Nantes, FR	D Fuhrmeister Robt Alexander	Arthur Titus	Jerome Kostal	John Lewis David Wheeler
23 Sep 43 Mantes, FR	George Paris	Raymond Slater Maynard Dix	Eduardo Montoya	Manny Klette Laek Robinson
27 Sep 43 Emden, GR	David Wheeler	John Mazanek David Dash	Floyd Evans	John Lewis Joseph Belser
2 Oct 43 Emden, GR	George Robinson	Arthur Morris Wm Dickenson	Donald Teller	Joseph Belser Chas Flannagan
4 Oct 43 Frankfurt, GR	George Paris	Maynard Dix Carl Holmes	S Silverstein	Laek Robinson John Lewis
8 Oct 43 Bremen, GR	Thomas Witt	Robt Alexander	Walter Morey	John Lewis Wm Katz
9 Oct 43 Gdynia, PO	F Kackstetter	Luther Pierce	Walter Wick	L G Cook Laek Robinson
10 Oct 43 Coesfeld, GR	Joseph Belser	Alfred Simmen	Eduardo Montoya	Laek Robinson George Reese
14 Oct 43 Schweinfurt, GR	Chas Schoolfield	John Mazanek David Dash	Floyd Evans	Virgil Jeffries Wm Tackmier
20 Oct 43 Duren, GR	George Buckey	George Bennett PFF		L G Cook
3 Nov 43 Wilhelmshaven, GR	Howard Turner	James Cheney PFF		L G Cook Robert Porter
5 Nov 43 Gelsenkirchen, GR	L G Cook	Alfred Simmen	James Harrison	David Wheeler Ferd Onnen
13 Nov 43 Bremen, GR	David Wheeler	David Dash	Floyd Evans	Ferd Onnen John Lewis
16 Nov 43 Knaben, Norway	David Wheeler	David Dash	Floyd Evans	Ferd Onnen John Lewis
20 Nov 43 Bremen, GR	D Fuhrmeister David Wheeler (C)	Arthur Titus David Dash (C)	Jerome Kostal Floyd Evans (C)	George Reese Bruce McMahon Howard Sharkey (C)
1 Dec 43 Leverkusen, GR	F Kackstetter	Luther Pierce	Walter Wick	Bruce McMahon Edw. Murphy
5 Dec 43 La Rochelle, FR	John Regan	Maynard Dix	S Silverstein	Loy Peterson Ian Elliott

## General Cheney Dies 24 April; Dedicated to the 306th Assoc.



James and Yvonne Cheney at the Knoxville Reunion of the 306th.

Major General James S. Cheney, 306th Group navigator, Judge Advocate General of the U. S. Air Force, and president of the 306th Bomb Group Association in 1995-96, died unexpectedly Friday, 24 April, in Satellite Beach, FL, where he had lived for some years in retirement.

His wife, Yvonne, had suffered a massive heart attack shortly after the first of the year, and she had died 10 April.

Funeral services were held 30 April at the chapel at Patrick AFB, and a memorial service will be held at a later date at Arlington National Cemetery, Arlington, VA.

He was born 13 Aug 1918 in Tucson, AZ; graduated from Robert E. Lee high school, Jacksonville, FL, and from junior college in Georgia in 1939. He spent a year at the Atlanta Law School, before entering service as an aviation cadet at Kelly Fld, TX, in Oct 41. He later completed his law degree at Atlanta in 1950.

Gen. Cheney received his navigator wings in Jan 42, then becoming an instructor. From Jul 42 to Feb 43 he served with replacement training units, until joining the 306th 4 Apr 43 at Thurleigh as the navigator on Frank Kackstetter's 423rd crew. By June he had been advanced to squadron navigator, serving until 13 Oct 43, when he took over the job as Group navigator.

He served far longer in this post than any other individual, leaving finally 7 Jan 45 to become 303rd Bomb Group navigator. At that time his good friend, B/Gen William S. Raper was the commanding officer at the 303rd, and told Cheney he needed help. In all Gen. Cheney flew 45 missions between the two groups.

After ending his combat service, he was with Air Transport Command, and it was while stationed in Europe that he first became a base legal officer. This service included time with the 61st Troop Carrier Wing, which participated in the Berlin Air Lift. He there became wing legal officer.

When the Korean War came, Cheney was back in planes again, flying a dozen more missions with the 3rd Bombardment Group, and then returned to the legal life in Japan, ultimately becoming assistant judge advocate of the Fifth Air Force.

Moving rapidly, the general returned to the States at Eglin AFB, FL as deputy staff judge advocate, moving in 1954 to Washington to the Office of the Judge Advocate General as a member of a Board of Review. He became Board chairman in Dec 56 and in Jun 57 was named executive officer to the Judge Advocate General.

In Jul 60 he was again in England to serve as Staff Judge Advocate for the Third Air Force for two years. He moved in Jul 62 as deputy staff judge advocate for USAF Europe. In July 64 he was again back in Washington as director of military justice, serving for three years before going to Hawaii as Staff Judge Advocate for the Pacific Air Forces. He then returned to Washington in Feb 69 as assistant judge advocate general, USAF, and seven months later gained the top spot.

Gen. Cheney held the Legion of Merit w/2 oic, DFC, Air Medal w/50lc and the AF Commendation Medal.

He and Mrs Cheney had two sons, James, Jr., and Frederick, both of whom live in Florida.

During the last 20 years he had served as a counselor to the 306th Association, then as a director, vice president and president. Of late, his interest had centered around the funding of the Eighth AF Museum at Savannah.

Date & Target	Group Leader	Navigator	Bombardier	Squadron Leads
11 Dec 43 Emden, GR	George Robinson	David Dash John Mazanek	Arthur Isaac	Ian Elliott George Reese
13 Dec 43 Kiel, GR	Thomas Witt	Romulus Houck Allen Ballard	Donald Teller	Kenneth Bickett Bruce McMahon
16 Dec 43 Bremen, GR	John Lewis	Luther Pierce	Donald Teller	Wm Nally Loy Peterson
20 Dec 43 Bremen, GR	Joseph Belser	Jack Samway Mike Kalish	Eduardo Montoya	Howard Sharkey William Kirk
22 Dec 43 Osnabruck, GR	Chas Schoolfield	Calvin Conrey David Dash	Arthur Isaac	William Kirk Kenneth Bickett
24 Dec 43 Noball, FR	George Robinson	George Bennett Romulus Houck	Jerome Kostal	John Lambert C Schoolfield (C)
30 Dec 43 Ludwigshafen, GR	Maurice Salada Thomas Witt (C)	James Cheney Romulus Houck (C)	PFF Tom Cliney	Dale Reed Loy Peterson
31 Dec 43 Cognac, FR	Joseph Belser	Jack Samway	S Silverstein	Loy Peterson Ian Elliott
4 Jan 44 Kiel, GR	Chas Schoolfield Jos Belser (C)	George Belknap Calvin Conrey Maynard Dix (C)	Arthur Isaac Herschell Ezell (C)	Ian Elliott Rich Thompson Dale Reed (C)
5 Jan 44 Kiel, GR	D Fuhrmeister	Romulus Houck Allen Ballard	Thomas Cliney	Rich Thompson John Kelly Loy Peterson (C)
7 Jan 44 Ludwigshafen, GR	Toy Husband	Wm Dickenson	Donald Teller	John Kelly James Opdyke
11 Jan 44 Halberstadt, GR	George Robinson Rich Thompson (C)	Maynard Dix Jack Samway Wm Dickenson (C) Rich Williams (C)	S Silverstein Walter Wick (C)	Wm Hilton Loren Page Loy Peterson (C)





## First Over Germany The crew and the plane of 27 Jan 43

Two views of one crew, that which led the very first raid of the 8th Air Force to Germany is shown in these two pictures. The top picture, back row, shows the flying crew for 27 Jan 43, after its successful day to Wilhelmshaven, Germany. They are: left to right, Col. Frank A. Armstrong, pilot; 1Lt Robert Salitnik, navigator; 1Lt Frank D. Yaussi, bombardier; Sgt. Joseph Collette, engineer; S/Sgt. Charles D. Hill, waist gunner; Sgt Raymond Erickson, ball turret; S/S Donald Tunstall, tail gunner; T/Sgt. Robert Siavage, radio operator, and Claude Putnam, copilot. Not pictured, but also riding in the plane was LtCol Henry Berliner, an observer from 8th AF headquarters.

Meadowlark was the name of the plane, 42-5378.

The picture to the left introduces two men who were not flying this day: Maj. John L. Wright, Group intelligence officer, and Maj. Ralph Oliver, operations, while in the right side of the picture are Yaussi, Salitnik, Tunstall, Erickson and Hill.

One problem remains, the names of the ground crewmen in the front of the top picture. We have yet to find an identification of them, and would appreciate any suggestions you may have as to whom they might be. Perhaps with some help we may eventually be able to identify all of them.

## One Way to Run a Business

Bob Sturges, a WWII field service engineer for Boeing, dealing with B-17s, came back from service to Seattle, continuing his Boeing career.

His bosses told him the B-17 was dead; the aviation giant was moving into the jet age. But when they learned that Sturges had bought a B-17 for \$1,055 from Oregon State College, the folks at Boeing opened a file stuffed with requests for parts from foreign governments still flying our old bomber. It was Sturges' opening to his own business, which he set up at the Troutdale, OR airport. He bought 17 boxcars full of B-17 parts and was in business, renting space for one cent a square foot per year.

Sturges, now 80, hopes his sons have rubbed off some of his business acumen. He recalls the time Oregon State College asked him to bid on an old P-40. The college needed three bidders to make the sale legal. Bob submitted a quote of \$150, just to help them. He really didn't want the old war weary.

"Sure enough, they called me and said 'Come and get it', said Stoooges.

That old plane sat outside the shop at Troutdale for years, until someone offered to buy it — for \$100,000.

## OBITUARIES

**Mark B. Arrieta**, 368th tail gunner (Otto Buddenbaum crew), died 4 Jan 98 in Morena Valley, CA, where he had lived the last 11 years. He was the 76th EM to complete a combat tour, and departed the 306th in Nov 44. He was on active duty in Korea and Vietnam, retiring USAFR in '67 as a chief master sergeant. He also served as a fraud investigator for the Los Angeles County district attorney, retiring in '79. He leaves his wife, Betty, 3c, 6gc, 3ggc.

**Edwin D. Creamer**, 423rd ball turret gunner (Chester Sutton crew), died 16 Apr 97 in Vacaville, CA. He had retired from service as a master sergeant in '64. After that he worked for the USDA and in real estate sales. He leaves his wife, Ila, 2c, 2gc.

**Joseph V. Cronin**, 367th gunner (Leonard Smith crew), died 7 Jul 97 in Chicago, IL. He joined the Group 3 Feb 45, flew until the end, and then was with Casey Jones Project departing for the U.S. 10 Jan 46. He leaves his wife, 2s, 2gc.

**Dr. Earl R. Barr**, 367th copilot and pilot (Harold Barrett crew), died 17 Jan 98 in Martin's Ferry, OH, where he had lived since retiring from his Marietta, OH, dental practice. He earned his dental degree from Ohio State University. Barr's plane was one of nine shot down on a mission to Ruhland, Germany, 12 Sep 44.

**Byrl W. Elliott**, Casey Jones Project, died 10 Dec 97 in Cherokee, IA. He leaves his wife, Phyllis.

**Vere L. (John) Fennerty**, 367th ro and internee, died 9 Feb 97 in Phoenix, AZ. He flew with Roland Lissner's crew, which was shot out of formation over Berlin 3 Feb 45 and made its way to Sweden, where the crew was interned. He leaves his wife.

**Col. John R. King**, 368th copilot (Robert Seelos crew), died 31 Oct 97 in Spearfish, SD. He was wounded on the mission of 19 Nov 42 and remained with the 306th until May 43, by which time he had completed 13 missions. Col. King retired USAF 1 Oct 65 as a wing commander, and later served as personnel director of Homestake Mining Co., Lead, SD. He leaves his second wife.

**Richard O. Kutchins**, 423rd copilot and pilot (William H. Baker crew), died 19 Sep 78 in Northridge, CA. Recalled for Korea, he also served for a period in SAC. After that

he was a test pilot for Lockheed Missile and Space Div. and then as a contract negotiator for Lockheed California Co. A son, Loring Kutchins, survives.

**Frank J. Picciurro**, 369th armorer, died 20 May 97 in Sterling Heights, MI. He and his wife had recently returned from Florida where they had lived for 12 years. Cancer was the cause of death. He had first joined the Group 19 Feb 44. His wife, Margaret, survives.

**Walter S. Pilat**, 367th sheet metal and supercharger worker, died 14 Nov 96 in Hillside, IL. He joined the 306th at Wendover, UT, in May 42 and remained with the Group until Sep 45. He had retired from Sears, Roebuck as a draftsman and store planner in 1980. He leaves his wife, Doris, 3 s, 6gc.

**William Sheahan**, 367th, died 17 Nov 97 in Laveen, AZ. His wife is also deceased.

**Stanley V. Szpak**, 423rd munitions worker, died 20 Nov 97 in Lehighton, PA.

**Herman J. Torrano**, 423rd gunner (Harold Fossum crew), died 23 Sep 97 in Sequim, WA. He came to the Group 3 Apr 44 and completed his combat tour in Aug 44. He leaves his wife, Barbara.

**Solomon Werlin**, 423rd pharmacist, died 14 Dec 97 in Sebastopol, CA, at 85 years of age. He leaves his wife, Lillian, and a son.

**Herbert J. Witzke**, 423rd crew chief, died 20 Feb 90 in Bristol, CT. His wife had died three years earlier.

**Harry L. Young**, 368th bombardier and POW, died in May 97 in Baltimore, MD, of complications following surgery. He arrived with the Group 23 Apr 43 (Floyd Field's crew), and went down with them 21 May 43 at Wilhelmshaven. He leaves his wife, Dorothy.

## 306th Family

**Maria Graubard**, wife of David Graubard, 423rd engine change crew, died 4 Sep 97 in Philadelphia, PA.

**Dolores Monser**, wife of George S. Monser, 368th waist gunner and evadee, died 5 Dec 97 in Peoria, IL.

**Alma R. Pivk**, widow of William Pivk, 367th engineer and POW (Lewis White crew), died 28 Feb 98 in Lakeland, FL. He had joined the Group 28 Jul 44 and was MIA 12 Sep 44 at Ruhland, Germany.

## Report from Stalag 17B 15 July 1944

In a 15 Jul 44 report from U. S. Military Intelligence, an assessment of affairs in Stalag Luft 17B was made. Among its 4500 inhabitants were a goodly number of NCOs out of the 306th.

The camp was located at 48°27' north, 15°39' east, 100 meters north of Gneixendorf, which was six kilometers northwest of Krems, Austria, on the Danube River. Krems is 85 kilometers west by north of Vienna.

It consisted of 12 compounds, five of them holding Americans, and the remainder included Italians, Russians, French, Serbs. Each American compound had four double barracks (100' x 240'), and each holding 400 men. The double barracks were bisected by a washroom with six basins. One outdoor latrine provided toilet facilities for each compound. And, each compound also had a recreational area.

"Treatment by guards and administrative personnel is harsh and restrictions are oppressive. Relations between PWs and Germans are poor. Three PWs in this camp have been shot under circumstances appearing to be in violation of the Geneva Convention, and others have been beaten. Treatment in this camp is worse than other German campus, with the exception of Stalag Luft 2B."

Food is poor in quality. In January the German ration was cut in half, "as a consequence of the rich supply of Red Cross food." Supply of Red Cross food was exhausted by May when one parcel was issued to each five PWs, instead of the usual parcel per man per week. The American Red Cross reported that 42,264 food parcels left Switzerland in May for Stalag Luft 17B.

Although many PWs arrived from Dulag Luft wearing wooden clogs, stocks of Red Cross clothing and footwear provide adequate clothing, particularly in view of the fact increasing numbers are allowed to retain flight jackets previously confiscated as civilian clothing. Germans have issued no clothing.

The health situation here was regarded as bad. Twenty-five wounded men arrived weekly, with many wearing field dressings two to three weeks old. The Chief American medical officer, Maj. Frederick Beaumont, declared badly needed medical supplies shipped from Geneva were often held up by the Germans. There are three American medical officers and one dentist on duty in the camp.

Capt. Stephen Kane was the lone chaplain in the camp for the 4500 Americans. He was hardworking and inspirational, a pillar of morale. While not interfering with him, the Germans guarded him more closely than is usual for chaplains. He and some men prepared a chapel where masses were said every day, and he served 300 communions daily. Chaplain Kane also helped the Protestants in camp in holding weekly services, as well.

Surface mail to the camp average three months in transit, airmail two months. Air mail letters from camp averaged six weeks. The general shortage of money seemed to prevent many PWs from using Luftpost. Personal parcels from the States arrive about three months after mailing.

The PWs receive no pay, nor is there a canteen. Recreational facilities and other diversions are sub-standard.

(In a future issue of Echoes we will publish at least a part of the overall report on Stalag Luft 17B, which was published in Nov 45.)



**306th STALWARTS**  
James S. Cheney, group navigator; Robert C. Williams, group operations officer, and William S. Raper, deputy group commander





Les & Evelyn Berry



Glen & Marguerite Korf



Clay Wilson and Rachel Butner



Gus & Dorothy Krajcik



Bob Crane, Albert Mc Mahan, Harry Tzipowitz, Harry Hoser and Ray Yerak



Ed & Jean Danaher

## Waugh Connects to WWI

the 306th for three years of training, combat and into the postwar period, was moved to write and tell us about his family history—after reading the essay on the decline of World War I vets from the contemporary scene.

"I don't think I've ever mentioned or written about this before, but my brother, Everette, who was 20 years older than me, lied about his age and enlisted in the Army Signal Corps at the age of 17—falsifying his age a bit!

"When arrived overseas his outfit (138th Aero Squadron, 5th Pursuit Group) was stationed in Scotland before going into combat in France. I don't know for sure, but I believe his Scottish base was Drem, where Rosky was killed and where I photographed the crash scene!

"I was born Feb 14, 1918, while he

was overseas and was two years old when he returned home to see his little brother. When I got overseas with the 306th in 1941 he wrote me about being in Scotland, but at the top of the letter he asked:

"Why should I write to you? You didn't

"On his return to the States, Everette Waugh served in the Black Horse Troop in Texas for several hitches. He tried to enlist again in WWII but couldn't pass the physical so he went to work at Fort Meade VA Hospital in Fort Meade, SD.

"He worked there until retirement, lived until 90 years of age, and died at the Fort Meade Hospital. He is buried in the nearby Black Hills National Cemetery, where I too will end up sooner or later. On February 14, 1998 I turned 80, after serving 30 years in the Colorado Division of Wildlife as a photographer and information officer.

Thus, the tale of two World Wars and two brothers who served in them. Think of what our mother and father must have gone through sweating us out in two conflicts 24 years apart."

**Cyril Norman**, a Britisher with a great fondness for men and planes of the 306th Bomb Group, died 9 Feb 98 at his home in Cople, Bedfordshire. He leaves his wife Mary and three children.

## Flying WWII Aircraft

History's early on view of Air Marshal Sir Arthur Harris has been seriously flawed, according to Sebastian Cox, official historian of the RAF. He has a new book out which seeks to place the intense criticism of Harris in its proper context, and seeks to put forth other views than that proposed in a semi-official report of the wartime bombing effort.

Sir Solly Zuckerman, a wartime foe of Harris' program of devastating bombing of German cities, headed the official study team reviewing RAF Bomber Command operations and results. Cox believes that Zuckerman's views prevailed, and that today's histories tend to follow that viewpoint.

Cox says new historical evidence shows

Harris as the victim of RAF infighting and vindicates "his policy of carpet bombing as being highly effective in defeating Germany. The view of Harris as a callous commander pursuing an ineffective strategy was perpetuated by the official history of the British bombing campaign which, although never published, was read by and influenced historians," Cox claims now. This history was not signed or attributed to anybody, but according to Cox was written by Zuckerman.

Harris withdrew from the London scene after the final victory, and went to live in South Africa, where he died in 1984. Now an heroic statue of Harris stands on The Strand in front of St. Clement Danes, the RAF church.



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## 306TH PUBLICATIONS

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# Galland Gets His Due In British Study

"Adolf Galland, The Authorized Biography," by David Baker. London, Windrow & Greene, 1996. 308 pp.

Adolf Galland was a genius in the cockpit of a German fighter plane, and rose through the ranks, beginning in the early '30s to eventually become a lieutenant general in the Luftwaffe and in charge of all fighter operations.

This extensive study of Galland was made possible through several extended interviews by David Baker during the '80s where he had the full cooperation of the subject. Baker is an experienced biographer and writer on aviation subjects, and his detailed

background on the politics and operations of the Luftwaffe provides the reader with a blow-by-blow account of Galland's battles with Goering and his confrontations with Hitler.

Of some special interest to the later gunners with the 306th will be accounts of the beginning operations of the rocket and jet aircraft, particularly the ME-262, which Galland flew in the early testing stages and almost lost his life in an accident.

Galland was not only a superb flyer himself, but he had the necessary tools and drive to lead and inspire his comrades in JG-26, which he led for a long time, and from which he graduated into the high command of the Luftwaffe. But, he was not only a fighting pilot, he was a visionary in the development of the Luftwaffe and continued to be a leader in the postwar German air force advance, although he was in civilian attire.

Galland spoke good English, and thus had an easy rapport with Americans after the war, being a frequent visitor in the States, as well as an oft sought speaker on aviation and WWII aerial combat history.

# '98 In Savannah

Join the 306th — Dec 2 thru Dec 5

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7:00 to 11:00 Annual Reunion Banquet Entertainment	\$37.50	_____	_____
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