



306th patch

306th Echoes

Educating and communicating



B-17 Flying Fortress

Thurleigh Tour: Reconnecting Past and Present



A cadre of British 306th Bomb Group Museum supporters were on hand to welcome the 306th Bomb Group Historical Association visitors.

Arundel House, a hotel formed from particularly fine late 19th century Victorian residences overlooking the River Cam in Cambridge, England, was home away from home for four days for 32 members, including three veterans, of the 306th Bomb Group Historical Association. The welcoming atmosphere of the Arundel House made it easy for small and large groups from the tour to gather, share meals, and discuss veterans' World War II experiences.

After a short walk to Cambridge's historical center, many members of the group dined at The Eagle, which claims to be one of Cambridge's oldest and largest pubs, where, in a back room (the RAF bar) the ceiling and walls are covered with the graffiti of British and American WWII pilots who burned their names and squadron numbers there using cigarette lighters, candles, and lipstick.

The focus of the trip was to visit places of interest to the 306th BGHA, namely the 306th Museum at Thurleigh, the United Kingdom's Imperial War Museum complex at Duxford, and the Cambridge American Cemetery.

At the 306th Museum in Thurleigh, the tour group was met by museum curator Ralph Franklin;

Ralph's son and daughter-in-law, Ray and Val Franklin; and a host of museum supporters, many of whom were dressed in 1940s period clothing, including World War II uniforms from the British RAF and the United States Army Air Corps. Historic vehicles were parked along the museum's perimeter. Inside, the museum's displays of World War II, and especially 306th memorabilia, including photographs, historic objects, and dioramas, is an amazing resource. Carefully displayed and maintained, the artifacts in this impressive collection have been assembled to tell the story of the airfield and surrounding area during the war years.

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The 306th Bomb Group Historical Association was determined by the IRS to be a tax-exempt organization under Section 501(c)(3) as a public charity, effective 24 July 2015.

*From the Editor***War Diary Rescued
from Immutable Loss**

The discerning eye of Eric McDaniels of North Dakota retrieved the wartime log of Bill Oliver, a 369th squadron member who was interned at Stalag 17B Braunau Gneikendorf near Krems, Austria.

McDaniels, himself a veteran, recognized the value of this 182 page diary, a digital copy of which has been provided to the 306th Bomb Group Historical Association.

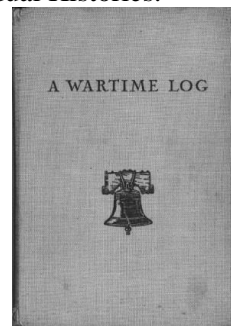
Born in 1913 in Colorado, Bill Oliver was a waist gunner and a member of the Gustave Holmstrom crew that was shot down 14 October 1943.

Unfortunately, families, when disposing of a deceased family member's personal possessions fail to recognize the significance of some items. Emotionally and physically drained, the task of dismantling a home filled with memories, among so many other records of a person's life, often leads to snap decisions. All too frequently survivors do not know what to do, and, overwhelmed by decisions that must be made, dispose of objects and material rather than find an organization that will accept donations of such artifacts.

306th BGHA members are reminded the association will gladly accept archival items for the purpose of inclusion on the website for others to access. Irreplaceable items should be strategically examined and Historian Cliff Deets is quickly becoming an expert in recognizing the value of World War II historical memorabilia.

Don't let valuable documents become part of a landfill. Like Eric McDaniels, you may be rescuing a veteran's story a descendant will be thrilled to find, available for reading and researching. This diary will undoubtedly answer many questions about Bill Oliver and his crew mates.

The Bill Oliver diary can be seen at the website address 306bg.us. Click on Education/Research, then Histories of 306th, squadrons, planes, & individuals, then Individual Histories.





A Message from 306th BGHA 2015-2017 President Steve Snyder

Well, the 306th Bomb Group Historical Association has a new president: me. Following in the footsteps of Charles Neal, I have an extremely tough act to follow. As you can read in Charles' column, a tremendous amount of work and progress has been accomplished under his leadership. Charles has done an outstanding job during his time as President, and the Association has benefited a great deal from his dedication and devotion. I am so very glad that Charles, in addition to being the 306th webmaster, will remain on the Board as Past President to give me counsel.

I thought that in my first column, I would tell you about myself so you get to know me. My connection with the 306th Bomb Group is my father, Howard Snyder, who was a first pilot with the 369th Squadron, reporting to Thurleigh on October 21, 1943. He died in April, 2007 at age 91.

Born in Pasadena, California, I was raised in the neighboring community of San Marino whose first mayor was George S. Patton, father of the famous World War II General George S. Patton Jr. who grew up in San Marino.

I attended UCLA and was in the same class as Lew Alcindor (Kareem Abdul-Jabbar), graduating with a B.A. in Economics. During the Vietnam War years, I served six years in the California Army National Guard.

A couple years after graduating from college, I moved to Seal Beach, California in 1972, which is a sleepy little beach community in Orange County with the nickname of "Mayberry by the Sea." My wife, Glenda, and I have been married for 31 years and have three grown sons: Doug who works for the VA and lives in Reno, Nevada; Devin who is a mechanical Engineer, married, and lives in Ft. Collins, Colorado; and Clayton who is an actor and lives in Hollywood.

Our primary residence is still in Seal Beach, but we also have a second home in Sedona, Arizona that we go to often. Our yard in Seal Beach is a virtual tropical botanical garden with nearly 100 palm trees planted in the ground, and I enjoy working to keep it looking pristine. I am a die-hard UCLA sports fan and an elder at Redeemer Lutheran Church in Huntington Beach, adjacent to Seal Beach.

Most of my working career was spent with Vision Service Plan (VSP), the nation's largest provider of vision insurance. I was in sales and sales management and traveled a great deal across the U.S., achieving million miler frequent flyer status on United Airlines, American Airlines, and Delta Airlines.

It wasn't until I retired in 2009, after 36 years with VSP, that I had the time to really delve deeply into my father's war history, and it became my passion. One of the things I did was to join numerous WW II organizations such as the Eighth Air Force Historical Society, the Air Forces Escape & Evasion Society, and of course, the 306th Bomb Group Historical Association. Another significant outcome was writing a book, SHOT DOWN, which I independently published in 2014.

My first 306th Reunion was at the 2011 San Diego event, which I attended with my oldest son, Doug. The two of us have been coming ever since. Every year, the reunions are more enjoyable as Doug and I meet new friends and become closer to old friends.

In closing, I want to express how honored I am to hold the position of President and will try my best to further the goals of the Association. Fortunately, I have a terrific group of talented people on the Board to help me in this endeavor.

Thank you,
Steve





Past-President Charles Neal – Mission Report

I served as your president during a particularly challenging time, succeeding our WWII veteran President Rocky Rockwell who died in office, and thus I became the first non-WWII-veteran president. I appreciate our WWII veterans (and many others) who have supported the Vision to keep this organization functioning, at least as long as we have 306th veterans who we can help by providing opportunities for camaraderie and staying in contact with others and the past. My personal hope is that we'll continue indefinitely, since we have much to provide, educationally, and the opportunity to preserve WWII material has become even more important. In addition, I and other subsequent generation participants have formed strong friendships that I hope will continue to sustain the 306th BGHA for a long time as we enjoy the comradery of the reunions.

We needed to evolve with actions and volunteers. In the past two and one-half years I believe we have laid a foundation to fulfill our vision. Those include retaining a great Secretary and recruiting volunteers to serve as *Echoes* Editor, Historian, Webmaster, and Facebook Page-Moderator. We also are no longer dependent upon the past generous contributions by Abilene Christian University (courtesy of Dr. Vernon Williams) for printing and mailing and services. We have resolved some administrative shortcomings by filing a new registered agent in North Carolina where we are incorporated. We have obtained a new domain for our website and expanded the site as well as reorganized it to better serve our educational goals. Again, to support our educational goals, we updated both our By-Laws and Incorporation document on file in North Carolina that laid the foundation allowing us to transition our tax-exempt status from that of a Veterans organization to the tax exempt status of a charity under IRS code 501 (c) (3). We organized a fun and enjoyable excursion as 32 folks (including three WWII veterans) visited Thurleigh in June of

this year where we met with Ralph Franklin, our long-time British Representative and 306th Thurleigh museum founder. Unfortunately he could not join us for this year's reunion, so it was wonderful some of us could visit him.

I thank all who contributed to these accomplishments. Please continue your support as Steve Snyder guides us into the future with whom I am confident we will continue to fulfill our vision.

Secretary's Column

By Barbara Neal
(Secretary's contact
information on page 2)



Enjoy this issue's coverage of our great 306th group-trip to England in June, and super 306th reunion in

September. In September, we had 14 WWII-era 306th vets among the 100 or so people at the reunion, giving great opportunities for hearing of the breadth of service that 306th vets had during the war. We all know that many men never spoke in depth of their WWII service with family members. For some, it was more than just an emphasis to get on with their lives. We can now recognize that some had difficulty due to Post Traumatic Stress. It helps younger generations to learn what our own family's vet faced thru the eloquent men who come and share their personal stories. Plan to hear veterans who are able to come for our September 2016 Reunion in Dayton, OH.

For information regarding the Stalag Luft III organization's reunions, a 306th-son who attended our Sept reunion will put you in touch with that organization. Email Robert Hermann, son of Robert B Hermann, 367th navigator (John Ryan crew) on 'Sweet Pea' at hermara@cox.net. If you cannot email and want to reach him, leave a message on my cell phone (Contact List on p.2 of *Echoes*) giving me your name, phone number, and 306th-relationship. By email, I will ask Robert to return your call.

Our 306th BGHA is contacted steadily by new folk finding us from around the world, seeking information on some of the approximately 9,000 men who served in the 306th BG. Steady contact primarily results from our website (306bg.us)

growing as more 306th historical information is available. If YOU have historical WWII photos and 306th-related documents (such as the Discharge record, or your list of missions), that are not yet at our website, PLEASE get in touch with our Historian Cliff Deets. He will scan your material, and promptly return any originals you wish returned. He is also glad to search through voluminous 306th records to compile a Brief History regarding any 306th vet's service. He has learned much while doing 70+ of these thus far, and is eager to do more of them. (See Contact List on p.2 regarding how to contact Cliff)

Changes of address are CONSTANT since there are over 900 of us 306th -related or -interested, folk, with 480 being WWII vets or their wives/widows. PLEASE contact me (see p.2) to alert me to the passing of any 306th veteran, and/or for any changes of address or email-address for Echoes.



We need YOU -- your help, that is. Vets, and those who hold their family's vets memorabilia: Please alert the Secretary if you have ANY information to help these two people learn more regarding their fathers' 306th service.

- the first 306th Group Protestant Chaplain, Roy MacLeod, also known as "Mac" (inquiry from his son, Roy, who lives in Sydney, Australia)
- the first 306th Group Communications Officer, Ray V Hopper (inquiry from his daughter, Deb Conant, who lives in California)

Both Hopper and MacLeod were with the 306th at Wendover in 1942; went in the first wave to Thurleigh; and were transferred to VIII Airforces Composite Command -- MacLeod transferred to the VIII 1 July 1943 and Hopper went 29 December 1943. Please see Secretary's contact information on p.2. I will put you in touch with them directly.

AND seeking any 306th vets who knew farmer Wilfred Smith, whose farm was at the corner of Church Lane in Pavenham (about 8 miles from the base at Thurleigh): His grandson, Anthony Smith,

is scanning grandfather's photos that include 306th men -- some who flew on the "Rose of York." Please alert the Historian (or Secretary) regarding contact directly with Anthony, or to see the photos he's scanning. See Contact information on p.2.

306th Veterans Receive Long Overdue Recognition

Three 306th veterans recently received long overdue recognition for their participation in World War II.

Clayton Nattier entered the US Army Air Forces in 1942 and was assigned to the 306th Bomb Group, 8th Air Force, at Thurleigh, England, when his crew of 10 airmen was selected to participate in a raid over Merseburg, Germany, 13 September 1944. As he piloted a B-17G Flying Fortress bomber in sustained combat operations, the aircraft was hit by enemy flak over Ammendorf, Germany.

Nattier, who called for the crew to bail out, survived with third-degree burns to his face, neck, and arms. He was later captured by waiting German forces who imprisoned him in a POW camp known as Stalag 1 in Western Prussia until 12 May 1945.

Thanks to Colorado Congressman Ed Perlmutter, First Lieutenant (retired) Clayton Nattier was presented with a Purple Heart Medal, an Air Medal with 2 bronze oak leaf clusters, the POW Medal, an American Campaign Medal, a European-African Middle Eastern Campaign Medal, and the World War II Victory Medal.



Brigadier General Sal Villano awarded Clayton Nattier with six long overdue World War II medals.

Seventeen years after being shot down in Germany, retired Air Force Second Lieutenant John R. Pedevillano received a Presidential Unit Citation for extraordinary heroism in combat. The citation was presented by Senate Armed Services Committee Chairman Senator John McCain. Pedevillano served in the US Army Air Corps as the youngest bombardier in the 306th Bomb Group, flew six combat missions, and survived being shot down by Nazi fighter pilots. He and his crew of the B-17 **Miss Carriage**, were missing for a month before being taken as prisoners of war and held for a year at the Stalag Luft 7. They were liberated in April 1945 by Army troops under General George Patton's leadership.



John Pedevillano presented award by Senator John McCain.

Similar to the events depicted in the movie "The Great Escape," Wallace Kirkpatrick was a prisoner of war and part of a group known as "Penguins" that helped POWs tunnel their way out of Stalag Luft III.

Following a midair collision over France, Kirkpatrick barely escaped from his B-17 Flying Fortress. A navigator and member of Jack A. Spaulding's crew assigned to the 369th squadron, was on his third bombing mission when he was forced to bail out – a jump that rendered him unconscious, then waking up just in time to pull the rip cord.

Kirkpatrick, who helped in the famous breakout from Stalag Luft III by dumping dirt from his trousers and stealing electrical wire to help light the tunnels under the prison camp, used his job of setting up electrical systems at the camp theater to

scrounge wire. The "Penguin" name was given to prisoners who dumped dirt removed from the escape tunnels by waddling about the camp and loosening a string in their trousers to let the dirt fall to the ground.



On October 2, 2015, Colonel Richard Lindlan presented Wallace Kirkpatrick with medals he earned but never received for his service to his country during World War II.

Medals earned during military service are not only important to service members, but also to their families. When these medals are lost, stolen, or even more, never awarded, a precious piece of the veteran's history and legacy is missing.

If you, as a veteran, or a veteran's next-of-kin, want to replace medals, the process is explained in detail on the National Archives website. For complete information go to www.archives.gov/veterans/replacement-medals.html.

The Personnel Center has \$2.1 million worth of medals and ribbons stored in a basement office at Joint Base San Antonio-Randolph and processes about 45,000 requests a year from veterans or their families to replace lost decorations.

[Excerpts of this article pertaining to Clayton Nattier are from the article written by Tech. Sgt. Rob Hazelett, Air Reserve Personnel Center Public Affairs, Buckley Air Force Base, Colorado. Echoes thanks the Air Force for allowing us to use this information.]



Did you know the 306th Bomb Group has a Facebook Group? Make wonderful contacts, see extraordinary photos, read thought-provoking information, share facts. If interested, contact Sue Moyer, our Facebook moderator, at ssma43@gmail.com with your request to become a member.

Thurleigh Trip *(continued from page 1)*



A short memorial service was held at the flags and 306th monument where two memorial wreaths of red poppies, were laid at the foot of the monument: one to honor all the departed 306th members, and one to honor Daphne Franklin, wife of Ralph Franklin, who passed away May 19th. Chaplain Bill Feeser, a member of the 306th tour group, said, “As we place these wreaths to remember the fallen, we remember their lives, their stories, and their legacy that should not, and will not be forgotten.”



Church of St. Mary the Virgin in Keysoe, originally constructed in the 12th century, was another stop during the Thurleigh visit. Of particular note to the 306th family is the steeple, which tradition says was a guiding landmark that

helped 306th flight crews line up with the main runway upon their return to England.



The Jackal Pub in Thurleigh, with its partly thatched roof and abundance of flowering baskets, welcomed us for lunch



Just a short walk from the pub, in the center of the village on High Street, is the 306th memorial, placed by the Parish of Thurleigh at the Village Garden in May 2013.



At Duxford, the site of the British Imperial War Museum and the American Air Museum, the group was given an introductory tour of the facilities, then encouraged to spend as much time as possible visiting the many historic planes housed at the

airfield. Although the American Air Museum was closed for renovation, tour members were encouraged to visit the website at www.americanairmuseum.com where information can be directly entered, including photos, to pages commemorating their veteran relative who served in Britain during the Second World War. While at Duxford, museum staff interviewed Veterans Phil Mundell, Clayton Nattier, and Nick Sawicke regarding their participation in World War II, excerpts of which will be used in the museum's exhibits.



It was a somber visit to the Cambridge American Cemetery where precisely aligned Latin crosses and Stars of David mark the graves of nearly 4000 servicemen. Pausing at the grave of Pilot Raymond "Pappy" Check, Nick Sawicke spoke of his friend and Captain. Stopping at three other graves of 306th members, Deb Conant shared information she had researched on each of the men.



At the Wall of the Missing, where more than 5000 names are etched, the group paused to reflect on men from the 306th. In the cemetery's chapel,

the group honored those who were memorialized at the site. For the second time during the trip, Bill Feeser led a poignant service, saying, "Let us honor all those buried and those missing who are remembered here. We honor those who did not intend to die in service to their nation, but who, when their country needed, stepped forward to serve even to the point of death. Of the 3,812 buried here, 117 are especially dear to us who have gathered today. It is with a grateful heart that we give thanks to God for those who served on the ground, to those who flew, and to those who did not return."



Arundel House hosted the "Good Bye Dinner" in their private dining room, where, following the dinner, each member of the group was asked to share information about his or her relative's World War II service, and in the case of the three veterans in the group, everyone was anxious to continue learning more about their experiences.



History brought this group together and the sharing of veterans' individual experiences, unique yet similar in a special way as they served their country while stationed at Thurleigh, and perhaps later as POWs, added to the powerful appreciation of this trip.

Thurleigh Photo Album





Additional photos can be viewed at 306bg.us. Click on Past Reunions & trips, then Trip to UK: Thurleigh Museum, Duxford Museums, & American Cemetery.

First Combat Mission: Piloting a B-17 Flying Fortress

By Capt. Ron Lissner

The morning, at 3:30AM, was cold and damp. I was freezing in the penetrating chill of Bedford's pre-dawn. I couldn't keep my knees from shaking and my teeth from chattering. I didn't want to admit to myself that it wasn't entirely the biting winter English weather that was making physical control so difficult to maintain. I hadn't slept very well last night. I was terrified; I was scheduled to fly my first combat mission.



and my teeth from chattering. I didn't want to admit to myself that it wasn't entirely the biting winter English weather that was making physical control so difficult

The shuttle rounded the Quonset and then slowed to a crawl allowing those from our squadron to hop on. It was a five-minute ride through the darkness to the mess hall, with only the slits of light coming from the blackout headlamps of the jeep lighting the way. It became colder as we lumbered around English farms on the way to the utility buildings. Unlike the American bases, the army utility buildings, airstrips, hangars, runways, and revetments were interspersed with farms and moors. This made the airbases "difficult to find" targets for the German bombers.

Was I the only one who was making his first combat flight this December morning? I must be the only one who doesn't know what to do or what is ahead. I was glad my crew wasn't with me. I wouldn't want them to read the fear and anxiety that I was sure was written all over me. I was scheduled to fly copilot with a crew that was going on its fifteenth mission. This was how the Air Force broke-in a new crew. A first pilot would learn the ropes of flying combat from an experienced crew. I would be with these men for my first two missions; at least that was the plan. My navigator, bombardier, copilot, and crew would also fly a mission with other crews.

I knew we were near the Mess hall. The smell of coffee and frying bacon hung heavy in the foggy air. The food was hot and plentiful. You got fresh

eggs if you brought your own, as did most of the officer who didn't care for the GI scrambled (powered) eggs. They would bicycle out into the countryside and buy eggs from the farmers. The fellow in line ahead of me gave the cook an extra egg with a nod in my direction. Does everyone know I'm turning to jelly inside? "Thanks," I offered, "sunny side up, please" to the cook. At the end of the line, my tray was loaded. The servers were overly generous. I hadn't asked for anything; I wasn't thinking about food. The coffee did warm me, but I couldn't eat. The "up" egg just kept staring at me and I felt that was what most of those at my table were doing. Outside, a whistle sounded. Everyone picked up his gear, had his last swallow of coffee, and boarded the shuttle. We headed for the flight line and briefing on our mission.

The briefing room had an elevated platform that was faced by rows of chairs. The front wall was covered with slate boards and hinged map display panels that held flight routing formation diagrams. These boards were covered for security reasons. The members of the various crews were gathered together in tight groups. There was much chatter going on. Someone called out my name. It was the pilot of the crew I'd be flying with. Bill introduced himself and his crew members. He seemed like a nice sort and assured me I'd catch on, and would be able to relax, once we got underway. A whistle sounded three shrill blasts. The roar of gab faded as the crews came to standing attention. The Group Commander, Operations Officer, and Intelligence (S-2) Officer had entered the room and were on the platform. "Crews be seated."

The Group CO made a brief statement regarding the importance of hitting today's target, BINGEN, GERMANY. Our mission was to destroy the marshaling yards. They are located at a junction of rail lines near the Rhine River. The Germans were using the area as a staging point for supplies and troops going to the front. Visibility should be good, but cloud cover, now over the Channel, was moving inland and might become a problem. The 306th Bomb Group would be putting up 36 B-17s. The Group Navigator and (S-2) Officers continued the instruction. Pulling the covers off the wall mounts and using aerial photographs and maps, they explained areas of formation, assembly, course altitude, and approach path to the target. S-2 reported what kind of air

resistance and ground fire could be expected and alternate targets if cloud cover prevented bombing the primary. There were instructions regarding areas considered safe to make an emergency landing. The Operations Officer gave the times and order of take-off for each squadron.

Bill wanted to get out to the plan and make the preflight ground check. As copilot, I was to second him, calling out the checklist and reviewing the ground chief's report of service/maintenance. As we finished the check, the other crew members arrived in a personnel carrier, piled out, and stowed their gear in their respective areas.

It was not daylight when the tower gave us the signal to take off. Brakes on, steering column back, and engines full throttle – tower says GO – brakes off! With a lumbered jerk, our B-17 started her takeoff run. Carrying a full bomb load, this 17 wasn't eager to leave the ground. The tail came up and, with a bit of a groan, she left the ground. Airborne, it was as if there was no longer the weighty burden in her belly. Maintaining a steady rate of ascent, we flew our prescribed course in the overcast. On instruments, we held fast to the directed rate of ascent and heading; depending on those planes ahead and behind us to fly just as true to the prescribed course.

Six minutes passed before the grey clouds outside began to lighten to white. As we flew up out of the under-cast into the light, the cloud mist clung to our wings and whirling propellers. The first rays of the sun were hitting the aircraft that were ahead and above us. In the distance more 17s were popping up out of the billowy white field with long white arms of cloud vapor reaching after them, not wanting to let go of them. This was one of the most unforgettable sights that stays forever in a pilot's memory. We were on course and climbing; we would rendezvous and pull into our assigned position at 6,500 feet. A gradual climb would bring us to 26,500 feet before we started our bomb run.

Formation flying was pretty loose with plenty of space between planes until the "Lead" radioed, "tighten it up, boys." Then I went all white knuckles and cold sweat. We were lining up for the run!

The target was clear. The flak spotty, but showed increasing accuracy as we started the bomb run. Then came a shaking experience! I saw, for the first time, the burst of flak shell in the air space

just ahead of us. Out there, where the air was clear, there was suddenly a great black cloud seeming to get larger and larger as our plane sped into it. We were still two minutes from our target and the tracking anti-aircraft guns were "place firing," to establish our altitude and speed. The pilot had taken over the controls at the beginning of the run. Even though he was concentrating on the readiness of the bombs and fighter opposition reports, he had anticipated and observed my reflex reaction to the first flak. I jerked and involuntarily pushed backward in my seat. It was a reflex reaction to put distance between the explosion and myself. The pilot offered, "You don't have to worry about the ones you can see. It's the flak you don't see coming that gets you!" I think this was supposed to have a calming effect. Later flights bore out the truth of his comment. More than once, during a mission critique, the comment, "and they never even knew what hit them" was heard.

The lead ship opened its bomb bay doors, and all the ships of the squadron followed suit. The bombardier toggled off the lead. "Bombs away." The plane bobbed slightly, relieved of the bomb load.

Just as the bomb bay doors closed, there was a hail-like sounding tearing through the cockpit. The armor plate under our feet and seats bounced upward. Our number three engine and gas tank had been hit. Gas was flowing into the bay, radio cabin, and waist areas. We had taken a flak burst and Bill was wounded. He signaled, "Take the controls," and called for the first aid kit. His wound was in his thigh, right where the armor plate under his seat stopped. If we hadn't been sitting on those thick plates, we both would have been knocked out. I feathered number three engine and ordered no use of the radio as the area was filled with gas fumes. The risk of using the radio to report our problem was too great. One crewman reported that he had observed a hit on one of our planes right after bombs away. He said it appeared to have taken more than one shell and went spiraling down into the smoke and haze. He didn't see any chutes.

We lost about 5000 feet of altitude before gaining control. Bill told me to try to keep with the formation, but we were steadily falling behind. I adjusted back the throttles on number one and two engines, and increased power on four to compensate for the loss of number three. We were about 6000

feet below the formation now and encountered more flak as we crossed Ostend. It was there that our number one engine quit; that prop had to be feathered. With a compress on his leg to stem any bleeding, Bill was back at the controls. It took the two of us to keep a flight attitude that would enable us to hold altitude. The navigator gave us the heading to Maston, the near mile-square RAF emergency field in the south of England. We limped across the channel, making the coast at 3000 feet.

A two-engine landing can be trying, but having unending runway of seemingly endless width did make our set-down fairly easy. The medics took Bill to the base hospital. The rest of the crew was taken to a receiving area to be checked over and fed. I filed the forced landing report. We would be flown back to our home base in the morning.

I'd had my baptism of fire. I'd seen first-hand what responsibilities combat conditions put on the first pilot. I had seen how he and the crew had shouldered what was necessary and had methodically handled crisis situations. I was ready now. I have a good crew. They have trained hard and know their respective jobs and obligations. As a team, we will fly those missions putting the USA that much closer to victory.

High Flight Cards and the 306th Bomb Group Connection

It has become a tradition at the 306th Bomb Group Historical Association Reunions to have available "High Flight" cards. The front of the card, a painting by Lee Kessler, depicts the aircraft piloted by Charles Schoolfield of the 369th squadron who led the 306th Bomb Group on the Second Schweinfurt mission on 14 October 1943.

Kessler, who was born and raised in Canton, OH on May 21, 1921, grew up with a passion for art and aviation. He joined the Army Air Corps, where he trained to be a gunner. He flew 18 missions with crews of the 368th squadron before being shot down over Wilhelmshaven, Germany on the 19th mission. He was a POW for the remainder of the war in Stalag XVIIIB in Krems, Austria. After surviving the forced marches, he was liberated by Patton's 3rd Armored Tank Division.

High Flight was composed John Magee, a 19 year old British American aviator who was serving

in the Royal Canadian Air Force. The poem was drafted on 18 August 1941, just a few months before Magee's death. Magee flew in a Spitfire squadron, and was killed on 11 December 1941 during a training flight from the airfield near Scopwick. Purportedly, the first person to read Magee's poem later that same day in the officer's mess, was his fellow pilot Officer Michael Le Bas.

Magee enclosed the poem on the back of a letter to his parents. His father, the curate of St. John's Episcopal Church in Washington, DC, reprinted it in church publications.

The poem, recognized as the Royal Canadian Air Force official poem, gained fame after Archibald McLeish (Librarian of Congress) included it in a poetry exhibit at the Library of Congress in February 1942. The poem has been recorded and recited by many well-known artists and has a long history of musical adaptations.



High Flight

by John Magee

Oh, I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings;
Sunwards I've climbed and joined the tumbling mirth
Of sun-split clouds – and done a thousand things
You have not dreamed of – wheeled and soared and swung
High in the sunlit silence. Hovering there,
I've chased the shouting wind along and flung
My eager craft through footless halls of air,
Up, up the long delirious burning blue
I've topped the wind-swept heights with easy grace,
Where never lark, or even eagle, flew;
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space
Put out my hand, and touched the face of God.

In 1946, prior to the notoriety the poem ultimately received, the 306th's Capt. Ron Lissner became acquainted with a Bronx-born second lieutenant navigator he recalls as "Jack." Together the two men recorded *High Flight* on a Packard Bell recorder/ player – reading it aloud, with "Manhattan Towers Suite" music for background. Jack had been enjoying a beer with his friend John Magee in a British Pub as Magee drafted his poem around the edges of a menu. Shortly after the meeting Magee was shot down.

2015 Reunion Given A-1 Rating

The 2015 306th Bomb Group Historical Association Reunion brought 96 people, including 14 veterans, their wives, families, and friends to Salt Lake City. The three-day event was highlighted by a trip to Wendover and Hill Air Force Base, along with two powerfully emotional veterans' roundtable discussions.

Wendover was the training base for bomber pilots, including the crew of the Enola Gay. With over 20,000 people on base, including staff functioning in various capacities, military personnel trained on the bombing and gunnery ranges, and in the use of the Norden bombsite, one of the most closely guarded secrets of World War II. Residents of the area were focused and committed to training and support of the growing American air power.

Today, the Historic Wendover Airfield Foundation is actively preserving the past for the purpose of educating the future. The guided tour, hosted by the Peterson family, recalled historical and anecdotal information that otherwise may have gone unknown to the 306th group.

A plaque, presented on behalf of the 306th BGHA read, *"In the honored memory of the brave men who put their lives on hold, to train to become airmen, and go risk their lives in war for their country. Some didn't come home."*

Hill Air Force Base, home to many operational and support commands, is a maintenance and supply base with 24/7 operations guaranteed to support a war effort. Of particular interest to the 306th is the support provided to military personnel during World War II. Battle-worn warbirds, such as the B-17 and others, depended on Hill Air Force Base personnel for structural repairs, engine

overhauls, and spare parts. The Hill Aerospace Museum houses more than 80 retired military aircraft and a vast collection of World War II materiel.

The chapel at HAFB, which is the centerpiece of the Hill Aerospace Museum's Memorial Park, was the site of this year's "Folded Wings" ceremony. The chapel and surrounding park dedicated to men and women of the US Military who served our country in war and peace, was a perfect setting to commemorate those 306th veterans who died during the past year. Reverend Bill Feeser, 306th BGA incoming vice president, eloquently stated, "Let us remember those who did not return as well as those who have this past year folded their wings in another kind of victory. May they rest in peace and soar as on wings of eagles."

The Veterans' Round Tables addressed various topics and gave the veterans opportunities to recount training missions, the strong desire to serve that necessitated "doctoring" of birth certificates, the ritual hazing that occurred when a crew member completed 25 missions, the stress caused by the frequency of missions, the anticipation that occurred when sitting by the control tower counting planes as they returned to base, and the anxiety and psychological strain caused by life as a POW.

The 306th BGHA Saturday night dinner and awards banquet honored those veterans who had served on the Board, regularly attended reunions, and contributed significantly to the organization. This year's recipients of the William Houlihan Award are Albert McMahan, Walt Rozett, William Carlile, Em Christiansen, JJ Gaydosh, Robert Starzynski, Donald Snook, Grover Goode, and John Hickey.













Veterans, from left to right: Ralph Shaw, Dillon McDermott, Clayton Nattier, Phil Mundell, Robert Hitchcock, Nick Sawicke, Red Ketcham, William Carlile, Walter Olmsted, Walt Rozett, Jack Anderson, Carl Groesbeck, Albert McMahan, Vince Stokosa



Veterans and wives or widows (standing) left to right: Eva Shaw, Jan Forsyth (sister of Clayton Nattier), Elizabeth Huebotter, Joan Siedenburg, Em Christianson, Doris Jenks, and Wanda Anderson



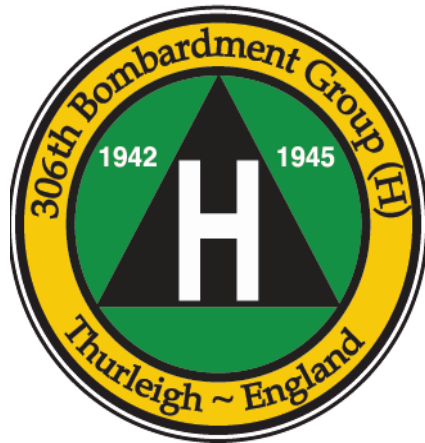
Second Generation



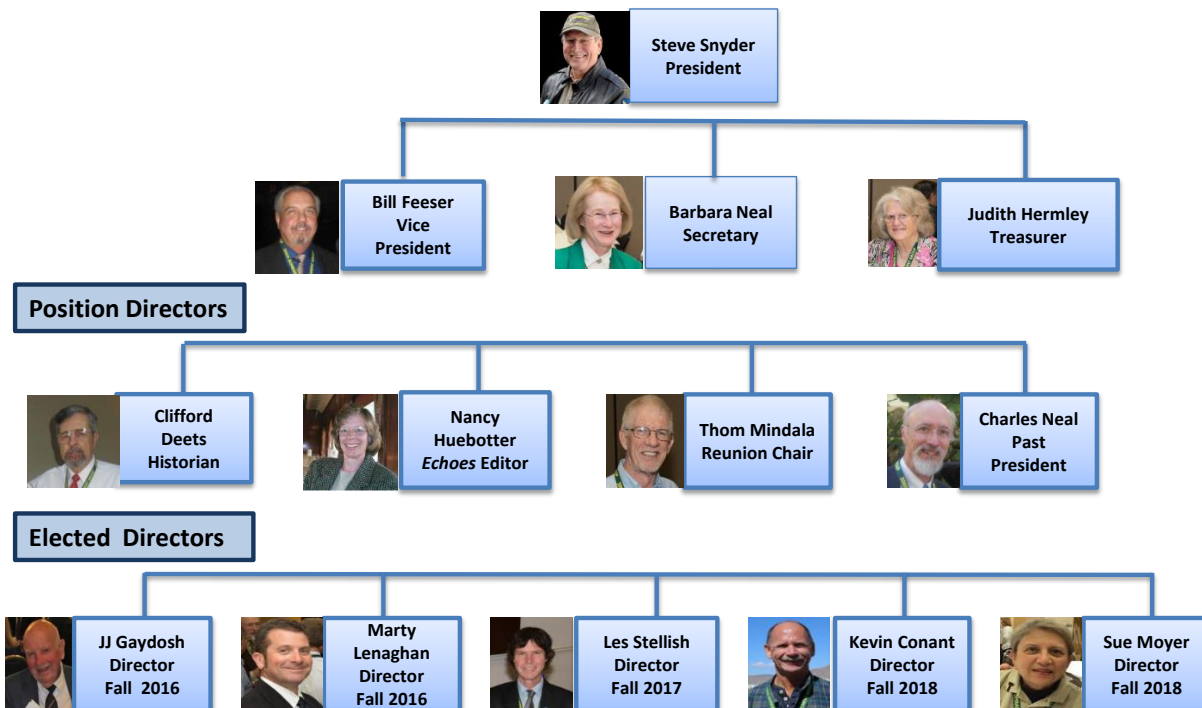
Third and Fourth Generation



Additional photos can be viewed at 306bg.us. Click on Past Reunions & trips then Salt Lake City 2015 Reunion.



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306bg.us – A Website for YOU and Others - Webmaster Charles Neal

Our website has become an important site for those researching their 306th special veteran of interest. Those of you reading this *Echoes* article probably have attended or have a relation who attended one or more of our reunions. A number of those WWII veterans have contributed papers and memorabilia that have been scanned and posted on the site. These contributions have significantly improved the knowledge base of the European Air Campaign history of WWII. There exist more historic items in the attics and basements of readers of this column and we hope you will consider allowing us to scan and post such information. Contact our secretary or historian (see p.2 Contact information).

During the past year we have added thousands of files from our existing archives and most of our archival data will be uploaded in this coming year. We have also added newly acquired material including a number of individual histories submitted to us. These are interesting accounts generally prepared by veterans and family members in various formats. Hopefully, one will inspire veterans to prepare one for your family regarding yourself or a family member to prepare one for their

special veteran. We also appreciate receiving photo albums from the WWII era that may be found among old memorabilia.

The site is attracting more researchers (over 100 visits per day) as it expands and strives to make improvements to aid researchers of all types. We have received inquiries from many countries which we generally answer within several days. I will be expanding audio and video sections of the website and will be adding special projects that have been designed to deliver interesting analysis of material we already have. An example is the work of our Historian to gather information regarding plane names and nose art. However, I think the most exciting improvements I am working on will be to provide a robust search feature in the future. This will require a huge effort to index documents and identify persons in photographs. To achieve this goal I plan on allowing our visitors to help improve our knowledge by giving them the ability to input textual data regarding our many pdf and image files. This is a technical challenge; however, I demonstrated a proof of concept page at our Salt Lake City reunion.

WWII veterans in particular will be able to help with WWII era pictures as they were there. Anyone with an interest will be able to help with indexing other items. I am excited with the possibilities, but it will take some time. I hope to get the first parts implemented in January. Then it becomes your turn!

Airman's Diary Recounts Days as German Prisoner of War

[Editor's Note: The following is an article from the Steubenville, Ohio Herald Star. Author Summer Wallace requested this article be reprinted in Echoes in an effort to find the men or their descendants whose names were printed in the back of Earl E. Hall's diary. If you can be of help, contact Ms. Wallace at swallace@heraldstaronline.com. Names of those men the Hall family is attempting to contact are printed at the end of this article.]



It was the early morning of Sept. 12, 1944, and 22-year-old Staff Sgt. Earl E. Hall of the U.S. Army Air Force had begun his ninth - and last - combat mission as a radio operator and waist gunner in the B-17 Flying Fortress Belle of the Brawl to bomb the oil refineries of Ruhland,

Germany.

The Belle of the Brawl was one of 34 planes from the 306th Bombardment Group, joining nearly 300 bombers on "Mission 626."

By 11:30 a.m. that morning, Hall's war would be over, and he would be a kriegsgefangenen, or a "kriegie," a prisoner of war in Hitler's Germany. Hall spent the next eight months in Stalag Luft IV with other Allied airmen.

Hall, a Mannington, W.Va., native, would later relocate to the Steubenville-Weirton area in order to work at Weirton Steel Co. as an electrical engineer at the coke plant. He brought his wife, Mary, to Toronto, Ohio, and their two sons, Gary and Richard, grew up in the area. Gary Hall currently resides in Weirton, and Richard Hall, a Vietnam War veteran, lives in Richmond, Ohio.

"My dad never really talked about the war," Gary Hall said. "It wasn't something he talked about with us kids."

Earl Hall died in 1973 and his sons recently discovered a diary he had kept during his imprisonment in Germany.

"I can remember exactly where it was in the closet," Gary Hall said. "I don't think anyone has looked at this in 60 years. We opened this up, saw

what it was and knew we needed to show it to someone, all that he went through."

The diary included entries detailing the conditions of what became known as the "Black March," in which Allied POWs were forced to march hundreds of miles - and some as many as 500 miles - from POW camps as Allied forces began advancing into Germany. The POWs were ill-dressed for one of the coldest winters in German history and often were given only potatoes to eat and hot water to drink and slept wherever they could, including open fields.

In an entry dated 9 a.m., Feb. 13, 1945, an airman, possibly Hall, writes: "still moving west/southwest, I think. Approximately 2,000 of us, over half American, (the) rest English. So far the Jerries (Germans) have given us 1/10 a can of corn(ed) beef, less than 2/3 loaf (of) black bread, and some days three, four or six spuds. Still cold and sore and still sleeping in barns."

The next entry, dated 11 a.m. Feb. 22, the same author writes: "Not so good. Sixteenth sleep in (an) open field. Jerry gave us six crackers, 1/10 can of beef, two ounces (of) margarine, spuds sometimes. Marched two days on five or six small spuds. Rumor (is) reach Brandenburg in two more days. Transit camp. Hope to get food and transportation there."

Midnight, March 9: "Just as expected. No transit camp or transportation. March 1 came in like a lion, cold and windy. Still freezing. Windy and tries to snow. Thank God it hasn't been worse."

Gary Hall noted several people wrote in the diary - "A Wartime Log" provided by the American YMCA's War Prisoners Aid care packages regularly sent to American POWs, although not as regularly distributed by German authorities.

"A lot of guys wanted to take it home with them," Gary Hall said. "My dad won it in a card game, so he got to bring it home with him."

In addition to the diary entries, the diary included poems - one, "Unfinished Mission," was signed by Joseph E. Markley - and artwork.

Gary Hall was unsure whether his father created some of the more detailed artwork in the diary.

"I don't know if he could do the fancy artwork like this, all in pencil," he said. "And that's all they had. I think my father is the one who kept a log of

what they got to eat. It says here they once got six loaves of bread for 496 men."

Another page features a drawing of a newspaper, the "Volkischer Beobachter" - the Nazi party's daily newspaper owned by Adolf Hitler - with the banner headline "Hall Abgeschossen," or "Hall shot (down)" and the date Sept. 12, 1944.

A handful of "mementos" were included in the back of the diary - a metal tag bearing Hall's POW No. 3381, a pressed flower, cigarette packets and a form, "Inhumane Treatment Claim No. P50227-E." In the back pages, dozens of men signed the book, including their mailing addresses.

Along with the diary, Gary Hall found two telegrams addressed to his grandfather, John Hall, one dated Sept. 26, 1944, informing him Earl Hall was missing in action. More than a month later, Oct. 30, 1944, the family received a second telegram, informing them Earl Hall was a POW.

The morning Hall became a POW - Sept. 12, 1944 - the 306th flight crews were briefed at 3:45 a.m., then left the Royal Air Force Station at Thurleigh, England, at first light. Because the B-17 wasn't pressurized and had less-than-ideal heating only in the cockpit, the gunners, like Hall, would have worn an electrically warmed jumpsuit, much like an electric blanket, beneath their fleece-lined bib overalls, bomber jacket, boots and gloves, according to Clifford Deets, 306th Bombardment Historical Association member.

"The waist gunners, tail gunner and ball turret gunner were all operating in temperatures of up to 50 degrees below zero," Deets stated. "There were plenty of combat casualties experienced due to frostbite. They were heroes just for getting in the airplane for a four- to 11-hour mission, even before they faced the enemy."

In his book, *First Over Germany, A History of the 306th Bombardment Group*, Russell Strong, who also flew Mission 626 as a navigator, described Belle of the Brawl being shot down:

"(Belle of the Brawl) was the first to feel the brunt of the German defensive reaction as flak covered (the) plane," he wrote. "The first explosion came in the cockpit, setting the entire area on fire and causing hydraulic and oxygen failures. Belle of the Brawl, a 368th plane, was in more than a little trouble at 27,000 feet and (Maj. Robert) Farwell quickly ordered his crew out of the plane."

The 306th, also known as the "Reich Wreckers," would lose nine planes that day - one of the group's heaviest losses of the war.

Hall wasn't flying with his usual crew under pilot First Lt. James McStay Sept. 12, 1944. For reasons lost to time, Hall was flying with pilot Farwell, on his fifth combat mission; co-pilot Second Lt. William D. Markle; navigator Second Lt. Warren F. Tryloff; bombardier Second Lt. Oliver A. Bonner Jr.; engineer Technical Sgt. Warren F. Wilson; ball turret gunner Sgt. Robert K. Winther; waist gunner Staff Sgt. Charlie C. Williams Jr.; and tail gunner Sgt. Ernest E. Lindsey. Markle was on his 25th mission; after 25 missions, an airman completed his combat duty.

Markle wasn't seen again; it was believed that he had unfastened the leg straps on his parachute - pilots frequently did so for comfort - and therefore fell out of his parachute on descent, according to the historical association's records.

In his Stalag diary, Hall inscribed the names of both the crew with whom he went down and his usual crew. Markle, Bonner and Winthers' names were preceded by question marks and, perhaps later, penciled in lightly, indicating he was unfamiliar with them. When listing his usual crew under McCray, he listed himself not as the radio operator - that was Technical Sgt. A.W. Chominski - but as a waist gunner, along with Staff Sgt. Frank Watkins.

At least one of the drawings - that of an airplane going down - was signed by "Fredericks USAAF." Sgt. John J. Fredericks flew at least two missions with Hall - once with Second Lt. W.M. Nash as the pilot and once with McStay, according to 306th Bombardment Historical Association records.

Like Hall, Fredericks was assigned to McStay's crew, crew YY-28, July 4, 1944. Hall's original crew included McStay, Fredericks, Chominski, Watkins, Sgt. Keith J. Thompson, Flight Officer Max J. Bruton, Second Lt. Bennett R. Schwartz and Sgt. Everett L. Findley.

Hall's usual pilot, McStay, was co-piloting the B-17 Tailwind Sept. 12, 1944, and that plane also was shot down during Mission 626.

From Strong, who later formed the historical association: "Tailwind, the plane in which First Lt. (John) Sasser was leading the high group, was shot out of formation by flak in the initial flurry. Two engines were gone immediately and, because

several members of the crew were wounded, it was decided not to bail out, but to attempt to fly out of the area and perhaps reach safety in a neutral country.

"Once out of formation, the Luftwaffe pilots spotted the plane and a single pass cost Tailwind a third engine. With only No. 1 still running, the decision was made to crash land the plane and this Sasser and First Lt. James T. McStay attempted.

"They were progressing well when the last engine failed on their final approach into a field. The plane dropped precipitately, clipped an oak tree, broke apart and threw most of the crew out of the radio room where they had assumed crash-landing positions"

Five of the nine crewmen, including McStay, Banta, Carlino and Wilson, with whom Hall had flown before, were killed instantly in the crash. Sasser later died in a German POW camp. Only three of the nine crewmen survived to return home. There is no record why Hall was flying with Farwell instead of the crew of the Tailwind, which included most of his usual crew, but it likely saved his life.

From another account of Sept. 12, 1944, collected by the historical association:

"At about (11:26 a.m.), the group approached the target area. Before the 306th (Bombardment) group got entirely clear, one of the aircraft in the lead group (Farwell) and the leader of the high group (Sasser) were hit.

"The low group, trying to get clear of the flak, was flying a collision course with another group which came out from the right and passed through the 40th (Combat Wing), breaking up the formation.

"At this moment about 25 Foch-Wulf 190s jumped the disorganized planes. The entire attack did not last for more than five or six minutes, but accounted for seven planes from the 306th, one of which crash-landed in England."

Although no personal history exists of Hall's capture or experiences beyond his Stalag diary, historical association member Nancy Huebotter's father Staff Sgt. Richard C. Huebotter, who was both a member of the 306th and incarcerated at Stalag Luft IV at the same time as Hall, did record her father's experiences. Huebotter, like Hall, served as a waist gunner on the B-17G Hard to Get and was shot down Aug. 26, 1944, less than three weeks before Hall.

Huebotter and his crew had finished their 25th mission and were packing to go home when another aircraft was grounded and they volunteered to replace the grounded crew.

Huebotter and his crew were shot down over the Rhine River, and Huebotter was injured when he put his parachute on upside down and it didn't deploy properly.

"Until I saw it, I didn't understand how he could have put it on upside down," Nancy Huebotter said, explaining the parachute had a clip that would attach to an airman's chest and they frequently did not wear them during flights, because the airplane's cramped conditions. "He had to pull the rip cord with the opposite hand and he had to help (the chute) out. It was damaged by flak, and he came down faster than he should have."

The jerk of the parachute deploying broke several of Huebotter's ribs.

"He said he had a lot of time to think on the way down," Nancy Huebotter said. "He was afraid to be caught by the German civilians. None of them (airmen) wanted to be caught by the German civilians, because they were very upset because they had been bombing them."

Airmen preferred to be captured by the German Luftwaffe, and the German government and civilians often referred to Allied airmen as "terrorflieger," or "terror flyers."

Huebotter hit the water, injuring his back, and sank to the bottom of the Rhine, where he injured his knees and ankles.

"He thought he was going to be stuck in the mud and die," Nancy Huebotter said.

He was able to make it to shore, where he was apprehended by the German military and interrogated for three days. When he wasn't being interrogated, Huebotter was in solitary confinement.

"They would bring them (the captured airmen) in, and, of course, all they could give them was their name, rank and serial number," Nancy Huebotter said. "That made the German (interrogator) very angry, and he would send them back to solitary."

Huebotter was shipped to Stalag IV in Grosse-Tychow, where Hall also was imprisoned. Huebotter spent several weeks in the infirmary, but there was very little medical equipment available to treat him.

"They just patched you up the best they could," Nancy Huebotter said.

The prisoners spent their days reading, playing cards and playing sports with equipment provided by the YMCA. Some spent their time digging escape tunnels, Nancy Huebotter said.

"The guards knew they were doing it, but they couldn't prove it, because they couldn't figure out what they were doing with the dirt," she said.

The prisoners carried the dirt out pocketfuls at a time and had holes from which they drained the dirt in the exercise yard.

"They were in plain sight of the guards, they would be walking around and scattering the dirt, and the guards didn't recognize what they were doing," Nancy Huebotter said.

By the time Huebotter reached the Stalag, the most structure the prisoners had was the morning count - Huebotter called it "meeting parade."

"It was confusing," Nancy Huebotter said. "They would start, stop and have to start again. Some guys would move around, switch places, to cover up for the ones who were digging."

As with Hall, food was a concern to Huebotter. Airmen pooled their food, including care packages from the Red Cross, and hid it. POWs kept track of how many days worth of food they had cached, in case the Germans quit feeding them. Showers weren't frequently available, and water for cooking and drinking was brought in from a community pump by the bucketful.

When the Germans began moving prisoners, Huebotter was moved by train to Stalag I because of his injuries. He wasn't imprisoned there long before the camp was liberated by Russian forces.

"The Germans abandoned the camp in the middle of the night, and, even though they (the POWs) weren't getting the Red Cross packages, every (German) had one or two (Red Cross) packages under their arm when they left," Huebotter said.

Following their liberation by the Russians, Huebotter and the other Stalag I prisoners were sent to Camp Lucky Strike.

Of the five airman who survived the downing of Hard to Get, two were killed by the Germans after an escape attempt and three, including Huebotter, Staff Sgt. James "Rae" Carey and First Lt. Dean Allen, made it back home.

Once home, the POWs were debriefed and spent time convalescing at military facilities,

including eating bland food as their bodies re-adjusted after being near starvation.

Huebotter moved to Santa Monica, Calif., had two daughters, Nancy and Connie, and retired as a bank vice president. He died in March 1998. Nancy Huebotter is writing a book based on his oral history, which she plans to title *Not For a Nickel*.

Hall received his flight training sometime in 1943 - likely the summer of 1943, based on his cadet class, 43-G - at Bruce Fields at the Fred Harmon Training Center in Ballinger, Texas. In the class yearbook, "The Cadet," Hall has the nickname, "The Wabash Cannon Ball."

Gary Hall and Richard Hall would like to find the men whose names are inscribed in the diary, or their families, and provide them with digital scans. As for the diary itself, Gary Hall is unsure - he wants to ensure that his children and his brother's children have the chance to understand what their grandfather went through - but he envisions it one day going to a museum.

"I'm going to keep a copy of it, I do know that," he said. "But I'd like to put (scans) on a disk, and maybe give copies of that disk to the people he was in (Luft IV) with or their families, if I can find them. Eventually, we'll be giving it to a museum. We want to make sure everyone can see it. I'm proud of my dad, and I didn't realize what he'd gone through."

Those men listed in the Stalag diary include:

- Thomas A. Putman, Columbus, Ga.
- Robert A. Mitchell, Fairmont, W.Va.
- John L Stillsey (? maybe Hillsey), South Dakota
- Oklahoma (maybe a nickname?) V. Carroll (? maybe Garroll) Jr., Marshall, Okla.
- Charles L. (? "Hekbone?" indecipherable), Shreveport, La.
- Eugene Harbow, Mount Pleasants, Texas
- Richard H. Tirminghouse (? maybe Timminghaus), Hayward, Calif.
- Ralph E. DeWitt, Egan III.
- G.A. Edmiston (? maybe Edmiston) St. Louis, Mo.
- Edward C. Wild, Selbourne, N.H.
- Edward Joseph Patrick Morrissey, Bronx, N.Y.

- Charles D. Dierks, Columbus, Ga.
- James Sullivan, Chicago, Ill.
- Jack Roster, Detroit, Mich.
- J. Gideon, Flint, Mich.
- George DeFillippi, Daphne, Ala.
- John "The Red Head" Sherrets, Quasqueton, Iowa
- William H. Morris, Staunton, Ill.
- Joe Marshall, Bellesville, N.J.
- T. Sullivan, Chicago, Ill.
- Owen C. Hurst, Walnut, Ill.
- Robert L. "Doc" Ulyh (? Utzh? indecipherable) Arcanum, Ohio
- James R. Covey (? maybe Carey), Vale, Ore.
- Harold Kuenzi, Milwaukee, Wis.
- Milton C. Kurth, Stoughton, Wis.
- John R. (maybe P?) Hodgson, New Brighton, Pa.
- Edgar A. (maybe D?) Puryear, Pulaski, Tenn.
- John F. McGinnis, Shinnston, W.Va.
- Ernest E. Lindsey, Texas
- Alfred G. Barber, Erie, Pa.
- Charles R. Young, Mustang, Okla.

Obituaries – *(Secretary's note: Obits are here for deaths of those who have family members – or crew mates / co-workers – who the Secretary KNOWS are currently following Echoes, and KNOWS cannot necessarily access the 306th website. Men are first; then family. At the bottom of the column, are other deaths of 306th men – with only names, brief Thurleigh affiliation, & dates of death. Those others will have a fuller obit posted at our website, 306bg.us in the online obituary section, which will eventually have all Echoes obits. The Secretary (contact information on p.2) appreciates all obituary information.)*

Beckwith, Franklin C [Charles], 39th Services Group - Finance, of Hastings, MI, died 15 Jan 15, just a week short of turning 99. The dates that M/Sgt Beckwith served with the 306th are not given in Russell Strong's Card File. Prior to his service, he had 3 years college and experience as a financial institution clerk. He was enlisted at Ft Custer, MI 2 Feb 42. He is survived by his wife Joyce. Respecting his wishes cremation has taken place and a memorial service will be held at a later date. Memorials may be made to Barry County Commission on Aging. His mail has been returned; no further information.

Biggs, Carroll G, 369th pilot & POW, originally of Franklin, KY, died 25 Apr 03, in Ruston, LA, at 86 after a brief illness. He reported with his crew 4 Apr 44; after his 2 orientation missions, he and his crew were downed in 'Misscarriage' on the crew's 4th mission, 24 Apr 44 (Oberpfaffenhofen). As POWs, the crew was brought together at Regensburg before going to Dulag Luft; he was sent to Stalag 3. Post-war he moved to Ruston and married Betty, a life-long resident there. He was a pharmacist and co-owner of Marbury Rexall Drug Store and The Clinic Pharmacy. He was member of Trinity Methodist, on its Administrative Board, in its Hale Memorial Bible Class, and charter member of Covenant Prayer Group. His 40+ years of civic involvement included being member of National Alliance of Retail Druggists; charter member and president of Greater Tech Foundation; president of Ruston Chamber of Commerce '51-'52; Boy Scouts of America, Order of Arrow, leader Air Explorer Scout Troop Institutional Representative; VFW; American Legion; Commander of Ruston Chapter AF Association; Retired Officers Association; Chairman of

Goodwill Industries Drive twice; 20 years as a member of the Ruston Mental Health Board; Ruston Municipal Fire & Police Civil Service Board; Secretary-Treasurer, Jackson Biggs Studio, Inc.; a Rotarian and recipient of the Paul Harris Fellow Award in '81. He was predeceased by Betty in Feb 85, at 60. He was survived by his 2nd wife, Gerthel, to 23 Feb 07, at 72. Survived by 2c, 1 step-son, 8gc, 2ggc; buried at Greenwood Cemetery, Ruston.

Blucher, Vernon T [Thomas], 367th tail gunner (Joseph Couris crew), of Baltimore, MD, died 7 May 15 from a car accident, at 91. With the crew, he reported 11 Jun 44. His Diary extract regarding the Magdeburg mission of 28 Sep 44 (his 16th; see p.3, Jan 10 Echoes) covers how they were shot down, and how he luckily landed at a Belgium town, where shells could still be heard from the front lines. He narrowly missed landing on a barn, occupied just 2 days earlier by SS who used parachuting men for target practice. He and 6 mates soon returned to Thurleigh; he completed 30 missions. He and his daughter attended their first reunion in 14 in CO Spgs, within a year of the death of Addie, his wife of 68 years. They'd planned to be on the Jun 15 Thurleigh trip. He was to be interviewed at Duxford for next year's new B-17 display; and they wanted to visit a daughter of the Barkham family, who he and George Roberts (who shared the same Nissan hut) knew from Bedford in the war. Survived by 2c; St Michael Lutheran Church Cemetery.

Burden, Abraham 'A.L.' L [Lincoln], 369th Original bombardier (Clay Isbell crew) and POW, died 31 Jan 05 at 83. He and navigator Peter J Fryer were the only 2 to survive their downing 23 Nov 42 (St Nazaire). He stayed in the service through Korea, per his gravemarker. His wife, Virginia, predeceased him in Apr 98 at 75; her marker shows she was a 2Lt in the Army. Post-war he was a US Mail Carrier in OK City; on his route was, Pete Fryer, his fellow survivor of their crew's downing. Later, he was a member of Central Presbyterian in Ft Smith, a 32nd degree Mason, and member of Bell Point Lodge No. 20. They are buried at Fort Smith National Cemetery, Ft Smith, AR.

Burns, Stanley D, 367th pilot & co-pilot (Frederick W Mitchell), of northern CA, died 6 Sep 14 in Sacramento, at 94. He reported with Mitchell 31 Jan 45. On 9 Mar, as co-pilot with Meissler, Burns and bombardier William F Johnson

survived their 9 Mar 45 bail-out over the North Sea when their plane was on fire, a wing exploded, and 'Hellcat Hattie' went into a dive following a gunnery mission over The Wash. Burns departed 1 Oct during the Casey Jones mapping project. Post-war, he owned and operated a hardware store for 56 years (during which he survived throat cancer in 73), selling the business in 07. In 11 at our San Diego reunion, Stan and tail gunner, Joe Hammer, enjoyed reconnecting. Predeceased by his wife of 72 years, Thelma, 15 Sep 13; survived by 2d; East Lawn Memorial Park, Sacramento.

Capaldi, Charles B., 423rd waist gunner (John Delapoe crew), of Upper Darby, PA, died 20 Sep 14, at 92. He reported 21 Jul 44 and completed a 30-mission tour. He was a graduate of Cheyney Univ who received the Leonard Morse Award of Merit. For many years he taught Industrial Arts in NJ, Philadelphia, and Upper Darby. He was a volunteer at Greenfield School, and member of American Legion. Survived by Diana, his wife of 28 years, 4c; 8gc, and his first wife, Barbara; memorials to Delaware County [PA] Memorial Hospital's Cancer Memorial Dept; Washington Crossing National Cemetery, Newtown, Bucks Co, PA.

Capaldi, Michael P., 423rd line chief & flight chief, of Philadelphia, PA, died 29 May 94, at 78. He reported 2 Oct 42. M/Sgt Capaldi also worked on the B-17 shuttle raids to Russia; he departed 29 May 45. He'd enlisted as a Pvt in the Air Corps in Oct 41 with civilian experience as a tailor; he retired as a clothing presser. When found by the 306th in Mar 91, he was a widower. No further information.

Chaddick [earlier Chadakoff], Nathan, 369th gunner (Francis Bennett crew), died 24 May 06 on his 84th birthday, in Las Vegas, NV. He reported 29 Apr 44, and transferred to 305 BG in Jul-44. He was a retired commercial tire sales and service owner/operator. Predeceased by his wife Jeanette in Nov 00, he is survived by 4c; buried at Southern Nevada Veterans Memorial Cemetery in Boulder City. Memorials to Congregation Ner Tamid New Building Fund.

Chamberlin, James F [whose name is wrongly in the Card File & older 306th Directories as James S Chamberlain], who initially served in the 8th AF at Thurleigh in 4th Station Complement Squad Military Police (1 Jul 43), died 12 Jan 09 in Royal Oak, MI at 90. Bill Houlihan has clarified that, after Jim was briefly at Thurleigh, he was shipped back to the US for officer training as navigator/ bombardier. He returned to England, to the 8th with a different Bomb Group (a B-26 group?). He occasionally talked his pilot into landing at Thurleigh for a quick visit with his brother Donald R Chamberlin, who continued as 306 GP pharmacist. Houlihan did not know if Jim completed his tour of missions before Don married Edith in Feb-45, with Houlihan as Best Man. Meanwhile, in Sep 43 in Detroit, Jim married Phyllis. Post-war Jim was an architect in the Detroit area into his 80s. He was a 55-yr member at First Presbyterian in Royal Oak, and volunteered many years at William Beaumont Hospital. Phyllis survived him to Feb 13; survived now by 3 of their 4c, 4gc, 4ggc.

Davis, O H., 449th SubDepot propeller specialist in prop shop, died 30 Jul 14, at 93, in Murfreesboro, TN. He reported 27 Dec 43 and was one of the last to depart in Jan 46. Post-war he was a salesman for Ford and Buick dealerships, and member of New Heights Chapel. Predeceased by an infant

son; survived by his wife of 67 years, Tootie, 4c, 10gc, 10ggc; buried at Evergreen Cemetery.

Dingman, Virgil W [Walter], 367th pilot & Evadee, originally from Vale, OR, died 14 Sep 90, at 70, apparently in NV. He reported 25 Feb 44 along with the crew of Perry Raster. As pilot, he was downed 17 Jun 44 (Noyen mission), and successfully evaded. He was aided by a Normandy, France couple, Robert and Marie Rose Beaudoin, whose son Yvan is currently seeking any family member of Virgil [If you have information regarding any family related to Virgil, please contact the Secretary; contact information is on p.2 of this issue]. Virgil married Elizabeth 'Jean' and stayed in touch with the Beaudoin family in the 1940s. On p.8 of the Oct 82 Echoes, Strong sought help locating Virgil since mail to his earlier Albuquerque, NM address no longer reached him. He is buried in Southern Nevada Veterans Cemetery, Boulder City, Clark Co, NV. No further information.

Dulworth, Joe T [Tom], 423rd tail gunner (Thomas Hedley crew) & later toggler, died 11 Jun 05, at 79 in Oklahoma City, OK. He reported 28 Nov 44 with Hedley as tail, and was sent to school to be a toggler; he was then assigned to an unknown crew; departed 19 May 45. Born in Garvin Co, OK, and long of Pauls Valley in that county, his last 14 yrs were in Moore, just south of Oklahoma City. He was a truck driver and brick layer throughout his working career. Survived by 2 brothers, many nieces, nephews, and their descendants. Buried at Mt Olivet Cemetery in Pauls Valley, OK.

Economos, George, 369th engineer top-turret gunner (Carroll Biggs crew), 92, died 30 Jun 12 in Bethesda, MD. He reported 5 Apr 44 with Biggs; in 'Misscarriage' they were downed on his 4th mission, 24 Apr 44 (Oberpfaffenhofen). As POWs, the crew was brought together at Regensburg before going to Dulag Luft; he was at Stalag 17 B from June to May 45. Post-war as a student, he met and married Bessie 'Kassie' 1 Jun 47 as he was earning his BS in Chemistry at Northeastern Univ in Boston in 49. He then got his Masters (51) and Doctor of Science (54) at MIT, where he remained as a professor for many years. For a time they lived near Milwaukee, WI, where Kassie was a hardworking health volunteer and library 'story-lady' in the schools. In 77, they moved to Bethesda where George was Staff Scientist to the National Materials Advisory Board of the National Research Council of the National Academy of Science in DC, until retiring in May 92. They both were active in St George Greek Orthodox Church in Bethesda. George was a 'Kriegie' of the Stalag XVIIIB Association and American Ex-Prisoners of War; they attended all those conventions together. After 65 years of marriage, Kass survived him to 19 Jun 15, at 97. After her funeral, interment was to be at Arlington National Cemetery at a later date. Donations were suggested to the church or American Ex-Prisoners of War, in Arlington, TX. Survived by 2c, 3gc.

Ellwood, Robert J [Jack] Sr., 423rd navigator (Norman Armbrust & John A Bartlett Jr crews) of Phillipsburg, NJ, died there 9 Jun 12 at 95. With Bartlett, he reported 5 Jul 43. Three weeks later, on 26 Jul with Armbrust (Hannover mission) he was wounded before the entire crew had to leave the aircraft which had lost its engines from anti-aircraft fire. Some months of his nearly 2 years of POW time were spent in hospital. Post-war he was a research chemist for GAF in Easton, PA

and Wayne, NJ for 35 years. His love of sports led him to coach baseball for Firthtown Boys Club and basketball for the Firth Youth Center. After retiring at the end of 81, he became a glider pilot. He and his wife (of 65 years), Betty, enjoyed attending jazz concerts, square dancing, and playing cards with friends. He was a member of the Order of the Fleas, American Chemical Society, IWSA (I Was Shot At), and other veterans groups. Predeceased by Betty, Jack is survived by 3c, 5gc. Buried at Northampton Memorial Shrine in Palmer Twp; memorials suggested to Phillipsburg Emergency Squad and the Wounded Warrior Project.

Garr, Walter W, 369th waist gunner (Carroll Biggs crew) & POW, native of Cook Co, IL, died 3 May 95 at about 74. He reported 5 Apr 44 with Biggs; in the downing of 'Misscarriage' in of Garr's first few missions, 24 Apr 44 (Oberpfaffenhofen), he was severely wounded. As POW he was sent to Stalag 9c Bad Sulza Saxe Weimar. Echoes issue of Oct 89, p.2, has a small article regarding severely injured 306th men, including Garr, who were sent to the US in Feb 45 by Germans through the services of the International Red Cross. He had voluntarily enlisted 1 Sep 42 as a Pvt in the Air Corps. Walter's Caterpillar club pin is an item cherished by his great-nephew, who greatly appreciated the help of Dr George Economos (obit, above) regarding Walter and the crew, over a period of years. Walter is buried with his sister and brother-in-law in Justice, Cook Co, IL at Bethania Cemetery.

Gearity, John T, 367th bombardier (in Cecil 'Ken' Starks crew photo), of Old Saybrook, CT, died 5 Jun 72, at 48. He reported 2 Mar 45, flew at least 5 missions by end of combat, and presumably continued in the Casey Jones Project. In 47 he married Juliette Barbara, of Luxembourg, who survived to Apr 08, at 91. They had 2c, and by her death 5gc, 4ggc; more information on her interesting career including work for Nuremberg Trials, in obits at 306bg.us website. Buried together at Resurrection Cemetery, Westbrook, CT.

Goodwin, Earle, 423rd air traffic control, longtime resident of Dover, NH, died there 3 Feb 15, at 91. He served at Thurleigh in 43-45. Post-war, married Ginny in Jan 46. His accounting degree was from McIntosh Business College. In 60 he opened Goodwin's Stationery in Dover. He had an active life of public service, including chairing the high school fund drive; serving as hospital trustee; serving on the waterfront task force; being instrumental in construction of a new middle school; establishing the Bag & Tag recycling program; serving as county commissioner; and serving 3 terms in the NH State House of Representatives. In 95 he received the McIntosh College 'Hall of Fame' award, and was honored by Dover Chamber of Commerce in 96, Rotary International in 04, and given the 'Spirit of NH' volunteer award in '07. Predeceased by Ginny in Nov 12 (see Echoes Spring '13 obit); survived by 6c, 17gc, 7ggc. They are buried at St Mary's Cemetery; memorials suggested to the St Thomas Aquinas Student Scholarship Fund or American Diabetes Association.

Grandits, George A, 367th gunner (John C Conlin Jr crew) / airplane armorer, of Cheektowaga, NY, died 30 Mar 14 at 93. He reported 17 Jul 44 with the crew. [NOTE: in the photo of the Conlin crew in (1) Oct 94 Echoes on p.9, & (2) the Sept 04 volume compiled by Russell A Strong of *Combat Crews – The 306th Bombardment Group (H), 1942-1945*, on p.129, George Grandits' name is wrongly shown as George Joslin,

per his statement to the Secretary 8 July 10.] He told the Secretary he spent 18 months at Thurleigh. When he was enlisted at Buffalo, NY in Mar 43 as Pvt, he was single with semiskilled experience in building aircraft. When first found by our Association in 94, he resided in Buffalo. He and Gertrude were married 70 years; survived by 5c, 14gc, 16ggc. His funeral was at Creekside Assembly of God Church, Amherst, NY, with memorials suggested to Hospice Buffalo. No further information.

Hooper, Lawrence R, 367th waist gunner (John K McAllister crew), originally of Altus, OK, died in Borger, TX, 14 Apr 03 at 80. He reported 15 Jun 44 with the crew and completed his tour of 35 missions. Pre-war he was a bookkeeper or cashier, and single when he was enlisted in Oklahoma City in Jul 43. When added to Strong's Card File, he was a widower and residing in Borger. He is buried at Altus Cemetery, in Altus, OK, with his presumed wife, Cleo, who died in Jan 83 at about 60. No further information.

Jalbert, George H [Henry], 369th Sq munitions worker who loaded bombs onto B-17s, died in Peabody, MA, 14 Jun 15, at 93. A native of Salem, he was enlisted in Aug 42 at Ft Devens, MA, and trained at Syracuse, NY before being shipped over. He reached the ETO in Oct 43 and returned, a Sgt, to the US in Nov 45. Post-war he married Louvianna in 47. He worked for A C Lawrence Leather Co of Peabody until 72, and then for GE's Turbine (medium steam) Engine Division until retiring in 84. An all-round athlete as a youth, he was a life-long fan of all Boston sports teams. He loved music and avidly followed the news. He was member of St Joseph Parish and later St Anne Parish; and a proud member of the DAV and VFW. Lacking much education due to the Depression, he drilled into his children and grandchildren the importance of a good education as a foundation for life. He loved family activities, reunions, and making Christmas special. Survived by Louvianna after 68 years of marriage; 4c; 13gc, 13ggc; burial at St Mary's Cemetery, Salem; memorials suggested to the Wounded Warrior Project.

Kerr, George T Jr, 369th bombardier (Roy Trask crew), of Lookout Mountain, TN, died 24 Oct 14 at 92. He reported 1 Sep 44, and completed his 35-mission tour 17 Jan 45. He had been single with 1 year of college, when he voluntarily enlisted 18 Nov 42 at Raleigh, NC as Pvt in Air Corps. Post-war he graduated Duke Univ in '48 in Business Administration. For a number of years he was an executive with Eaton Corp in Westchester Co, NY, and did consulting. In 72 he became Buster Brown's Director of Personnel and Industrial Relations. He worked closely with United Way as a panelist in their pilot program; and was one of the first chairmen of Chamber of Commerce's Satellite Operations. Retiring in 87, he served several years on the Board of Senior Neighbors, and was active as a SCORE Consultant. An avid golfer and tennis player, he was member of Lookout Mountain Golf Club, Fairyland Club, Church of the Good Shepherd and Lookout Mountain Men's Investment Club. Predeceased by his wife Martha; survived by his wife of 31 years, Rita, with whom he traveled the world; 2c, 3 step-c; 13gc. Memorials suggested to Hospice of Chattanooga; Chambliss Center for Children in Chattanooga; or to one's choice.

Korba, Stephen J, 367th waist gunner (Charles Tucker crew) of Neville Island [Pittsburgh], PA, died 25 Feb 15, at 91. With the crew he reported 3 Dec 43. Strong's *First Over Germany* relates that on 4 Jan on their first mission (Kiel), not wanting to face the kangaroo court then operating at Thurleigh for aborting pilots, Tucker left England with only 3 operational superchargers. After having trouble maintaining formation all across the North Sea, an engine caught fire near the IP. Tucker turned to head for England but was hit by an 88 mm battery, and the plane went into a spin and into a cloud bank. He landed the plane on a sandbar on the Isle of Sylt in the N Frisian Islands. The entire crew survived. Korba was POW at Stalag 18a. Post-war he was a conductor for P&LE Railroad, 45 to 87. Honored at the National WWII Memorial by a cousin. In 12 he was predeceased by wife Evelyn, at 85. His burial Mass was at St Joseph's; burial at Resurrection; memorials suggested to Pittsburgh General Hospital's Palliative Care-No Veteran Dies Alone Program.

Longerbone [later Long], Robert W [William], 367th engineer top turret gunner (Henry Ware crew) & POW, of Franklin Co, OH, died 11 Jan 13 in Columbus, OH at 89. He reported 27 Nov 43; in his 5th mission, 4 Feb-44, returning from Frankfurt, their plane was shot down near Calais; all survived; Longerbone was POW at Stalag 4. Post-war he was mayor 48-49 of Village of New Rome; he retired from the US Postal Service. A 50+ year member of Columbia Heights Methodist and of National Assoc of Letter Carriers, he was predeceased by his wife of 60 years, Joan, in Feb 04, and 1s. Survived by 1s, 3gc, 2ggc; buried at Sunset Cemetery; memorials suggested to Odyssey Hospice or the Alzheimer's Association.

McAllister, John K [Key], 367th pilot, of Melbourne, FL, died 24 Jul 13, at 92, the last member of his crew to die. He reported on 15 Jun 44 and completed his tour of 36 missions 14 Oct 44. In 44 he married his high school sweetheart, Susie. Before the war, he earned his BA at DePauw Univ; in 69 he earned his MS in Library Science at N TX State Univ. Post-war in FL, he was Library Director of Eau Gallie Public Library, and later of Melbourne Public Library, where he retired Nov 83. They were active in the Methodist and the Tabernacle Churches; he was a member of Wesley United Methodist when he died. In 69 they were predeceased by a son and daughter. Susie died 6 months before John; survived by 2d, 9gc, 15ggc at death; buried at FL Memorial Gardens, Rockledge, FL.

Moore, Matthew 'Rocky' G [George], 369th ball turret gunner (Carroll Biggs crew), lifetime resident of Westchester Co, NY in the Lower Hudson valley, died 23 Nov 06, at 86. He reported 5 Apr 44 with Biggs; in 'Misscarriage' they were downed on the crew's 4th mission, 24 Apr 44 (Oberpfaffenhofen). As POWs, the crew was brought together at Regensburg before going to Dulag Luft; he was at Stalag 17 B from June to May 45. Post-war he spent 50+ years working for Metro North Railroad, retiring in 93. He married Lori in 74, and lived his last 28 years in Yorktown Heights. He enjoyed watching golf and all sports; playing lotto; his grandchildren, family and friends. Survived by Lori, 2c, 2 step-sons, 9gc; funeral at First Baptist, Peekskill; donations suggested to the Christopher Reeve Foundation.

Morrow, Norman, 367th ball turret gunner (Gordon L Donkin crew), of Kansas City, MO, died 13 Aug 15, at 91. He reported 29 Jun 44; he completed his 30-mission tour. Post-war he married Alta in May 47. He retired as a control operator from Kansas City Power & Light in 83, and in retirement they lived in Springfield, MO and Vero Beach, FL. He enjoyed gardening. He was predeceased by Alta after 52 years of marriage, in Jul 99, at 72. He later married Sarah, with whom he enjoyed 14 years. Norm is survived by his wife Sarah, his 3c, 4gc, 3ggc, & her 3c, 5gc. [His son has provided crew photos of the Donkin crew; we're attempting to identify names/faces, to be posted at 306bg.us, "Education/Archives," then "Photo Albums of WWII," & "Air Crew Photos."]

Nuessen, Carl H, 369th engineer (Roy Trask crew), of Quincy, IL, died 2 Mar 02, at 84. Before he was enlisted at Peoria in May 43 as a Pvt with no branch assignment, he had one year of college. In 98 he was predeceased by his wife Veneta, at about 79; buried in Quincy, IL; no further information.

Nye, David E Jr, 367th radio operator/gunner (Shelby W Scott crew), from the Harrisburg, PA area and long-time resident of Lakewood, WA, died 4 Mar 15 at 91. Inducted 4 Feb 43, he reported 27 Feb 45 with Scott, and flew 23 missions from 12 Mar to 19 Apr 45. Post-war he remained in the service, retiring in 73 from the USAF after 30 years with the rank of Chief Master Sergeant. He is survived by his wife of 69 years Lois, 2d, 1s, 3gc.

Revis, James, 367th tail gunner (Joseph Hess crew), born in KY, of Lawrenceburg, IN (earlier of Lebanon, OH), died 2 Nov 14, at 90. With Hess, he reported 22 Sep 44. A member of South Lebanon Baptist, he attended Bible Baptist in Greendale, IN since '06. Predeceased by his wife Evelyn, 1s; survived by 1s, 1 step-d, 1gd, 1ggd; buried in Deerfield Cemetery, South Lebanon, OH. No further information.

Schmidt, Robert H, 423rd airplane propeller mechanic, originally from Pittsburgh, PA, died in Tampa, FL 15 Jun 96, at 75. He reported to the 306th 18 Apr 45, after having earlier arrived in Scotland 8 Feb-44 and serving elsewhere in the interim. He would have continued in the 306th at Giebelstadt, Germany and/or in the Casey Jones Project photographically mapping Europe and Northern Africa from Istres, France. He left whichever location to return to the US 10 Jan 46. Post-service, he married June; he later retired from General Electric as District Sales Manager, Small Appliance Division, after 35 years. They moved to FL in retirement. Survived by June, 2d, 3gc, and now by 2ggc.

Sebastian, Donald W [Walter], 369th bombardier (crew of Clarence Fisher), of Crawford Co, WI, died 20 Jul 12 of Parkinson's disease, at 88. He reported 16 Feb 45 with Fisher, and would have continued into the Casey Jones Project doing aerial photo mapping of Europe & Northern Africa. Post-war he married Marie in Jun 48; they later divorced; later in Oct 76 he married Irene. Don was a 3rd-generation barber in Prairie du Chien, both in a shop downtown and for Campion Jesuit High School. He was a member of the Reserve Officers Association, the 8th AFHS, and the 306th BGHA. He was a member of the Prairie du Chien City Council for 8 years and for many years was an active member of the local VFW, American Legion, Knights of Columbus, and Fraternal Order of Eagles. He enjoyed fishing, playing Euchre and golf, and

was an avid Green Bay Packer fan. He was survived until 21 Jan 13 by Irene, his wife of 36 years, his 3c, 6gc, 8ggc, 1gggs, 2 step-dtrs, 7 step-gc, 10 step-ggc. His Mass of Christian Burial was at St Gabriel's of the Holy Family Parish; he and Irene were buried at Evergreen Cemetery, Prairie du Chien; memorials for Don to the Parkinson's Disease Foundation.

Stahl, George C, 369th waist gunner (Lowell Burgess crew) of Mundelein, IL, died 2 Apr 15 at 94 at Northwestern Lake Forest Hospital. He reported 12 Apr 44 with the crew. He was a 55-year employee of Commonwealth Edison in customer service, and was member of VFW, American Legion, St Joseph church, and Libertyville senior center. He enjoyed fishing, computers, traveling, playing cards, and casinos. His sense of humor made all laugh. Predeceased by his wife Dorothy in 98; survived by 3c, 2gc; buried at Ascension Cemetery; memorials suggested to Wounded Warrior Project or American Legion.

Stewart, Harry T [Harold Thomas, or 'H.T.'], 664th Air Material Sq, First Sgt & earlier 1208th QM Corps, of Lima, OH, died 24 Dec 14 at 92. He reported to the Group 3 Apr 42; did not serve overseas with 306th; and has long been on our roster and responded to our Jun 14 Questionnaire. Post-war he was a sales rep for Ft Dodge Laboratories. A member of St Rose Catholic; Knights of Columbus, where he was a past Grand Knight of his council; BPOE; FOE; VFW; American Legion; and on the Gethsemani Cemetery Board, all of Lima. Predeceased by his wife of 67 years, Doreen, in Jan 11 (her obit in Jan '11 issue); survived by 9c, 22gc, and at least 21 ggc; buried at Gethsemani Cemetery, Lima.

Taylor, Robert L [Lee], 423rd waist gunner (crews of Thomas Logan & Virgil Jeffries), of Welsh, LA, died 1 Mar 15 at 91. He reported 12 Apr 43, and was 97th EM to complete a tour. His photo posing as a waist gunner wearing a flak suit, appeared on cover of the 306th Directory for 90, on p.8 of Echoes Jul 80, and more recently. Post-war he was President of Deep South Farm Equipment; member of First Baptist and his Rotary Club; Board member of American Bank; and retired in 86 from Fontenot Motors. Following retirement he daily visited Golden Age Nursing Home, where he later became a resident. Predeceased by his first wife, Helen; survived by wife, Merle, 2c, 3 step-s, 5gc, 4ggc, 4 step-gc, 4 step-ggc; Oaklawn Cemetery in Welsh.

Trask, Roy E, 369th pilot, originally from New Orleans, and long of Jackson, MS and Chattanooga, TN, died at home in Chattanooga 20 Dec 06, at 87 following a brief illness resulting from a severe stroke. He reported 1 Sep 44; completed his 35-mission tour 15 Jan 45, returning to the US. Pre-service he worked for Western Electric Co, and took night classes at Tulane Univ. He met Dannie, who was attending nursing school in New Orleans; they married in Apr 42. During his pilot training they moved across the US; when he received his commission and wings, she went home to New Orleans to work as an RN. In 49, they moved to Jackson, MS, when he transferred to work for Southern Bell Telephone; with 47 years of service, he retired from South Central Bell. They loved to travel, touring throughout the US and Canada, and cruising world-wide. They were faithful Presbyterians; he served as a deacon and elder. After his first of two heart bypass surgeries, he joined the Mended Hearts Association, regularly visiting patients in local hospitals during their stays

for heart surgery. He was predeceased by Dannie after 63 years of marriage in July 05. Survived by 4c, 6gc, 6ggc; buried in Lakewood Memorial Park, Jackson, MS.

Vero, Andrew J [James], 423rd bombardier (William McKee crew), originally from Pittsburgh, PA and of Annapolis, MD since 54, died 21 Sep 10 at 86. He reported 15 Jun 44 with McKee, and departed in Oct 44 having completed his tour. Post-Thurleigh he continued in the service through Korea, serving 14 years. He earned his BA from Univ of Houston and MBA from UNC. He later worked for DOD as a Senior Systems Analyst. He retired as director of the Operations Research Consultant Group for Naval Facilities Engineering Command in 90. An accomplished painter, he had many showings in Houston and a one-man show in Annapolis. He also enjoyed finance, theology, and philosophical conversations on any topic. He met his wife Mary in high school; they married in 45. Both were devout Catholic members of St Mary's Parish. Mary was an active volunteer at St Mary's Elementary School library and the Anne Arundel Medical Center. She survived him until 15 May 14, at 88. Survived by 3d, 4gc, 3ggc; buried at St Mary's Cemetery.

Weldon, Joseph B [Bertie], 369th navigator (Carroll Biggs crew) & POW, who was a resident of San Angelo, in Tom Green Co, TX at least from '86, died in that county 25 Mar 2000, at about age 84. He was enlisted at Los Angeles, CA when a single resident of that county with 1 year of college. He reported 5 Apr 44 with Biggs; in 'Misscarriage' they were downed 24 Apr 44 (Oberpfaffenhofen). As POWs, the crew was brought together at Regensburg before going to Dulag Luft; he was sent to Stalag 3. No further information.

Wells, Jackson O [Ott], 367th pilot & co-pilot (W R Allen crew), originally of southern CA, died 30 Jun 15 in Rossmoor, in northern CA, at 93. He reported 29 Apr 44; was hospitalized 15 May 44; and after recovering/healing flew 28 missions including D-Day, flying 6 as co-pilot before 22 as pilot. He graduated Univ of Southern CA. His career was in real estate, first in So CA, and later in San Francisco as Sr VP and regional manager at Coldwell Banker until retiring in 86. He moved to Park City, UT in 88 and became a ski instructor at age 68, creating a program called "It's Never Too Late" in which he taught older folk to ski, golf, and play tennis. He served on the board of nearby Heber Valley Aero Museum. He returned to the SF Bay area by 10 to be nearer his children. Survived by 2s, 3gc, 2ggc.

306th FAMILY:

Corcoran, Marjorie, wife of John E Corcoran (who died 6 Oct 01; he was 367th tail & ball turret gunner, Wm Bisson crew), died 26 Jul 13 after a brief illness. They married in 49 after she had graduated from Chamberlain School of Retailing with an associate's degree, and worked in retailing in the greater Boston area. She loved travel and painted landscapes in oil and watercolor. She was an accomplished skier who taught children in the Ski-Wee program at Okemo Mtn. They enjoyed living in both Ludlow, VT and their oceanfront condo in Garden City Beach, SC; she was a member of Catholic churches in both. Survived by 5c, 11gc; buried at Woodlawn Cemetery, Wellesley, MA; memorials to ASPCA.org.

Loes, Georgeanne, wife of Mel 'Moon' (369th tail gunner, Harvey Ryder crew), of Dubuque, IA, died 14 Mar 15 at 89 at home. She was an avid golfer and member of Lacoma Golf Club; she also enjoyed playing cards, and was an amazing homemaker, fun loving wife, mother, and grandmother. Survived by her husband of 69 years, Mel, 3c, 12gc, 23ggc; Mount Olivet Cemetery Chapel Mausoleum.

Marks, Wilma 'Billie' B, wife of Roy Marks (367th pilot who died in Sep 08), a native of PA and longtime TX resident, TX, died 11 Jan 15 in Conroe, TX, at 93. Billie proudly served our country in the Army Air Corps in WWII, and has generously donated to the 306th BGHA since her husband's death. Post-war she was an accountant until retiring early. She later was a seamstress and baker of prize-winning cakes. She was an avid volunteer, especially at her church, Waverly Presbyterian where she was treasurer for many years. She began a church scholarship fund to help with college tuition, which continues today. Soon after Roy's 08 death, she donated all his mementos, diaries, log book, 201-file (individual military personnel file), medals, uniform, and pictures to the Aviation Cadet Museum in Eureka Springs, AR, since he had gone through the Cadet Corps. Both buried at Memorial Oaks Cemetery, Houston, TX.

Noack, Harriett, wife of John P Noack (369th pilot & co-pilot for Ralph Peters), died 5 Feb 15. In the summer of 14, they moved Boerne, TX, where they had long lived, to Glen Allen, VA near children. When John alerted the Secretary to Harriett's passing, he also gave permission to post at the 306th website, his story, "World War II As Lived by John Noack" as another example of a way to record one's WWII story. (It can be found at 306bg.us under "Education/Research"/"History.")

Ronczy, Josephine A, widow of Edward L (367th navigator, Robert Sage crew; Edward died 12 Jul 10 & his obit was in Oct 2010 Echoes), died 19 Mar 15 at 91. They raised their family in Hegewisch, IL (far south side of Chicago), and more recently lived at Addolorata Villa in Wheeling, IL. In St Florian parish, she actively served the children, elderly, infirm, and less fortunate members of the parish and the community. Survived by 6c, 9gc; buried at All Saints Cemetery, Des Plaines; memorials to Addolorata Villa.

WEBSITE OBITS: *Full obits will be found in the Obituaries section of our website, 306bg.us for these men below, who have no Echoes-following relative or crew mate / co-worker known to the Secretary as of 30 Sep 2015. Anyone without web-access can contact the Secretary for full version of the obit [contact information on p.2]:*

Alewitz, Sam, 367th waist & ball gunner (Leonard J Smith crew), originally from the Bronx, NY and longtime resident of NJ, died 28 Jan 13 at 94.

Alleman, Harry G, an Original, 423rd flight engineer top-turret gunner (Mack McKay crew), of Mont Alto, PA, died 30 Sep 11, a day before turning 88.

Beede, Verde C, 369th waist gunner (William Canell crew), originally of NY, died 16 Jun 1961 just short of age 36.

Goodin, Donald V, an Original in 367 / 369 armament maintenance, of Oak Ridge, TN, died in 93 at 70.

Mountain, William H, 423rd / 367th radio operator (Richard O'Hara crew), of Dexter, ME, died at Bangor, ME 29 Dec 65, at 44.

Stehle, Joseph 'Joe' M, 367th radio operator (John Pinchback crew), of Annapolis, MD, died 30 Jun 14, at 94.

Trease, Harold 'Bill' Wm, 423rd pilot and Flt Commander, of Pocatello, ID and earlier Iowa City, IA, died at Pocatello 27 Feb 12 at 89.

Tropp, Perry J, 369th light truck driver Sep 45 to Mar 46, of Springfield, IN, died 18 Nov 61 at 38.

Vidacovich, Clayton J, Gp engineering clerk, a native of New Orleans, died 6 Mar 14, at 93 at home in Metairie, LA.

Daphne Franklin: Museum Curator and Friend of 306th BGHA Passes Away at 81



Daphne Franklin, beloved wife of Ralph Franklin and co-curator of the 306th Bomb Group Museum in Thurleigh, England, passed away on 19 May 2015 at the age of 81.

Together with Ralph, Daphne graciously hosted visitors from all over the world as they stopped to tour the museum. She expressed delight in sharing information about each item on exhibit, shedding light on its history and acquisition. Anyone visiting the museum will recognize the woman's touch that lovingly preserved the treasures. Together with Ralph, they were regular attendees at the annual reunion. A quiet, unassuming woman, she welcomed new reunion goers, and enjoyed renewing friendships.

The 306th BGHA presented a donation collected from its members in Daphne's memory and presented it to Ralph while the group was on tour to Thurleigh. If you missed that opportunity and would like to contribute to the fund, please send your donation in English pounds to the address found in the Leadership column on page 2 of this newsletter.

HEAR-YE! HEAR-YE! HEAR-YE!

Let it be known that plans for the
2016 306th Bomb Group Historical Association
and
Second Schweinfurt Memorial Association [SSMA]
Reunion
are underway.

Mark your calendar for
September 15 thru 18, 2016
(Sunday Farewells!)

Destination: Dayton, Ohio

We will be staying in and holding most of our reunion events at the Fairborn Holiday Inn & Conference Center, 2800 Presidential Dr., Fairborn, OH 45324 - located down the road from the grounds of Wright Patterson Field. Airport shuttle and free on-site parking available.

Come one - Come all!

Prepare to arrive early on the 15th (Thursday) or on the 14th (Wednesday) if you want to help set up and visit the Heritage of Aviation Center (Wright Bros). You will experience 3 full days of fun, camaraderie, education, sightseeing, and many more activities to honor our 306th Bomb Group and Second Schweinfurt Memorial Association Veterans.

Come Prepared!

- Arrival social hour offered by our hotel hosts
- Panel Discussions where you can hear the Veterans speak of their experiences
- Evening Round Tables where you can listen to the Veterans share their memories
- Champaign Aircraft Museum tour with Red Ketcham as our host
- National U.S. Air Force Museum at Wright Patterson Air Force Base tour
- Heritage of Aviation Center (Wright Bros) in Dayton visit
- Breakfast buffets and social hours where you can connect with other 306th members
- First Over Germany Friday Dinner
- Saturday night Banquet honoring our Veterans
- Annual 306th Bomb Group Association Business Meeting

More information and Registration Form available in the
Winter/Spring edition of *Echoes!*