

306th Echoes

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San Diego Ready for Us September 6-10

San Diego is ready for us, says John Endicott, our reunion chairman at the bottom of the West Coast. There is an array of planned tours, and numerous "on your own" tours to choose from; there will be a business meeting, and a reunion banquet on Saturday, as is our usual.

Your packets can be picked up Tuesday through Friday, 5-8 Sep 00, between 8 and 11 a.m. and 2 to 6 p.m. in our hospitality room which is the hotel's Bayview Room. Its a quick 10 minute ride from the airport to the hotel on the hotel's van, or if you sail in on your own boat, you'll just be on the other side of the hotel.

Endicott says he and his committee have planned this Bomb Group Bash so that you can easily do two tours a day, if you wish, as shown on the Reunion Reservation form on page 8. The hotel registration form is also there, and you must fill in both and mail them to their appropriate destinations so that you can be lined up for everything.

All tours will be offered twice, except for the Aircraft Carrier tours, which are on the schedule four times. If you've never been on a carrier this is your chance to see what a floating city is like. And it takes more men to man a carrier than we had on duty at Thurleigh at any one time.

The Coastal Tour will start in Del Mar or LaJolla and work south through the beach communities to Point Loma and the Cabrillo Lighthouse Monument.

Most tours include transportation and lunch, and may let you get off and back on at your leisure so that you can see special things along the way.

While the San Diego Zoo is on our list for Thursday, there is no planned tour to the Wild Animal Park (a Zoo adjunct) north of San Diego. You can find private tour operators, but Endicott points out that in September the Park can be a very hot place during daylight hours.

He pushes the Old Town Tour as a way to see eight highlights of San Diego from downtown to Coronado. This is aboard the Old Town Trolley and you can board and depart at your leisure.

In the July issue we will feature the "On Your Own" tours that you can make available for yourself and friends.

Also, to enable you to get a glimpse of a lot of things around San Diego, here are some web sites for you to consider looking at between now and then:

Sheraton Harbor Island Hotel:

www.sheraton.com

San Diego Convention & Visitors Bureau:

www.sandiego.org

Balboa Park Visitor Center:

www.balboapark.com

Old Town Trolley: www.cal-parks.ca.gov

Sea World: www.seaworld.com

Historic Ships: www.sdmaritime.com

Seaport Village: www.spvillage.com

Gas Lamp Quarter: www.gaslamp.org

Hotel Del Coronado: www.hoteldel.com

Old Town: www.ot-boot.com

San Diego Zoo: www.sandiegozoo.org

Wild Animal Park: www.sandiegozoo.org

Tijuana: www.seetijuana.com

Viejas: www.viejas.com

Harbor Dinner Cruise: www.sdhe.com

Cruise to Mexico:

www.commodorecruise.com



'Eager Beaver' Lives Again On July 4 at Savannah

The Fourth of July, 2000, will be a special day for the 306th Bomb Group Association and its membership.

At 10 a.m. that morning in the Mighty Eighth Air Force Heritage Museum, just off I-95 at Savannah, GA, there will be the unveiling of the newly-restored nose section of one of our original aircraft, 41-24487 long known as "Eager Beaver". And, all of our readers are invited to attend.

This 368th plane was assigned to 1st Lt. Marlen Reber and his fledgling crew at Westover Field, MA, and was ready for a bit of training and then off to England and combat.

"Eager Beaver" flew its complement of missions and received a Distinguished Flying Cross in the process, and then flew a bit more before coming back to the U.S. Eventually it came to rest at the Williamsport Technical Institute at Williamsport, PA, costing that institution \$350. It has been there since late 1945, and through thick and thin as an educational site for aviation students, it finally was reduced twenty years ago to what one will see at the Savannah Museum.

Col. Reber expects to be on hand for the event at this writing, along with Leland Kessler, who painted the original Eager Beaver insignia. Reber suffered a stroke some months ago that has left him with a paralyzed left side, but with the help of his wife, Ginger, and some of his four sons, will once again pay Kessler for his painting, as he did in 1942, with a \$5 bill.

Reber has long been proud of the fact that under the careful hand of Crew Chief James Edney, this aircraft flew its first 25 missions at least without aborting and was always ready to go when assigned. The Beaver was

also in close contention to be picked to return to the U. S. early, but the honors went to the "Memphis Belle" of the 91st Group. (The editor has always thought that the feminine connection with the name swayed the PR men rather than the choice of the plane with a toothy beaver painted on its nose.)

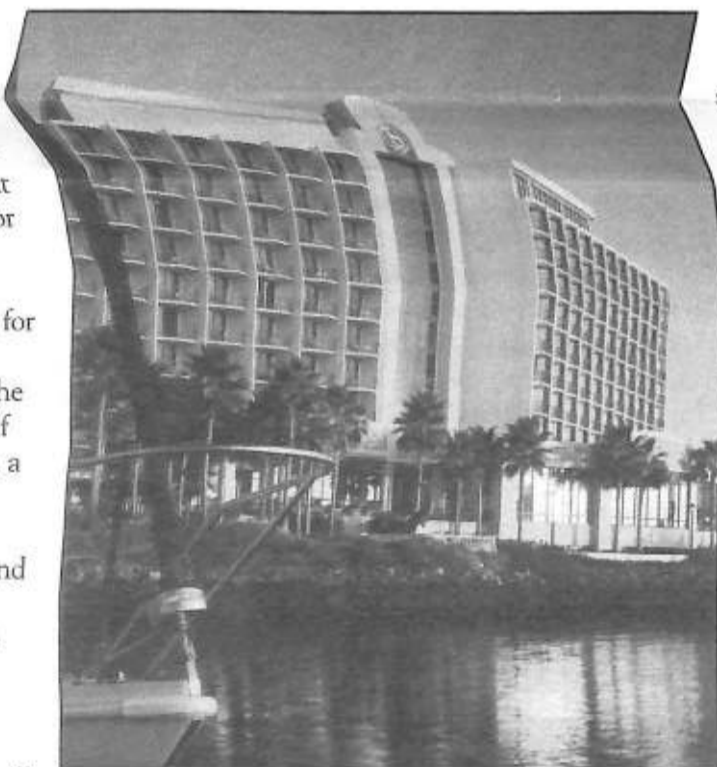
It is the left side of the nose of the Beaver that has survived combat and the onslaught of students and time, and at this time it is hoped that Kessler will be called to repaint the nose in its original style for the 4 July unveiling. The Association has offered to pay Kessler's expenses for a few days in Savannah to accomplish this task.

Kessler reports that he may even have a tube or so of that original oil paint that he could use once again. It came back to his parents' home after Lee was off to prison camp in May 43.

All 306th veterans and their families are welcome to come to Savannah on 4 July to swell the crowd that will toast the "Eager Beaver" and the 306th. Those who come later will be able to find the nose painting of the Beaver in a proud place in the 8th AF collection there.

Elsewhere in this issue of *Echoes* you will find lists of nearby motels where you can make your reservations for an overnight or two in Savannah. There is also a form which you can return to Judy Walker, Director of Development at the Museum, and send along your check for \$12 for each person in your group who will be attending the presentation. The \$12 will assure you a luncheon ticket and admission to the Museum.

We hope to see many of you on a glorious day in Savannah.



41-24487 Facts

41-24487 was flown from Seattle to Westover, MA, to join the newly-minted 306th and to give the new combat crews the opportunity to fly new aircraft as they readied for the trip across the North Atlantic. Dates given herein come from the 1999 publication, *The B-17 Flying Fortress Story*, by Roger Freeman. The plane was transferred from factory inventory to the 306th 25 Aug 42, and then is registered as being at Thurleigh 13 Oct 42. In fact, it was there very early in September and flew on the first mission the Group engaged in 9 Oct 42.

Again, according to Freeman, the plane was transferred to 8th AF Service Command 5 Jan 44, then returned to the U. S. and Tinker Field 28 Jul 44, and its last flight was from Patterson Field, OH, to Williamsport, PA 20 Jul 45.

3 Carpenters Made Life Better for Us

Among those myriad little jobs that needed to be done around a WWII air base were those that tied in best with the skills of a carpenter. The 449th furnished three men who built and rebuilt things, and they relished in the wide variety of tasks that came their way.

Robert Stevens, Martin Damjanovich and Joseph Roller fulfilled these jobs, recalls Stevens, who now lives in Tulsa, OK.

The recent story and pictures of the chapel jogged his memory, as he and Martin built the bell tower for the chapel, with some help from Roller, who made the candle holders used in the Roman Catholic services.

As any home handyman well knows, a power saw can be a mighty handy addition to any small shop, and these carpenters had one. But, Stevens says it was a well beat up version with a five horsepower motor that would sail through any challenge put to it.

They also built the 40 foot flag pole in front of Group headquarters, and kept up barracks that needed repairs. (But, a group of acquisitive amateurs in a 367th barracks borrowed, purchased and stole the necessary things to build a "living room" in the middle of the barracks down close to the baseball diamond, and pushed all of the beds into either end of the barracks. When Col. James S. Sutton got wind of it and came to check it out, it was ruled that no such future creations would be allowed.)

In the days of the big fighter attacks, extra ammunition for the .50 caliber guns were stored, ready for use, in large wooden boxes fastened into the waist areas of the planes.

They built a counter for the control tower, bars for the officers' clubs and the enlisted club. An ice cream cooler was also built, probably in the junior officers mess, where ice cream cones were sold on specified days.

When large items had to be crated for shipment to a depot, the hammering trio did the work.

They closed in jeeps for winter comfort, and enclosed a command car used by LTC Henry Schmitt and installed a heater in it as well.



Wallace Boring, president; Paul Reieux, vice president; Russell A. Strong, secretary; Robert N. Houser, treasurer; Leland Kessler, Frederick Hudson, Donald R. Ross, Claiborne Wilson, directors; Alfred J. Switzer, past president; John J. Endicott, 2000 reunion chairman; Ralph Franklin, British representative, National School Cottage, Keysoe, Beds., MK44 2HP, England; Telephone from U.S. 011-441234-708715.

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

SECRETARY/EDITOR:

Handles all changes of address, editorial comments and records:
Russell A. Strong, 5323 Cheval Pl.,
Charlotte, NC 28205. Phone 704/568-3803.

TREASURER:

Send money to:
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).

Registration for San Diego, as of April 20

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Obituaries

M/Sgt John C. Andress, 369th crew chief, died 22 Jan 00 in Hanover, IN, where he had lived for some years. He was an original mechanic with the Group and was one of those selected in 1944 to go to Russia to work with American planes and crews on the shuttle missions flown there by the 8th.

William DeWolf, 369th copilot (William Hilton crew) and POW (w. Barney Price), died 1 Jan 00 in Oroville, CA, where he had lived the past 14 years. He became a POW 26 Mar 44 on a mission to Pas de Calais, France, and was in Stalag Luft I for the remainder of the war. DeWolf had retired from the hardware business in Vallejo, CA. He leaves his wife, Anne, 3c, 8gc, 2ggc.

Raeburn D. Drenner, 423rd bombardier (Richard Nickelhoff crew), died 24 Mar 00 in Las Vegas, NV. He worked in advertising sales for several newspapers and retired from the Las Vegas Review-Journal in 1982. He leaves his wife, Virginia, 2c, 3gc, 1ggc.

V. James Fiore, 423rd, died 29 Dec 99 in Houston, TX. He leaves his wife, Marjorie

Perry L. Frye, 449th sheet metal worker, died recently, according to the Postal Service. He leaves his wife, Leacta, address unknown. He was formerly a resident of Goshen, IN.

Daniel L. Hinebaugh, 369th engineer (John Magoffin crew), died 17 Jan 00 in Hilton Head Island, SC. He completed his 25 missions in Jun 43, the 39th EM to finish, and after leaving the 306th he was commissioned as an engineering officer. When he retired at 43 years from Singer Sewing Machine Co., he was general manager, Far East, and had lived abroad for many years. He leaves his wife, Cynthia, 2d, 4gc.

William H. Jones, a 368th supply clerk, died 21 Sep 97 in Lebanon, TN. He had also lived for a long period in Iuka, MS.

Waldemar F. Madsen, 367th copilot (George Staud crew), died 4 Feb 00 in St. Petersburg, FL. He had suffered a heart attack in '83, a stroke in '95 and died of cardiac arrest. He was an insurance adjuster and appraiser after leaving service in Jun 46, and had been a Group and Wing Special Services officer for a period after the end of combat. His wife was deceased, and he left 3c.

Ervin F. Miller, 368th bombardier (Robert Edwards crew), died 26 Dec 99 in Indian Rocks Beach, FL. He came to the Group 21 Aug 44 and finished his 35 missions 10 Jan 45. He leaves his wife, Jane, 7gc, 4ggc.

Waverly C. Ormond, 368th radio operator (Marlen Reber crew), died 21 Dec 99 in Sarasota, FL of congestive heart failure. He was an original with the

Group and was the 9th EM to complete his tour, 13 Jun 43. After combat he had gone to pilot training, 45-G, but training terminated before completion. He earned a BS degree in architecture from U-Virginia in 1950. He leaves his second wife, Marie, 4c, 2gc.

Albert F. Rehn, 368th pilot, died 3 Feb 2000 in Cincinnati, OH. He brought his crew to Thurleigh 10 Nov 43, and completed his combat tour 26 Jun 44 as B flight commander. He became a stained glass artist later, completing several insignia of the 306th. He leaves his wife, Aileen.

Joseph M. Savino, 367th radio operator (Kenneth Stark crew), died 18 Nov 99 in Chicago, where he had made his home for many years with a sister. He was a mechanical engineer and at one time taught at the University of Chicago. He was also a faithful reunion attendee.

Thomas C. Schuster, 367th engineer (Roy Hoffman crew), died 5 Jan 98 in San Diego, CA. He came to combat 28 Nov 44 and flew through the end of the war. He leaves 3c, 5gc, 1ggc.

Barney H. Spross, 876th chemical company and the 367th Squadron, died 30 Nov 99 in Columbus, TX. He leaves his wife.

Olin M. Stansbury, 369th navigator (David Weed crew), died 25 Dec 99 in Topeka, KS. He joined the 306th 27 Mar 45 and flew six missions. Olin held BA'49 and JD'50 degrees from Washburn U, and an MEd degree from Winona St U, MN. He practiced law for many years, served as a probate judge, and was an attorney for the V.A. After retirement he published three books. He leaves 1d, 4gc, 1ggc.

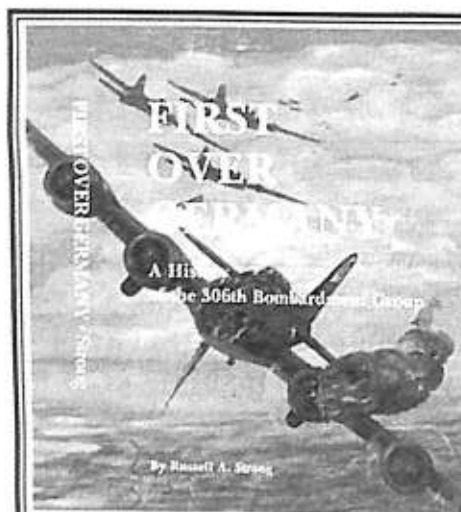
George L. Staud, 367th pilot, died 27 Feb 1980 in Houston, TX, where he owned a real estate company. He flew two missions, having arrived 9 Apr 45, then was with the Casey Jones Project until Jun 46. He was a widower.

William Tack, CJ, died 2 Apr 97 in Lexington, MA.

Leo H. Van Deurzen, an original with the Group and first sergeant of the 423rd Squadron from 9 May 44 to 25 Aug 45, died 27 Feb 00 in DePere, WI. He and his wife, Florence, had been married 59 years. Prior to becoming 1st Sgt he was a bomb storage section chief. After returning home he became a construction crane operator. From 1988 to 91 he served on the 306th Association board of directors. Although his sight had failed him in recent years, he came to reunions as long as he was able. He also leaves 5c, 4gc, 1ggc.

Frank W. Wolinski, 369th bombardier (Alphonse Maresh crew) and POW (w. Craig Harwood), died 17 Mar 00 in St. Paul, MN after a 16-year bout with cancer. His wife Ardys had died two months earlier. They left 6c. He had been the Upper Midwest Golden Gloves featherweight champion in 1939. After leaving Stalag Luft II in 1945, he returned to Minneapolis, and in 1951 was elected to the City Council for 10 years. He worked for many years in real estate.

Paul L. Ziemer, 423rd turret specialist, died 17 Nov 97 in San Diego, CA. He had worked and retired as station manager for Delta Airlines in San Diego. Paul left his second wife, Doris, 2c, 6gc, 3ggc.



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Attention Came Easily to the Eighth's Planes, Men

For 55 years and more the question has been repeatedly asked as to why the 8th Air Force always received more attention in the media than did the other U. S. combat air forces scattered around the world. The 8th always had more of everything—men, planes, supplies, press visitors, newsreel coverage, magazine coverage. The 8th had the attention in Washington, in London, in Paris, in Berlin, in Rome, in Tokyo, that no one else received. And only was it ever eclipsed near the end of the war, when it had literally worn out likely targets on the European continent, and the world's attention turned to the B-29s as the giants for that day took over the big target bombing and quickly that action led to the end of the war.

No other air force regularly put up thousand plane raids, and then ran that

up to about 2000 planes on occasion. We had flight crews, the ground personnel, the gasoline, the food, the bombs, and all the things that made big battles productive.

The 8th had also bombed pretty productively through the last two years of the war, destroying everything in its path except the enemy's will to pursue its own victory at any cost.

Kenneth Werrell, USAF Academy graduate, B-52 pilot, and then a historian with the required academic credentials (including a Ph.D. degree in history), who began a long association with the 8th. His reasoning on the whole matter follows, taken from the 1996 Bibliography of the Eighth Air Force, which he collected, assimilated, and then saw published.

“There were a number of unique aspects of the Eighth's war, aspects that influenced the literature...

“First, the air war, along with the battle against German submarines, was the most technical of the entire war. As a consequence, the men who served with and against the Eighth were the best their countries had to offer. They were not only the pick of their nations, but all were highly trained and motivated. As a group they were remarkably literate, with most writing letters and, despite regulations, some keeping diaries. This includes not only those flying missions, but also those in the support positions.

“Second, the scale of air warfare over western Europe was colossal. The Eighth's operations dwarfed those of the aerial operations in the other theatres as it flew 26 percent of the AAF's almost 2A million sorties in the war, and dropped almost 40 percent of the AAF's two million tons of bombs. The flyers flew and fought over western Europe, a highly-developed and populated area of the world. Thus thousands, tens of thousands, were involved and saw the Eighth in action.

“A third factor was the systematic collection of data by the Eighth's authorities. Each of the crews was debriefed after a mission and numerous reports were filed on missing aircraft, claims of enemy aircraft destroyed, and bomb damage. In addition, gun camera,

photo reconnaissance, and bomb-damage pictures were collected. This information was assembled literally within hours of the battle and then distilled, compiled and analyzed. From this data ever larger reports, although less detailed, were put together and funneled up the chain of command.

“Another unique feature of the Eighth's history is that the crews departed from secure bases, fought their fight, and then returned home again the same day. In this respect, it was the first “commuter war.” The long tenure of AAF units at British bases encouraged more extensive record keeping and record retention than in other AAF units.

“A final aspect of the Eighth's activities is that the Allies won the war, captured and interrogated their former foes, and got to see both their records and their facilities. This opportunity was fully exploited by the systematic study of the bombing offensive conducted by the United States Strategic Bombing Survey (USSBS). Altogether these aspects are unusual in the history of warfare and help explain the seemingly overwhelming amount and scope of historical data that was collected, created, and saved, the likes of which has never been seen in the past and may never be seen again in the future.”

306th MAIL ORDER MEMORABILIA

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

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Continuing 306th Crews Pictures



369th. Fr: Dillon McDermott, Lester Strong, Herbert Spradlin, John Brougham Back: Joe Marciano ro, Charles Bremer N, Allan Lawson CP, John Gaydosh P, Harry Shingledecker.



368th. Fr: Maynard Dix N, Louis Cook CP, Joe Graziano ro, Gerald Stroud wg. Back: Louis Hlavac wg Herschell Ezell B, Elwood Brotzman tg, Max Judas P, Gerald Barnt bt, Leland Kessler e.



369th. Fr: Raymond Bloker N, Dwain Esper B, Walter Siner CP, Andrew Kata P. Back: Robert Roth, Stanley Endrusick, Basil Lowry, Clifford Latta, Joseph Brown.



369th. Fr: Pierre Noisat tg, Frank Wesner e, Manford Johns ro, Daniel Piedmont wg, Blair Steed, Richard Kern. Back: Daniel Peterson N, Byron Bryant P, Ralph Peters CP and James Vaughter B.

Problem

Target Data from Inside Germany Sought by Allies

At the onset of WWII, President...

Franklin D. Roosevelt needed information on goings-on in the occupied countries. Winston Churchill had clandestine spy organizations giving him daily communications on what was happening. Roosevelt did not. To remedy this dilemma, on 11 Jul 41, Roosevelt appointed William J. Donovan as "Coordinator of Information."

Donovan had some difficulty gaining intelligence from various military commands and on 13 Jun 42 Roosevelt signed a military order establishing the Office of Strategic Services (OSS). Donovan became its director. Donovan also had strict orders from Roosevelt to get daily intelligence with reports going directly to the President.

Successful espionage had been achieved in France with wireless telegraphy (W/T) sets, operated from safe houses and shifted as needed. It was impossible to follow this procedure in Germany. A hostile population and tighter security made W/T sets dangerously conspicuous to carry around and extremely difficult to hide. Plus W/T signals were easy to pick up. The need for code books, antennas and power supplies entailed further insecurity. Finally, breakage often rendered worthless parachuted W/T sets.

In reviewing this situation, it was suggested that a small hand-held transceiver that communicated with an aircraft might be the solution. Thus, these difficulties were overcome with the development and use of the Joan/Eleanor (J/E) project during the fall of 1944. J-E was a two-way communications device that enabled an agent on the ground to talk directly with an appropriately equipped OSS agent flying above. A plane flying at 30,000 feet could be in constant contact with little danger to the agent of interception. The high frequency and vertical cone-shape of the directivity virtually nullified enemy direction-finding efforts.

As a double check, all conversations were recorded. A magnetic wire recorder was in the plane to record the ultra-high

The following material on some unusual aspects of communications to improve bombing capabilities in the ETO in late 1944 and 1945 appeared in an occasional publication, "the Life Members newsletter" of The Institute of Electrical & Electronics Engineers, Inc., in its issue of the 4th-1st quarters of 1999-2000. It is distributed to Life members and to IEEE members 65 years and older.

frequency voice transmissions. The direct two-way voice communication also meant elimination of the delays and danger of code garbling. It further enabled briefings to be given to the agent, with the additional advantage of an immediate reply. Mistakes were minimized since either agent could get repeats or clarifications on confusing points—and as much data could be exchanged in a 20-minute contact as could be carried out in days of W/T communication.

To fly J/E missions, the RAF furnished a Mosquito bomber during the fall of 1944. The tail section was remodeled to include a complete oxygen system, intercom, direction indicators and emergency lights, and to provide space for the J/E operator and his equipment. Special training was given to crews to perfect them in the precision techniques required for the operations.

The first J/E mission started in November 44 with the landing of an OSS agent in Ulrum, Holland. From this time until VE Day (May 1945), a total of 14 J/E OSS teams were landed in Stuttgart, Berlin, Munster, Regensburg, Munich, Landshut, Leipzig, Plauen, Straubing and Bregenz. Successful J/E communications were established with four OSS groups located at Ulrum, Regensburg, Berlin and Munich. Thirty-eight wireless contacts were made with the four teams. Sixteen were with the mission dropped to Ulrum. Only one two-way wireless contact was made with the Berlin OSS agents.

The percentage of successful wireless contacts increased greatly with experience. The equipment was successfully used both in Europe and the Far East. Results received from even the few missions contacted were very valuable and promising relative to those from the W/T equipped teams. Finally, the "know how" acquired from the Joan/Eleanor project provided a great contribution to long range clandestine intelligence gathering.

Solution

Joan/Eleanor Development Secures Quick Answers

A Declassified Example...

"The value of the J/E system was dramatically shown when an OSS operator in a plane 30,000 feet received the following J/E from an agent speaking from near Munich.

"Hello, Vic." This is Freddie calling. The Weilheim railway junction has from forty to fifty trains passing through all night. In Weilheim proper there are two airplane factories. No. 1 is the Dornier works and the second is a factory making spare parts for planes.

"Peissenberg is nearby. It is the last coal mine out of which the German are now obtaining coal within the Reich to send to Berchtesgaden. The spare airplane parts and the completed parts from the Dornier plant are being shipped by rail to Garmisch in the mountains.

"You must absolutely knock out the railway line Weilheim-Peissenberg, Weilheim-Augsburg as soon as possible. This line must be knocked out.

"I have something else to say to you. You must not bomb Raisting under any circumstances. The people are 90% on our side and so is the entire Volksturm.

Raisting, Raisting, do not bomb it please." This intelligence was immediately forwarded to the Air Force, which decided to bomb the Weilheim target and the nearby

Pasing railway station in Munich on the same mission. At the time this raid took place, a rather heavy overcast prevented an immediate estimate of damage from the air. Another J/E mission was flown to the same agent the night after the bombing. He reported:

"I want to thank you for almost killing me yesterday. I was in Munich and I was 800 meters from the Pasing station when it was attacked.

An eyewitness report: "Pasing station was hit directly when it was attacked yesterday about 1100. Railroad traffic in the direction of the mountains and Garmisch was halted, and is paralyzed. All tracks are destroyed.

"In the double bombing attack at Weilheim, the station and tracks were hit. Only the aircraft plant Fahrdror, which we were talking about, was nearly undamaged."

After conversing with the agent, the J/E plane dropped to low altitude and photographed the Weilheim damage. The photographs and the agent's report were delivered to AAF immediately. The town of Raisting was not bombed."

Memorandum of information for the Joint Chiefs of Staff, 6 July 1945.

Memorial Gifts have been made recently to the 306th Association IN MEMORY of Joe Borzym and Bill Casey's 369th "Banshee" crew by Don R. Borzym.

William R. DeWolf, 369, by his wife, Anne.
Richard C. Grimm, 367, by Robert M. Gibbons.
Charles H. Huffman, 367, by his wife, Ruby.
Irving Karpman, 368, by Irene Garis.
Al Rehn and Jack Samway, 368, by Donald R. Ross.
Earl Saunders, 369, by Billy W. Casseday.

Gifts may be made in memory of 306th personnel or family by sending your check, so designated, to the 306th Memorial Fund, and posting it to the Association treasurer, whose address appears on page 2 of this paper. All gifts made during the preceding quarter will be noted in each issue of Echoes. Expenditure of these funds is as the discretion of the Board of Directors.

Another Questionnaire! Name _____

Seeking some other bits of information about men of the 306th, and their service after leaving the 306th:

Casey Jones: _____

Transitioned to B-29s: _____

20 & 21 AF duty in the Far East and Pacific: _____

Korea: _____

Vietnam: _____

Any dates you can provide will be welcomed, and if you flew combat, please indicate.

Return to: Secretary
306th BG Association
5323 Cheval Place
Charlotte, NC 28205

306th PUBLICATIONS

Published materials now available from the Group will help you follow the 306th through the combat period, 1942-5:

Combat Diaries of the 306th Squadrons

Day-by-day diaries kept by intelligence officers, of the Squadrons' combat activities. More than 150 pages, also including plane and personnel rosters. Plastic bound.

306th Echoes, on microfiche

Now available from 1976-1994, with a 41-page index covering those years. Can be viewed at any library.

Men of the 306th, on microfilm

A role of 16mm film duplicates the 306th card file of nearly 9,000 men, including data extracted from various 306th records, and personal data on some of the men. 1995 edition.

Mission Reports

Copies of official reports on each mission you flew, including intelligence summaries, track charts, formations and crew interrogation reports. Data for some missions may be missing from the files. Three missions for \$5.

ORDER FORM

367th Combat Diary	\$17.00
368th Combat Diary	\$17.00
369th Combat Diary	\$17.00
423rd Combat Diary	\$17.00
306th ECHOES' Microfiche: 1975-1994	\$15.00
1992-1994	\$ 5.00
Men of The 306th	\$20.00
Casey Jones Project	\$10.00

Make check payable to 306th Bomb Group Association (prices quoted include postage and packaging charge)

Name: _____

Mailing Address: _____

Send to: Secretary, 306th BGA, 5323 Cheval Pl., Charlotte, NC 28205

Income Statement for Year Ending 3/31/00 306th Bomb Group Association

Cash Balance 3/31/99	\$33,055.34
Income Items	
Donations	\$19,977.00
306th Memorial Fund gifts	1,309.00
Merchandise sales	2,304.50
Publication sales	3,330.00
1999 Reunion surplus (incl. \$1,000 advance)	10,101.93
Refund of North Carolina sales tax	1,694.25
Bank interest	1,044.64
Total Income	\$39,761.32
Expense Items	
Secretary's compensation	\$12,000.00
Secretary's expense allowance (less refund)	4,400.00
Merchandise costs	3,685.27
Publication costs:	
Printing of "Echoes"	6,389.83
Mailing of "Echoes"	3,162.82
Return envelopes	158.51
Printing of Directories	895.24
Printing of Sq. diaries	427.53
Gift to 8th AF Heritage Museum	5,000.00
Gift to Thurleigh school	500.00
Advance to 1999 reunion	1,000.00
Advance to 2000 reunion	1,000.00
Post office box rental	44.00
Cost of bank deposit slips	22.00
Total Expenses	\$36,685.20
Cash Balance 3/31/00	
Checking Account	\$6,640.53
Savings account	27,491.93
Total	\$34,132.46*

Three Books on WWII

Nineteen Stars, A Study in Military Character and Leadership, by Edgar F. Puryear, Jr. 1992, Presidio Press, Novato, CA. 437pp.

This is an interesting study of the character and leadership of our top WWII commanders by a service academy graduate who has looked at four men, three of whom wore five stars and the fourth who had four stars. Their names were household words during the '40s and '50s.

George C. Marshall, Dwight D. Eisenhower, Henry H. Arnold and George S. Patton come under his microscope, and all are found to have brought to their leadership positions years of training, and total dedication to the various positions held during their careers, culminating in those days from 1938 on when they led the military establishment.

Well worth reading today.

Downfall, the End of the Imperial Japanese Empire, by Richard B. Frank. NY, Random House, 1999. 484pp.

Many of us have forgotten, or never knew well, those late days of WWII when we finally brought the Japanese empire to its knees. Only to have seen in recent years the attempts of misguided historians and others who have tried to whitewash the Japanese government of that period.

This book will serve as a thorough reminder of what actually happened and how the American response stopped the war when it seemed as though there might

Cryptic Note on One B-17

In preparing the Mission Reports that many men have ordered, the editor has gone over many of the same files on numerous occasions. And, often on the umpteenth trip through makes note of interesting, sometimes off-hand comments.

Recently it was noted on the back side of a Crew Interrogation sheet, in an obscure corner: "This A/C is NG!"

be no end to the military action. And the decision to forestall an American invasion of the Japanese islands saved countless thousands of American lives, as well as thousands more Japanese casualties which would have principally been borne by its civilian population.

This is a compelling statement that you will want to discuss with your children and grandchildren.

Flying Cadets of World War II, by Robert Maupin. 1999, New York, McGraw-Hill Co., 1999. 325pp.

This is an interesting book on the '30s period in the Army Air Corps, a time when pilot trainees began their progression that often led to command positions during WWII.

Much of the 306th's early leadership came from these classes. Each class is listed in the book Jun 32 through Oct 39. Our grads were:

George L. Robinson and Delmar E. Wilson, Jun'37; William H. Cleveland, Oct'38

Harry J. Holt, William A. Lanford and Ralph L. Oliver, Mar'39.

Unfortunately, the exploits of only a few of the graduates made their way on to these pages. One felt that with a bit of research the listings could have been made far more interesting. Many of the men in these classes are familiar names to the 8th Air Force.

One wonders what may have been written on the form that the pilot completed at the end of each mission concerning the craft with which he had been associated for some hours. But, there is no telling today—or perhaps these sheets still do exist in a Washington file on that aircraft.

It was 44-8203, a plane which had come to the 306th 21 Sep 44 and was to stay around until it was transferred to the

Two letters of note from...

Cynthia Thompson Carrell

All my life, my father has been telling stories like only he could tell them. As I came to appreciate his gift in the last few years, I also began to realize that he was not getting any younger. I worried that his stories would fade away with him, and that made me so sad to think about, for his stories were entertaining, thought-provoking, educational and valuable.

Although he protested that "no one wants to hear my stories", I insisted that he allow me to tape him telling them. For several weeks, I spent a day with my parents, sitting on the couch for several hours with a tape recorder between us and my notes for prompting him should he need it. I also video-taped one of these sessions. When we were finished, I had one video tape and five, 60-minute cassettes full of his stories from his childhood through his return from WWII.

Shortly thereafter, my family and I moved out-of-state and such a task would have been more difficult. Within just a few months, Dad had open-heart surgery and began his last year, dying only 15 months after our taping sessions, never having regained his vigor. If I had put off the task at all I would never have preserved his stories—our story.

Since his death, I have realized just what a treasure I have. Not only is our family history and that of our nation preserved, but also, my Dad's voice! Several have already inquired as to how soon they will get a copy—they just want to hear his voice! What if I had waited?

Very soon I will begin the process of transcribing these tapes, making them more long-lasting in the face of changing sound technology, then making copies of both the tapes and the transcript for all the households in my family. I have gathered the most important of his official service records to include, as well. I want future generations of my family to realize what a great person my dad was and to understand his pride for his country and his pride for his service. I want them to appreciate the sacrifices and difficulties of his generation, and I want my own young children to have some way of knowing their "GranGran".

I miss my Dad - Carl R. Thompson,
306th Bomb Group, 368th Squadron

Cynthia Thompson Carrell
10 Cattail Rd
Searcy, AR 72143
(501)268-8950



381st BG in May 45. It even came back to the States after the war, but met its doom at Kingman, AZ 1 Dec 45.

It was the 4 Nov 44 raid to Marburg, Germany, which brought out the cryptic comment.

As a pilot if you were partial to where your plane had been built—Seattle by Boeing, or by Douglas, or by Vega, this was a Vega creation.

Col. KathleenMcHale

William P. McHale was an original with the 306th, and stayed until Nov 45, much of the time as a clerk in headquarters and assigned to the 4th Station Complement Squadron.

When he and his wife returned to England on the 50th anniversary in 1992, they brought with them their daughter and her two sons.

Col. Kathleen A. McHale is a surgeon, a fellow of the American College of Surgeons, and is presently chief of orthopaedic surgery at Walter Reed Army Medical Center in Washington, D. C. . We bring her into the picture because of her late January 2000 letter to the editor:

"It was about this time last year that I contacted you regarding the Walter Reed Orthopaedic Surgery junket to East Anglia and Normandy. On behalf of my colleagues and for myself, I would like to thank you for your help and guidance in planning our tour. It was particularly special that you called Mr (Ralph) Franklin in introduction. We met up with him at Thurleigh, and he gave us an interesting tour. We also saw his cottage and the old school that he and his wife have refurbished. What a day!

"The beaches at Normandy were both eerie and exciting. How difficult the invasion must have been! We saw Omaha and Utah beaches and stopped at Ste. Mere Eglise for a long lunch and significant wine sampling at the Sgt. Steele Restaurant. The Hotel d'Arguges in Bayeux is a charming, very reasonably priced two-star 17th Century hotel in Bayeux (for future reference).

"I have been invited to give a lecture on limb salvage after mine injuries to the Belgian Army at the end of February this year. I took the brash American approach and asked the seminar chairman if some of my residents and staff could attend. They of course said "yes". I think the Europeans get a kick out of how forward we are about inviting ourselves. So, about six of us will be going to Brussels and then on through to Bastogne to remember "The Bulge". I guess I will have to find an invitation to Berlin so we can move further inland!

"Thank you so much for your interest. We appreciate our veterans. We are very glad that you have preserved the memories for us. I only hope we can do as good a job as you did."

6 on Crew End Together

For an entire crew to finish a combat tour on a single mission, flying together, just didn't seem to happen in the 306th. We doubt that it really happened in other groups—certainly not in the much heralded "Memphis Belle".

We think Roy Trask and his 369th crew may have set something of a record in the 306th when six members made it to that heralded 35th mission on 15 Jan 45, flying to the Speyer, Germany, area.

Those who did finish on this date were: Trask; George T. Kerr, bombardier; Joseph S. Belker, radio; Carl N. Nuessen, engineer; Charles C. Krone, ball gunner, and Emil R. Wilke, waist gunner. Emil's twin, Elmer, finished up two days later. Guy Lateano finished a 31-mission tour a bit later, and John Morere flew at least 25 missions. No record can be found for George Pearson having flown at all.

Wandering Thru the Photo File...

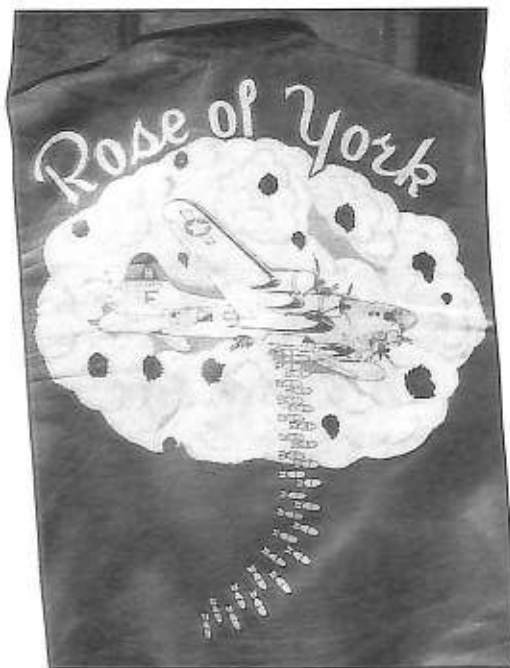


Base security force at Thurleigh, 1942



1628th Ordnance station defense force, 12 Apr 45

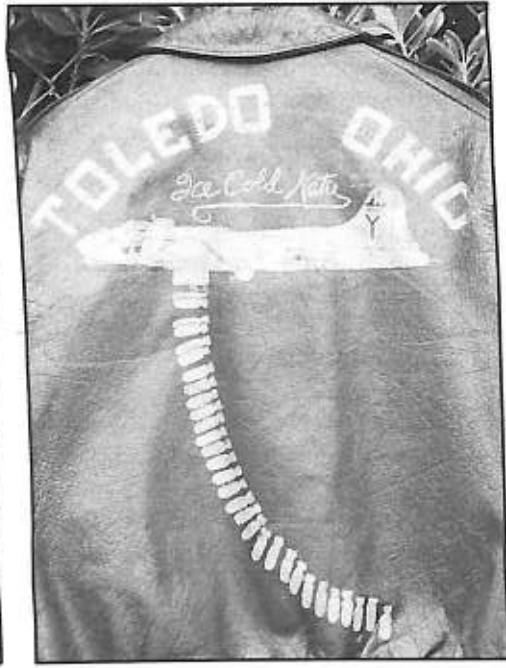
A-Z Jacket Art



Rose of York



Eager Beavers



Toledo O.



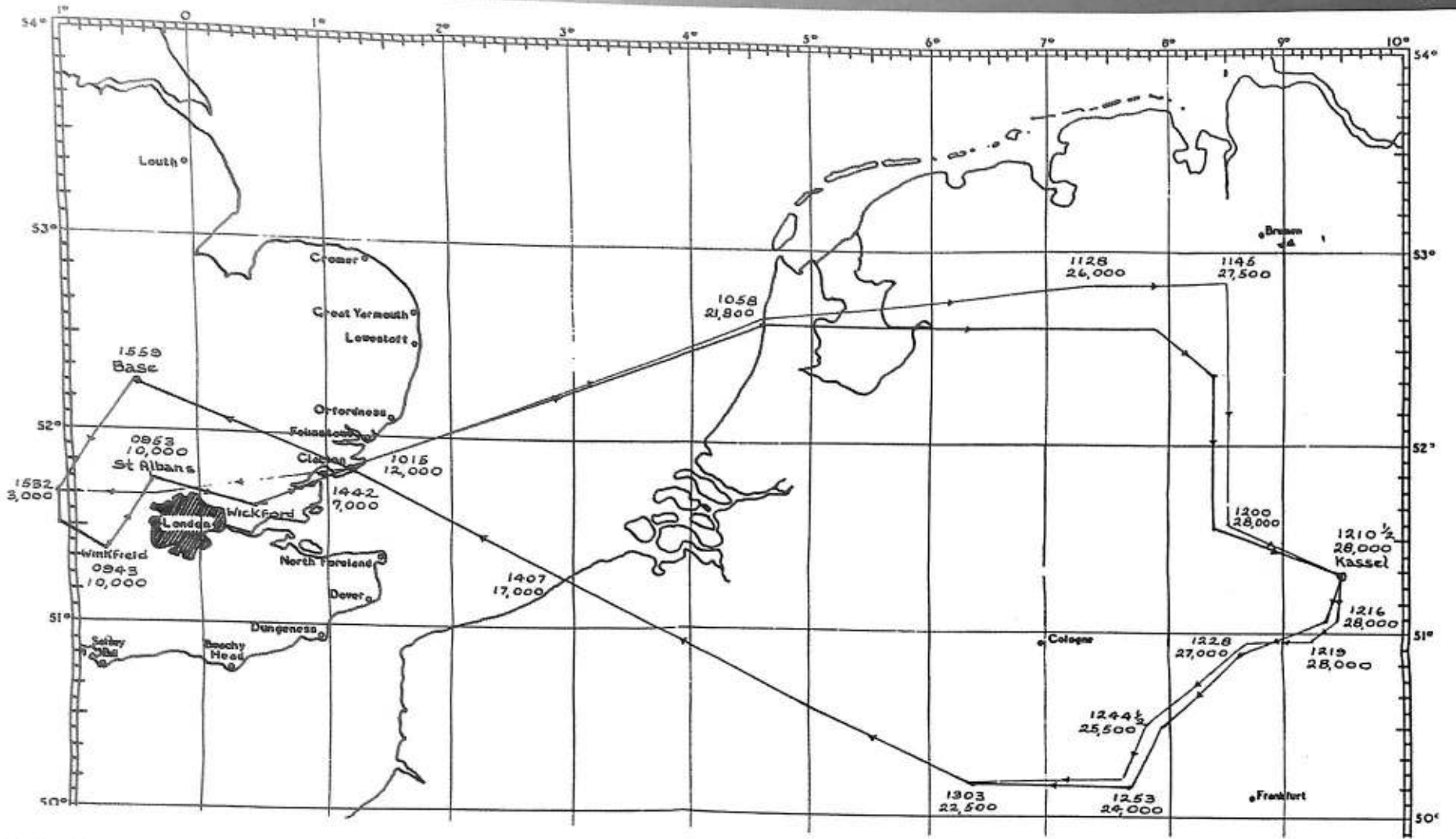
Fuddle's Folly

Hotel/Motel Information in the Pooler Area

- | | | |
|------------------------------------|----------|--|
| * Country Hearth Inn | 748-6464 | * Pooler area exit 102 from Interstate 95 |
| * Econo Lodge | 748-4124 | ** Port Wentworth area exit 109 from Interstate 95 |
| * Jameson Inn (under construction) | | *** Abercorn extension area exit 94 from Interstate 95 |
| (1-800-526-3766) opening May 2000 | | **** Airport area exit 104 from Interstate 95 |
| * Microtel Inn | 748-1112 | |
| * Ramada Limited | 748-5242 | |
| ** Sleep Inn | 966-9800 | |
| ** Hampton Inn | 966-2000 | |
| ** Holiday Inn Express | 964-8900 | |
| *** Quality Inn & Suites | 925-2700 | |
| *** Comfort Inn | 925-6666 | |
| *** Wingate | 925-2525 | |
| **** Fairfield Inn | 965-9777 | |

Hotel/Motel Information in the Savannah Area

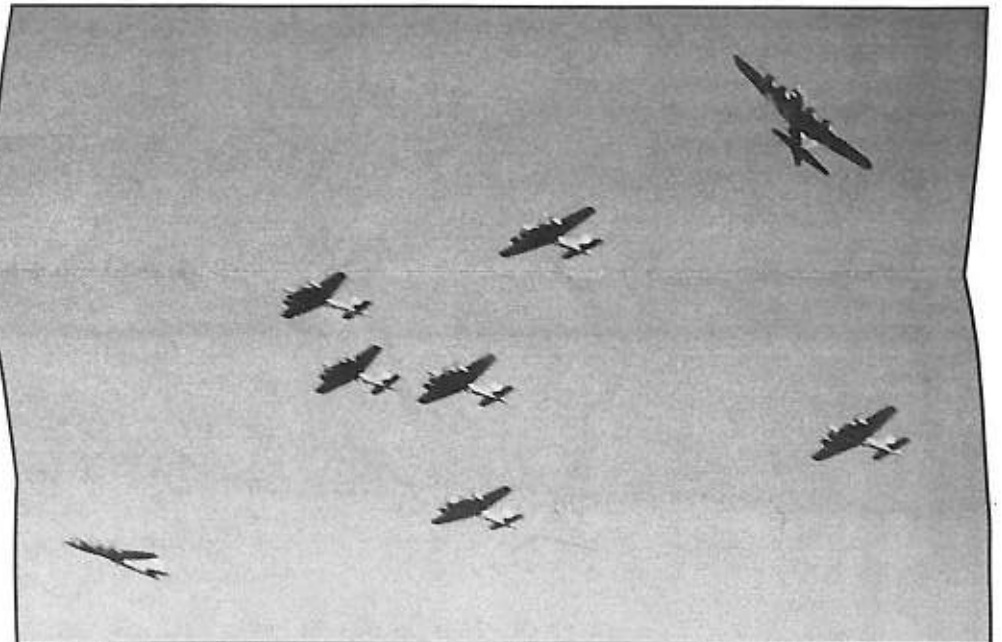
- | | | |
|---------------------------------|----------|------------------------|
| * Days Inn & Suites Bay Street | 236-4440 | * Historical District |
| * Quality Inn Bay Street | 236-6321 | ** Waterfront District |
| * Hampton Inn Bay Street | 231-9700 | *** Midtown District |
| * Mulberry Inn Bay Street | 238-1200 | |
| * Best Western Bay Street | 233-1011 | |
| * Planters Inn Abercorn Street | 232-5678 | |
| * DeSoto Hilton Liberty Street | 232-9000 | |
| ** Hyatt Regency Bay Street | 238-1234 | |
| ** Marriott Gen. McIntosh Blvd | 233-7722 | |
| *** Club House Inn Abercorn St. | 356-1234 | |
| *** Hampton Inn Stephenson Ave | 355-4100 | |
| *** Best Western Eisenhower | 355-1000 | |
| *** Holiday Inn Abercorn Street | 352-7100 | |



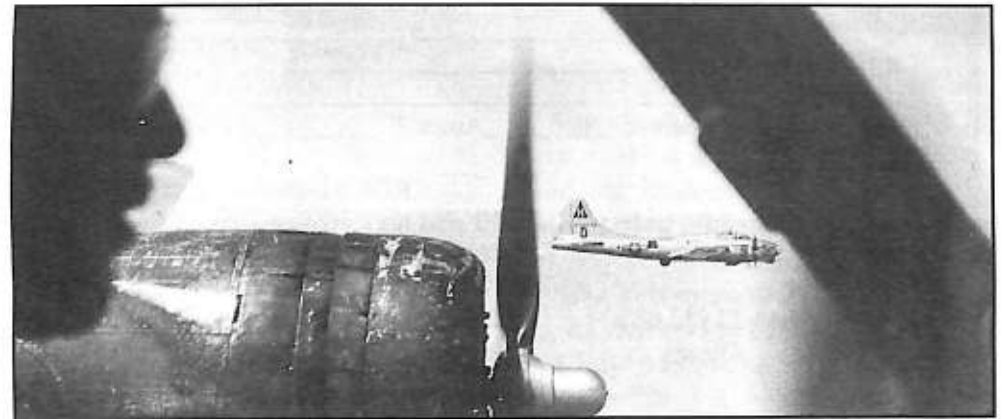
Perhaps it's the editor's background as a navigator that finds him intrigued by the excellent route maps which became a part of most of the raid files for the 306th. Although we have asked many, no one seems to know who actually drew them on the base charts supplied by the 8th AF. This particular raid was flown on 15 Dec 45 to Kassel Germany with times and altitudes lettered in. Actually, there are two lines shown, one the planned route and the other the actual route flown. It is difficult to differentiate them, but we believe the shorter route shown is the planned track for the day. On the original maps they were detailed in color.



Note in this unusual picture that the plane is dropping incendiary clusters, and as they move earthward the clusters are coming apart to separate the incendiaries so that they will give broad coverage of the target area.



A most familiar shot from the ground of the formation beginning to land at Thurleigh, and it was also fascinating to crew members in the planes and to pilots who were peeling off.



This was a familiar view for the copilot, Rudolph Babel, as he took a shot of Paul Bailey, 367th pilot, the #2 engine on the plane, and another 306th plane in the formation.

EAGER BEAVER Dedication/Luncheon Reservations

To: Judy Walker
 Director of Development
 Mighty Eighth AF Museum
 PO Box 1992
 Savannah, GA 31402-1992

Please (send) or (hold) tickets for me for the dedication and luncheon of the Eager Beaver 4 July at the Museum. This includes both admission to the Museum and luncheon at the museum following the dedication.

_____ tickets @ \$12 each \$ _____

Name _____
 Address _____
 City, State, Zip _____
 Telephone # _____

Museum
 (912) 748-8888
 ext. 165
 Andria Atkins

306th Bomb Group Bash--San Diego 2000

September 5-9

Reunion Reservations

Cost Ea No Total

Tuesday Sept 5 to Fri. Sept 8, 8-11am & 2-6pm

Pick up packets in Hospitality Rm [Bayview Rm]

Wednesday Sept 6

Coastal Tour 8:30 am-1:00pm \$28 _____ \$ _____

Includes narrated tour and lunch

Coastal Tour 1:30pm-5:30pm \$20 _____ \$ _____

Narrated tour

Carrier Tour 9:00 am-12:30pm [Limit 1st 90 res red] \$26 _____ \$ _____

Includes transportation, tour and lunch

Carrier Tour 2:00pm-5:00pm [Limit 1st 90 res red] \$20 _____ \$ _____

Includes transportation and tour

Thursday Sept 7

San Diego Zoo 1:30pm-4:00 or 5:00pm \$35 _____ \$ _____

Includes transp., admission & Zoo bus

Carrier Tour 9:00am-12:30pm [Limit 1st 90 res red] \$26 _____ \$ _____

Includes transportation, tour and lunch

Old Town Trolley Tour 9:00am-4:00 or 5:00pm \$24 _____ \$ _____

8 Stops via down town San Diego, Coronado,

Balboa Park and Old Town. Get on and off as you

wish at the Stops.

Friday Sept 8

Sea World 1:30pm-5:00 or 6:00pm \$41 _____ \$ _____

Includes transportation and admission

Carrier Tour 9:00am-12:30pm [Limit 1st 90 res red] \$26 _____ \$ _____

Includes transportation, tour and lunch

Old Town Trolley Tour 9:00am-4:00 or 5:00pm \$24 _____ \$ _____

8 Stops via down town San Diego, Coronado,

Balboa Park and Old Town. Get on and off as You

wish at the Stops

Saturday Sept 9

Ladies Program \$8 _____ \$ _____

Shopping trip in Fashion Valley Shopping Center

Bus leaves Hotel 9:30am returns 1:30pm

Business Meeting 9:30am Harbor Island-I Rm \$39 _____ \$ _____

Reunion Banquet Ballroom 6:30 Beef () Chicken ()

Cash Bar in Foyer adjacent to Ballroom 5:00pm

Reunion Registration Fee \$25 _____ \$ _____

GRAND TOTAL \$ _____

Hospitality Rm open daily with cash bar open as warranted.

DEADLINE FOR TOUR EVENT RESERVATIONS IS AUGUST 5TH

Name _____ Spouse/Guest Name _____

Address _____

City/State/Zip _____

Telephone () _____

Squadron/Unit _____

Arrival Date _____ Time _____

MAIL THIS FORM AND
YOUR CHECK TO:
John J. Endicott
1050 Summit Trail
Escondido, Ca. 92025

Make check payable to: 306th BG Reunion

A Good Day to Stay Home

Reading through the Intelligence Narrative following the mission of 17 Apr 45, one might conclude that he would have been just as happy to have stayed on the ground this day:

"There was considerable confusion in the area of the I.P. due to heavy haze, clouds and contrails, plus the fact that 3rd Division A/C were in the area at the same time. Other formations flew various courses which interfered with the bomb run of at least one of our squadrons.

"Lead made a visual run and bombed at 1421 1/2, 21,000 feet. High made PFF run with visual correction. Low started PFF run, but was forced to change course twice to avoid other formations, then got into prop wash which tumbled its gyro. Turned off to make a second run; in confusion, deputy, thinking that leader's bombs had dropped and seeing that he was still in the target area, released his bombs, and seven other A/C of squadron dropped bombs

(on his drop). When low leader found that most of his squadron had bombed the first time decided not to complete second run. Five of low squadron brought bombs back."

Buckeye Black's report was not heard by group leader but was heard by other A/C in formation. Cowboy Scouter advised bombing at Reference Plus one (20,000 + 1,000) because air to air visibility at briefed altitude was very bad. Air to ground visibility was O.K. 40th "A" leader reported that he was going to bomb as advised. Near the I.P. the following breach of security was heard over VHF: "We will bomb at Reference Plus One; that's 21,000 feet." This was heard twice.

Editor's note: "The 306th flew 39 A/C, including 4 PFF (radar) and three spares, as the 40th 'C' (Group)." Other groups in the 40th Combat Wing were the 92nd BG and the 305th BG. William Haase was the Group commander for the day.



You saw the remains of this plane on page four of the last issue. This shot of 42-38093, a 368th plane, is shown on the bomb run, with contrails off the wings and flak bursts close by.

SHERATON HARBOR ISLAND

1380 Harbor Island Drive

SAN DIEGO, CA 92101

306th Bombardment Group

Sept 5-10, 2000

For reservations or cancellations, call (800)325-3535, or local call (619)692-2285

Arrival date: _____

Name: _____

Address: _____

City, State, Zip: _____

Telephone # () _____

Credit Card for guarantee: _____ Amex _____ M/C _____ Visa _____ DC/CB

Departure date: _____

Names of Room Occupants: _____

Handicapped facilities needed? _____ Yes _____ No

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Smoking _____ Non-Smoking _____

ROOM DESCRIPTION (Please indicate choice of accommodations)

Standard View (2dbl beds) \$110 plus tax - # of persons _____

King Bed \$110 plus tax - # of persons _____

Premium View (2 dbl beds) \$120 plus tax - # of persons _____

(King) \$120 plus tax - # of persons _____

For suites or other accommodations contact the hotel

Room rate will be available 3 days before and 3 days after reunion.

Complete information above, detach at dotted line and return:

Mail to: Sheraton Harbor Island
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San Diego, CA 92101

For Reservations or Cancellations, Call:
(800)325-3585 or Local (619)692-2285
Check-in time: 3:00 P.M. Check-out time: 12 noon

PERTINENT INFORMATION REGARDING YOUR RESERVATION

To guarantee your reservation, we require one night's deposit by enclosing Check, Money Order or Major Credit Card #, expiration date and signature.

We regret that we cannot hold reservations after 4 p.m. without guaranteeing the reservation with one of the above methods. Deposits will be refunded only if cancellation notification is received at least 24 hours prior to arrival.

We will make every effort to honor requests for specific types and location of rooms. However, on occasion, we cannot meet such requests and reserve the right to provide alternate accommodations.

Reservations requested after DATE SHOWN ABOVE are subject to availability.