



306th Echoes

Educating and Communicating



B-17 Flying Fortress

COVID-19 Forces Cancellation of 2020 Reunion



Pandemic restrictions and in an abundance of protection for potential reunion attendees, the 2020 Eighth Air Force Historical Society (8th AFHS) and 306th Bomb Group Historical Association (306th BGHA) combined

reunion was canceled. The October reunion, scheduled to take place in Memphis, TN, was destined to continue the opportunity of engaging with others who are unwavering in their commitment to ensuring the World War II story is never forgotten.

Despite a robust effort to host the reunion, it was concluded that “social distancing” and “reunion” were mutually exclusive terms. Although meeting friends and members of the multiple chapters and organizations that make up the 8th Air Force would have been a highlight of the event, reunion organizers deemed all potential attendees’ health and safety a priority.

The Eighth Air Force Historical Society has announced they will plan to host the 2022 reunion in Memphis.

Looking forward to 2021, the 8th AFHS is working on plans for a Savannah, GA venue. The 306th BGHA is anticipating organizing the next reunion in Tucson, AZ; the date is to be determined.

The 8th AFHS, as well as the 306th BGHA, continue to add to the wealth of information available at their respective websites; researchers are encouraged to consult these resources regularly. ■

Watch Tower Rebirth Has Thurleigh Connection



Goxhill Watch Office

About 15 miles off Interstate 64 in Virginia Beach, VA, is the home of the world’s most extensive private collection of warbirds in flying condition. These World War I- and World War II-era military aircraft have been fully restored to their military condition, using original parts whenever possible.

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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.



A Message from
306th BGHA 2020-2022
President Kevin Conant

Greetings to all 306th Bomb Group Historical Association members, families, and friends,

I trust your holidays have gone well and you could spend time with family and friends, if not face to face, at least remotely. The year 2020 will be one for the record books on so many accounts, namely for how the COVID-19 pandemic changed every aspect of our lives, threatening our health and our world's economy, as we've all experienced some measure of disruption in our personal lives. For Deb and me, this meant curtailing our travel plans, including our plans to attend the in-person combined 306th BGHA/8th Air Force reunion.

For our beloved WWII veterans, this is but a shadow of inconvenience you all endured during the war. As for our association, we are learning to adapt to a no-reunion experience has been a disappointment. We so look forward to seeing everyone, spending time together, catching up, sharing stories, breaking bread, and the occasional excursion adventure together.

We traditionally hold the annual general membership meeting at our annual reunion. By the time you read this, we will have held our first non-reunion general membership meeting on-line in December.

We said thank you to outgoing board member Wayne Tolmachoff, son of 369th Staff Sargent, Andrew Tolmachoff, tail gunner, for his dedicated service on the board and in serving the association at large.



We welcome our newest board member Sue Sharkey, daughter of 369th Captain Howard Sharkey, pilot.



Captain Howard Sharkey



Colonel Ray V. Hopper

We also thanked Deb Hopper Conant, daughter of Col. Ray V. Hopper, HQ Communications, for her willingness to serve another term on the board and for volunteering again to be our Reunion chairperson.

To each of you, know that all appreciate your dedication and service to our association and specifically to the Board of Directors.

As an order of business, the 306 BGHA Board of Directors voted to initiate an annual subscription fee for non-WWII 306th Veterans/spouses to receive a printed and US Mail delivered copy of our official publication, *Echoes*. As a non-profit organization, we believe it prudent to maintain cost recovery for services provided. Starting in 2021, when completing your annual membership registration, you will indicate if you want to receive a printed copy of the *Echoes* and have it sent to you via the US MAIL for a nominal subscription fee of \$20.00. There is NO CHARGE for WWII 306th veterans/spouse. Please see the 2021 Annual Membership form for details. After a non-WWII-306th vet/spouse payment for the 2021 print version of *Echoes* has been received by the Treasurer, his/her name will be added to the 2021 *Echoes* mailing list.

We are planning our next reunion in Tucson, AZ, home of the Davis Monthan Air Force Base and its historic Boneyard (an outdoor storage field for mothballed aircraft), and the Pima Air Museum, including the 390th Memorial Museum. It is hoped that a successful COVID-19 vaccine will have been widely distributed, and we are hoping it will be safe to meet for a reunion in the Spring of 2022. More details will be shared on our website, our Secretary's email correspondence, our Facebook page, and our next edition of the *Echoes*.

Lastly, I want to share a thought I expressed recently with past President Bill Feeser, son of 367th Staff Sargent William H. Feeser, Crew Chief, when gaining perspective on these times of COVID-19.



Imagine what life was like for your mom and dad to have survived the great depression in the shadow of WWI, only to be tossed into WWII for the start of their adult life. Imagine your dad, leading, motivating, equipping, and prepping planes and crews for combat, only to see an immeasurable loss. As one looks from Dover to Calais, one could imagine the enemy coming across that narrow channel, less than 30 miles away. Your dad saw first-hand the brutal atrocity of war and evil. I can't imagine what it was like for him, as it went on for years. Therefore, let's look at their triumphant sacrifice and victory, knowing that it came at the steepest price on our behalf.

May we show them honor in demonstrating that same grit and resilience in these times. Stay safe, stay well, and God bless you. ■



Veterans know better than anyone else the price of freedom, for they've suffered the scars of war. We can offer them no better tribute than to protect what they have won for us.

President Ronald Regan, 1983



ATTENTION!

MEMBERSHIP MEETING SCHEDULED

Due to COVID-19 and the cancellation of this year's reunion, the 306th Bomb Group Historical Association (BGHA) General Meeting, generally held during that event, did not occur. Under 306th BGHA by-laws, an annual meeting of the membership must take place. A special meeting of the membership is now scheduled for 19 December 2020, at which time we will bring you up-to-date with the association activities.

Date: 19 December 2020

Time: 1:00 Pacific 3:00 Central
 2:00 Mountain 4:00 Eastern

For those who are ZOOM Meeting capable, you can join the meeting by using the following information:

Join Zoom Meeting

<https://us02web.zoom.us/j/89732922006>

Meeting ID: 897 3292 2006

One tap mobile

+16699009128,,89732922006# US (San Jose)

+12532158782,,89732922006# US (Tacoma)

Dial by your location

+1 669 900 9128 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 301 715 8592 US (Germantown)

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

Meeting ID: 897 3292 2006

Find your local number: <https://us02web.zoom.us/j/89732922006>

For those calling in via cell phone or land-line, please use the following:

1-555-555-9999 ACCESS CODE

Everyone who is capable of doing so is reminded to MUTE their phones during the meeting



From the Editor

COVID-19 Lockdown Spurs Reading “Pandemic”

by Nancy M. Huebotter
(Editor’s contact information
on page 2)

I know I am not alone when I report that I am frustrated and stressed by this whole COVID-19 situation. My full-time job is one that allows me to work from the comfort and safety of my home, which I have been doing since 12 March of this year. Nevertheless, the restrictions advocated by the Center for Disease Control, the American Medical Association, the government, the state, the county, and the city are grinding on the mental health of nearly everyone.

Much has been written lately, drawing comparisons between World War II and the COVID-19 pandemic. *Scientific American’s* July issue contained an article that focuses on the typhus epidemic of 1941 and how “personal hygiene, quarantines, social distancing, and grass-roots public education campaigns” helped diminish the morbidity rate.

In the war-ravaged Europe of the 1940s, schooling was interrupted continuously during daylight bombing. Today, the debate regarding the safe return to schools is a constant, and weighing the alternatives has become a nightmare for the educational system and parents. In today’s environment as well as during the war, economic impacts both at home and abroad caused civil unrest. The unavailability of food and other essentials resulted in panic. The food lines of nearly eight decades ago have returned. The significant difference is the unavailability of food based on the consequences of war-time hostilities versus the ability to pay for food by the countless unemployed suffering from today’s circumstances. The philosophical and tangible differences between the World War II era and today are negligible. The similarities and differences could continue when, in reality, the question regarding what “the new normal” may be seems to be on everyone’s lips.

Early in this pandemic, I resolved using some of what I thought would be extra time to accomplish some tasks I have on my goals list would occur. To escape from annoying news reports and foolish television shows, I thought I might delve into reading some trashy novel. However, it did not take long for me to determine that reading some tawdry book just was not my style. Instead, I turned to two of my favorite genres: history and historical fiction.

After attending a presentation and book signing event featuring Bret Baier at the Richard Nixon Library some months ago, the book, *Three Days at the Brink: FDR’s Daring Gamble to Win World War II* had been sitting on my nightstand. I will be the first to admit: I am not a fast reader. But this book captured my interest and kept me awake several nights as I pored over every word, allowing Mr. Baier to give me a fascinating narrative regarding the Tehran Conference and how it shaped world history.

It is worth noting that Mr. Baier’s books, *Three Days at the Brink*, *Three Days in Moscow*, and *Three Days in January* are available in young readers’ editions (for ages 13 – 17). As a superb storyteller and historian, Baier’s highly readable books are destined to introduce students to critical periods in United States and world history.

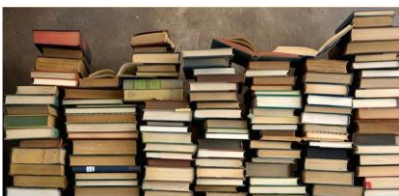
Next on my list was *Code Girls: The Untold Story of the American Women Code Breakers of World War II* by Liza Mundy. This exceptionally engaging book has much to say about these phenomenal women’s selection and employment process to work in the intelligence community, the arduous work hours, the secrecy involved, and the meticulous code-breaking work. Their unprecedented efforts did much to significantly shorten the war’s duration and save countless lives. Not enough credit is given for the sacrifices they made and the conditions under which they had to work, but this book does much to disclose what had previously been kept as classified information.

Some years ago, I added to my research collection an accident report in which a great uncle, Major Harry A. Huebotter, was aboard a Beechcraft AT-7 advanced training plane out of Ford Airport in Dearborn, MI, with Col. Jimmy Doolittle at the controls when Doolittle inadvertently pushed the landing gear switch intending to raise the airplane flaps. The report reveals nothing further about the

accident. I knew very little about Doolittle, except that he was once a resident of Santa Monica, CA (where I grew up). I had always thought I would do some additional research concerning Col. Doolittle, and now seemed like the proper time to do so. I ordered his autobiography *I Could Never Be So Lucky Again*, and his granddaughter's account entitled *Calculated Risk: The Extraordinary Life of Jimmy Doolittle -- Aviation Pioneer and World War II Hero* from Amazon. Once again, my reading selections were not disappointing. I soon discovered both books were appropriately titled. The insight into one of America's greatest heroes, whose cutting-edge accomplishments and daredevil mentality, as well as his courage and devotion to modern aviation, did much to change the course of history. The books were fascinating and sometimes presented the reader with an element of intense nervous and excitement.

The last book I wish to share with you is *The German House* by Annette Hess. Originally written in German, and translated by Elisabeth Lauffer, this is the only historical fiction book I have read since my sequestration began. But the book warrants attention. In this story, set during 1963 and the Frankfurt Auschwitz Trials, the primary character is a young female translator "caught between societal and familial expectations." At times poignant and profoundly moving, the lessons taught "feel very tangible and real" as they examine a significant timeframe in history.

Without a doubt, there are a significant number of books on your shelves or your "someday I am going to read" lists. One of my favorite sweatshirt slogans is, "So Many Books – So Little Time." Consequently, dumping the thought of reading some trashy novel in favor of the books characterized above was an appropriate decision. Perhaps these titles and my brief summary might intrigue you. Using my time wisely to expand my knowledge of the World War II era, its aftermath, and the people that experienced the events furthered the need to ensure we uphold the duty never to forget that period in our history. ■



Attention Journalist and Non-Journalists:

Do you have an article you would like to submit to *Echoes*? If the answer is YES, I am interested in hearing from you. Please submit all articles as a Word file attached to an eMail. Do not use .pdf or any other format when providing your document to me. Save all images as high-resolution photos attached to the eMail in .jpg format. Do not imbed the images in the text. Including notations in the Word submission draft where the image should be placed is suggested. Remember – submission does not guarantee publication. Due to size constraints of the magazine, the publication of non-solicited materials may be held for a future issue. The editor reserves the right to modify the article as appropriate.

If copyrighted materials are included, ensure permission for use has been obtained. Be sure to pass that information along when submitting the article.

Articles relative to World War II, the 306th Bomb Group, and individual veterans are acceptable subjects. The focus should be on raising awareness and enhancing the education of second, third, fourth generations and beyond.

Send your articles to:

nmhuebotter306@gmail.com.

Echoes Article Due Date for Winter/Spring Issue 13 March 2021



Watch Tower Rebirth

(continued from page 1)

The collection includes examples from Germany, France, Italy, Russia, the United Kingdom, and, of course, the United States. The assemblage dates from 1910 to the early 1950s and includes an impressive list of historic aircraft: Spitfire, Hurricane, PB Y Catalina, Wildcat, and Corsair. The museum collection also consists of a large reference library, along with artifacts and materials to illustrate the historical context of the aircraft in the collection.

The museum opened its doors in 2008, born from the passion of museum owner Gerald Yagen. Located on more than 130 acres, the museum's campus consists of a multi-runway airport and nine individual buildings, including a main dual hangar; a maintenance and restoration hangar; an original 1936 German Luftwaffe hangar relocated from Cottbus, Germany; three large warehouses; and a pre-World War II airport watch tower (control tower in American parlance) transported from Goxhill, England.

The museum has brought hundreds of pieces of wartime furniture and equipment from England, intending to pursue an accurate and inspiring recreation of World War II aviation history for museum visitors.

The control tower itself, which is the only authentic tower of its type in the United States, is the focus of this article. To give guests the feeling they are in a working World War II control tower, great care has been taken to ensure the control tower maintains the authenticity of the timeframe in which it was built and used.



Goxhill Watch Tower, United States



Goxhill Watch Tower, England

All over England, these historical airfields have fallen victim to time and the elements. The Watch Towers are now a thing of the past. It was from the wooden balconies on the hundreds of squat olive drab brick buildings on airbases throughout the UK that officers watched tens of thousands of young Americans go into harm's way in the air over Europe. Members of the 306th Bombardment Group will undoubtedly find their affiliation with the Goxhill Watch Tower an opportunity to reach back into the annals of history. Thanks to photographs from the period, 306th BGHA members who visit the museum will have genuine reference to the control tower that once stood in Thurleigh.

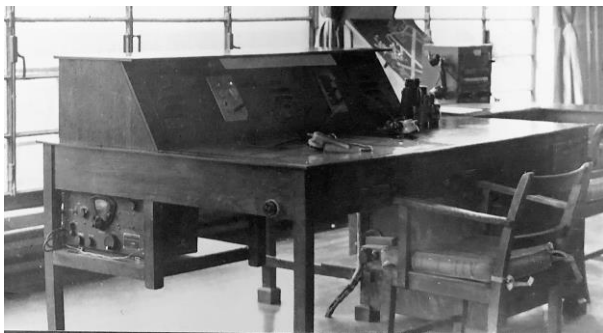
The first airbase in the United Kingdom to be fully turned over to the USAAF was RAF Goxhill (much the same as Thurleigh became the first combat base of the USAAF) in the spring of 1942. Men and machines flooded into England in what was known as a "Friendly Invasion." The airbase's purpose was to give the thousands of young Americans arriving in the UK a place to learn the skills necessary to stay alive. Entire groups came through Goxhill for 60 days of training relative to the British air traffic control system, weather, and many other vagaries of flying and fighting from England. Goxhill is the first independent home in England of what was to become the "Mighty Eighth," and the historical significance of the airbase is its impact on the beginning of the long road to Victory in Europe.

Over a decade ago, museum personnel took down the Watch Office from Goxhill and brought it lock, stock, and barrel to Virginia to reconstruct it

as it originally appeared. Reconstruction has been completed. For the last three years, the staff has concentrated on returning the tower to its wartime internal appearance, with one floor representing the RAF and the other floor representing the USAAF.

The control tower is an “Air Ministry 518-40 w/Met [Meteorological Office] section” built from precisely the same drawings as the tower at Thurleigh. And now, the most complete and correct example of that tower in the world is here in the US for history-minded people to experience on a very personal level. Most of the rooms are furnished as they were during the war, with only the barest minimum of distracting “museum” interpretation.

One of the 306th's “own,” former Flying Control Officer Bill Carlile (now 100 years old), provided the restoration committee with a copy of a photo that he took where he worked in 1944-45 as part of the 306th HQ staff. Bill lived in a tower precisely like the Goxhill building now situated at the Military Aviation Museum. Using Bill's original photo of the Thurleigh control desk, the refurbishment workforce has almost completed the replication of that desk for our USAAF Control Room, complete with the correct built-in radio, speakers, and other items. Other photos from Bill will continue to be used to develop the American Control Room experience for our guests.



Original Control Desk



Reproduction Control Desk

In late September, the reproduction of the desk from the Thurleigh Control Room based, of course, on Bill Carlile's post-VE day photos, was finished. Restoration personnel were able to create the desk around actual wartime equipment exactly like what was at Thurleigh. An enlarged piece from one of Bill's photos clearly shows the Thurleigh Control Room desk. A recent photo of the reproduction shows the work is nearly completed, with the exception of a few smaller bits for the desk that need to be located or replicated.

Museum Director Mike Potter's approach to the furnishing and equipping of the Watch Office (Control Tower in American parlance) has been different from other museums. Out of hundreds of wartime control towers, only a small handful remain in place in any sense that you might call “restored.” At most of the small number of these that are now museums, the control tower IS the museum – meaning the sole building at the museum, so they are full of photos, posters, newspapers, and display cases.

Mr. Potter stated, “We have the advantage of having a larger museum, so I wanted as much as possible to avoid the typical trappings of a museum in favor of providing an ‘experience’ of actually walking back in time – 75 years ago. Only two rooms in our tower have exhibits, with all other rooms being equipped as much as possible, very much as they were during the war. Hundreds of original items of the period from England have been sourced, from radios to cigarette packages, and from Tannoy speakers to hot water bottles.

To honor both the RAF and the USAAF, the ground floor of the tower is equipped as USAAF, and the upper floor as RAF, so an example of the more sophisticated pre-war RAF Watch Office as well as a more typically spartan and “use what you can find” USAAF Control Room are accurately conveyed in the layout of the respective areas.



Control Room

The “Met” [weather] office has original weather observation equipment and teletype, as shown in the photos, and the ground floor “Duty Pilot Rest Room” is suitably equipped.



Met Office



Duty Pilot Rest Room

Upstairs, the large balconied Control Room is fully kitted out, as is the Met Officers Rest Room, also shown. The superfluous third Rest Room for the Control Officer and the large Signals Room are used to tell the story of life on an American airbase and tell the Home Front’s story in the UK with Civil Defense exhibits.



Met Office Rest Room

Outside the tower stands an actual Nissen Hut, one of two brought over from the UK. It is from

RAF/USAAF Rivenhall [home of the 397th Bombardment Group], which was southeast of Thurleigh, down near the Blackwater Estuary. Eventually hope this Nissen will be equipped as a “briefing hut” experience where museum guests will get an orientation to the “Goxhill Experience.”

All of this remains a long-term project on which the museum volunteers have merely taken the first steps. It is anticipated groups similar to the 306th Bomb Group Historical Association that have a common outlook with that of the museum regarding what our country should remember about that period and those Americans involved, museum directors hope that the 306th BGHA members will visit the museum and share their ideas about what “next steps” might be valuable in ensuring the museum’s mission to “preserve, restore and fly the historic aircraft [in the collection] and to allow a new generation to experience and learn from what [their forebears] might have endured ... in the skies so very far from home.” ■

Honoring Veterans With Respect and Gratitude



The yard sign depicted above was inspired by an idea initially shared by Marilyn Walton in the *Stalag Luft III Newsletter* for October 2020. This simple sign calls attention to one individual, but in reality, it honors all military veterans who have served in the United States Armed Forces. Perhaps those seeing the sign will pause to remember those for whom the day is set aside to recognize. . . . and maybe the sign will inspire a high school or elementary student to do some research regarding the meaning of the holiday. ■

Key Club: An English World War II Private Social Club for Allied Officers in Bedford's High Street

In January 1941, a private social club for locally-based wartime Allied armed service officers, established to enable them to relax in and be entertained, was opened at 84a High Street, Bedford, England, in first-floor premises above the Russell and Bromley shoe shop. It was owned and managed by a married couple, Norman and Stella Knowlton. All profits went into improving the club's facilities.

Its décor, designed by Norman Knowlton, was a pastiche of an old-world village pub. "The Thatched Roof" bar, actually had a thatched-roof covering and black-and-white half-timbered walls. Lights shone through fake-latticed windows. The tables were made from polished logs and the chairs were like tall milking stools. A mural on one wall, however, had a contemporary touch, with a painting of the surrounding countryside with a barrage balloon shown in a distant sky.



Interior of the World War II officers Key Club showing the thatched roof bar.

It attracted not only British officers, but those of other British Dominion and Allied nations, including Americans from 1942 to 1945. The US Eighth Army Air Force had a number of bases, north of Bedford, including Thurleigh. American officers, of course, had their own American Red

Cross Officers Club in Goldington Road, Bedford, but this private club had the attraction of young volunteer British "lady dance hostesses" of "good social standing" to help entertain officers by their presence. There were first-class cabaret nights once a week and dancing most evenings. A small band of air force musicians was squeezed in to the rather small floor on Saturday nights.

Club hours were 6pm to Midnight, with the bar open for 6 to 10pm. Access was by private key, hence the name of the club, so that only members could access the premises. The wearing of uniform was obligatory. Membership cost five shillings (American officers paid \$1.20) and those attending had to sign in.



Officers relaxing inside the Key Club.

Mrs. Knowlton had a hand-drawn map of the USA, on which American officers signed their name on the state from which they came. Major Glenn Miller, the celebrated band leader, is known to have visited the club, while based at nearby Milton Ernest Hall in the summer and autumn of 1944.

Right from the first opening, the club had some 300 members. The total number of officers who used the club throughout its five-year operation during the Second World War is not known but may have been over a thousand, as personnel moved on to other theatres of war and new members moved into the area. Whether any long-term relationships, leading to GI marriages, occurred as a result of visits to the club is not known. Perhaps someone reading this may be an offspring of a romance started at the Key Club, Bedford, during the war.

It would be wonderful to know and record for the future.



Adrian Bullers, and Stuart Antrobus, Bedford, England local historians, arranged for erection of commemorative plaque at the wartime social club. Mr. Bullers had the honor of installing the plaque.

A commemorative plaque has been erected recently to the "Officers Key Club" on the site of the club entrance. Stuart wonders if any relatives of officers from the 306th Bomb Group have come across any mention in veterans' letters home or memoirs which mention visiting the Key Club in Bedford. He would love to hear from anyone who could send him any reminiscences (or photos) giving insights into the club and what its former members had to say about it, during the war. Please email: stuartantrobus45@gmail.com ■

Stuart Antrobus, a social historian of the WW2 English Home Front experience, from Bedford, England, has contributed this brief article on a 1940s private social club there which was frequented by officers from a range of Allied services. These included Americans based on the many wartime airfields north of Bedford during the Second World War, such as Thurleigh.



Young People Under History's Spell Research Crash, Create Exhibit

In August 2018, descendants of the *Hard to Get* crew met in Gross Gerau, Germany for the opening of an exhibit detailing the fate of the B-17G and those who survived being shot down from the skies over Budberg.*

Two years later, the exhibit has transitioned to Rheinberg, but this time students from the European School and the Amplonius High School were engaged to tell the story from the German perspective.

Charles Rapp, the Co-Pilot and the oldest crew member at 27 years of age, sacrificed his life for his comrades. The fate of the remaining eight crew members captivated the young students from the two schools. A total of 40 students came together in this unprecedented project, the collaboration of which was thought to be impossible due to school rivalries.



Project participants, along with Dr. Susanne Meinel (front row right), pose with large format photo of Hard to Get Crew.

Due to this synergistic effort, the students have forged some lasting friendships.

The following article was submitted by Herr Thomas Ververs, a teacher at Europaschule, who, along with Frau Katharina Schiwon from Amplonius High School, were the advisors for the project.

Teachers and students at the two secondary schools in Rheinberg were encouraged to undertake the research project from the perspective of the citizens of Rheinberg. Over a year ago, Doug Rapp, grandson of the co-pilot of the *Hard to Get*, along with Dr. Susanne Meinel, met with Rheinberg city

officials and representatives of the two secondary schools, to propose the project.

Dr. Meinel's relentless pursuit of the story of the *Hard to Get*, the crew, and the subsequent events, was the controlling force behind the project.

The students who became involved in the project sacrificed much of their free time during the year preceding the exhibit's opening. These project participants found that research in the city archives and conversations with contemporary witnesses caught their attention, and had a more lasting effect than 100 classroom-based history lessons.

**Note: Refer to Summer/Fall 2018 issue of Echoes for more information regarding the journey made by the descendants of the Hard to Get in their quest to learn more about the fate of the crew.*



Editor's Note: The following article is published as provided by the teachers/advisors and the students. Minor editorial corrections have been made.

“Days in August – Dictatorship and War in Our Hometown” – The Making of the Exhibition

On August 26, 1944, a US Air Force B-17 bomber, nicknamed *Hard to Get*, crashed over the small German town of Rheinberg. Towards the end of World War II, this town, today a peaceful place of about 31,000 inhabitants, was the target of frequent bomber attacks, because an anti-aircraft gun was stationed on its premises, firing at enemy aircraft, among them the *Hard to Get*.

Of the nine crew members five survived the crash of the aircraft, but only three of them were to return to the United States. Why?

Almost 75 years after the end of the war, historian Dr. Susanne Meinel started to search for an answer to this question. The results of her research [were] presented to the public in an exhibition starting on October 7, 2020. Twenty-three students of Rheinberg's two secondary schools – Europaschule and Amplonius-Gymnasium – have also been contributing to this exhibition, seizing the opportunity to deal with the history of their hometown, trying to answer questions like:

- Who were the crew members of the *Hard to Get*?
- What happened after the crash of the aircraft?
- What was the situation like in Rheinberg at that time?

For nearly twelve months, the students have been reading books, studying documents in the town's archive, searching for on-site traces, interviewing contemporary witnesses, and organizing their findings for presentation.



Students from Europaschule and Amplonius Gymnasium came together to tell the story of the Hard to Get and the impact of the ensuing events on their town.

In the end, they reached the conclusion that the events after the crash spoke of the brutalization of many people: Two of the surviving crew, Charles Howard Evans, Jr. and Harvey J. Purkey, Jr., had been brought to Groß-Gerau (a town near Frankfurt) as POW where they were chased through the town and afterwards killed by German soldiers. However, the research also proved that, even in those cruel and inhuman times, there were people who showed courage and mercy: Dean Allen, another crew member, was spared a similar fate as his comrades by the brave intervention of Hans Baaken, a citizen of Rheinberg.

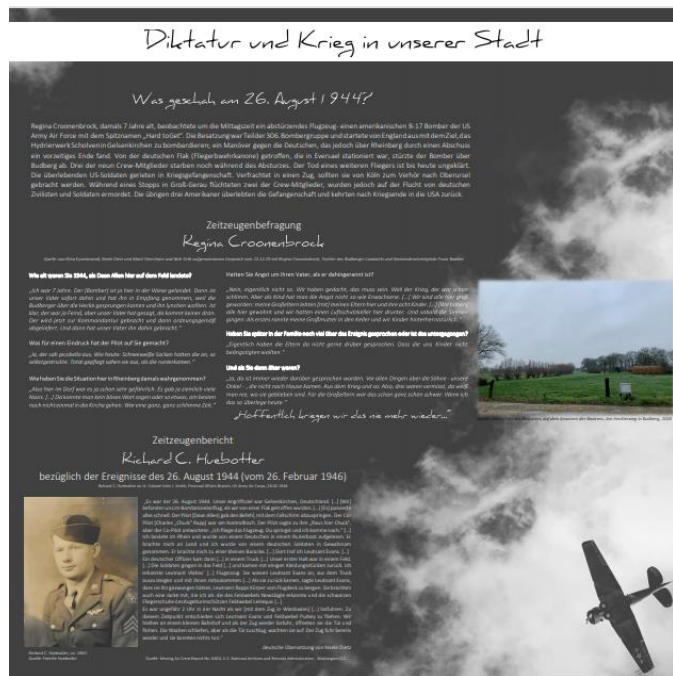
This is all the more remarkable in view of the tense situation in the town. The students have found out that the atmosphere was influenced by

- frequent bomber attacks with numerous victims
- an increasing shortage of supplies and serious worries about the future
- propaganda against the enemy that sowed hatred and spread the idea of the inferiority of certain groups of humans which was to legitimize forced labor and discrimination and, finally, even the systematic assassination of Jewish people or mentally disabled persons

As the result of their research, the students created an exhibition not only about the crash of the US aircraft *Hard to Get* but also about the site of the crash – the town of Rheinberg in World War II.

Here, some students report about their research:

The Plane Crash on August 26, 1944



At some point in late September 2019, our teachers asked us to work on the main project of Dr. Meinel's exhibition (i.e., the bomber crash of August 26, 1944). We are a group of four girls from the town of Rheinberg: Neele (19), Marit (18), Nele (17) and Nina (16). Two of us are from the Amplonius-Gymnasium Rheinberg and the other two from the Europaschule in Rheinberg.

First, we conducted research on the internet and found some interesting newspaper articles on our topic. Then we supplemented this information with original documents found during a visit to the city archive in Rheinberg. On further internet researches, we came across the veteran page "Find a Grave" and were able to obtain more detailed facts on the pre-war and post-war lives of the respective crew members. Step by step we put together their destinies and realized that those crew members were then only a few years older than we are today.

In December we also interviewed eyewitness Regina Croonenbrock, whose father prevented the lynching of Dean Courtney Allen. This was the first contact with someone who had actually been there at that time. For us the contact with a witness was a

memorable encounter, that made it possible to form a personal and very emotional view on the happenings of August 26.

When we thought about how to best present our results at the exhibition on October 7, it was especially important for us that the visitors get a personal connection to each of the crew members. So, we decided to build a life-size display board. Our billboard is intended to draw attention to how terrible the fate of those young soldiers was and to show that those young men actually lived and are not only some part of the story. Therefore, we think it is very important that we deal with individual destinies, so that spectators can establish a personal relationship and learn from this historical situation.

The estimated number of deaths in the Second World War ranges from 50 Million to 80 Million. The 9 soldiers who belonged to the crew of the *Hard to Get* (6 of which fell during World War II) represent the destiny of hundreds of thousand other soldiers from different nations that were confronted with cruelty and death. Moreover, the life stories of those 9 soldiers have accompanied us for a long period of research and contemplation and they now have a safe place in our hearts.

Damages in the Town of Rheinberg Caused by WWII Bombings

My name is Isis, I am 17 years old and a student at Amplonius-Gymnasium Rheinberg.

Last year, I participated in a project course dealing with the impact of National Socialism and the Second World War on my hometown Rheinberg. In that context, my group worked on the damages caused by bombings during the war. While my two co-researchers Jan Willem (20) and Kai (19) found out about the happenings in the districts Borth and Orsoy, I focused on the destructions in the town center and the reconstructions after the end of the war.

Predominantly, my research consisted of the procurement of contemporary images from the Rheinberg town archive together with information about the respective occurrences.

Here I found out, that some residences had been shattered almost completely. The pictures of desperate people standing in front of their homes, a shelter which they had lost all of a sudden, have terrified me. In such a situation it is understandable that most of the people saw the foreign soldiers as

responsible for their tragedies ignoring the responsibility of their own politicians. Therefore, they often accepted anger and violence against foreign soldiers.

I strongly believe that people should know more about this topic since war does not only extinguish buildings, but also the lives of many people. Furthermore, it does not only appear in documentaries, but also at the place where you live. By paying attention, every single person can contribute to a more peaceful world based on a society that is aware of the past.

Euthanasia

We are Robin and René, two students at Amplonius-Gymnasium Rheinberg. One of the subjects for our project was the odious killing of about 200,000 mentally or physically handicapped people who were regarded as lesser humans because of their handicaps. We searched for cases in Rheinberg and the region in general, which wasn't easy because of the poor documentation of those horrible crimes.

We did not find a specific case where it is fully proven that this person was murdered because of his handicap, but we found one case, Friedrich V., where it is pretty likely that exactly this had happened. He died as a teenager after having been sent to a hospital.

This topic shows how the ideology of National Socialism legitimized the exclusion of and inhuman behavior against innocent people. For us it is no wonder that those ideas led to an aggressive attitude against anybody who seemed to be different.

Forced Labor

Our names are Violette, Jennifer, Celine and Emily and we concerned ourselves with forced labor in Rheinberg during the Second World War, especially with the lives of two forced workers: One was Anna Petrowna, who was 16 years old, when she was forced to leave her family in the Ukraine to be deported to Rheinberg. Here she had to work in a hospital till the end of the war. She wasn't treated badly, but she had to work hard and suffered because of the restrictions and the absence of her family.

The other forced worker was Jan Solan from Poland. He worked on a farm in Rheinberg and was treated quite well. He witnessed the plane crash of

the *Hard to Get* and Dean Allen's rescue. He was also present when an American soldier, who survived a crash of his aircraft, was killed by a local citizen. So, Jan Solan experienced both: the grace but also the cruelty of people during the war.



Everyday Life in Rheinberg During World War II

We are four students of the Europaschule and the Amplonius-Gymnasium. Our names are Marie, Lou, Kim, and Lena. We concerned ourselves with the everyday life of the citizens of Rheinberg during the Second World War.

To receive information, we read books about this topic. Moreover, we interviewed the contemporary witness Dr. Kurt Stangenberg, who grew up in Rheinberg during the Second World War and still lives there. He witnessed the start of the war at the age of eleven and heard people shot dead. He told the troops were often marching through Rheinberg what we considered as frightening.

One of our key results is that the supply situation deteriorated only after 1943. People were given reference cards for everything, even for clothes. In relation to this, one was called up in the newspaper or on the radio.

Above all, we got to know that people were strongly indoctrinated. Dr. Stangenberg said in this context: "We heard propaganda slogans on the radio from morning to night. You think, 'Yes, if they repeat it so often, it must be true. They have to be right. The "Führer" must be great.'" Another alarming point is that children were immediately (with the first day of their entry) drilled and indoctrinated in the "Hitler-Jugend."

We take the view, that it is really important to know something about the Germans' everyday life during the Second World War. It helps you understand why people in Germany did not resist the Nazis and Hitler and believed in their propaganda. ■

2022 REUNION Tucson Arizona



Pima Air & Space Museum and the Historic “Boneyard”



Watch this news magazine and the secretary’s monthly eMail for additional information as it becomes available.



From the Secretary

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

This autumn, I've enjoyed trying to help two of our new Members, which, in turn, helps the 306th. Now I seek YOUR help, too, which hopefully may help new 306th

Member Stuart Antrobus, a Bedford Historian, with his research and help us round out our 306th records.

Accompanying this column, I'm submitting 2 photos sent to me in July 2015 by English "Land Girl" and war bride, Peg Albertson, before moving from Florida back to England. The images were from the Reunion Saturday night Banquets in 1986 (Dayton), and 1987 (DC) – when attending war brides rejoiced at finding one another attending. Peg was the July 1945 bride of 369th crew chief Walter J. ("Joe") Albertson, whose obit was in the July 2006 *Echoes*; Peg's obituary was in our Winter-Spring 2020 *Echoes* issue.

Please help if you can. NO names accompanied either photo. Even though I enjoyed meeting Peg in Savannah in 2012, I cannot identify her in either photo. In the October 1986 *Echoes*, then-editor Russell Strong published a black and white version asking to identify the ladies. In the next *Echoes* issue, on page 8, a letter from Audrey Taylor (wife of William ("Bill") A. Taylor, 423rd and skeet range chief; his obit was in the July 1995 *Echoes*, with her then surviving). They then lived in Tecumseh, MI. Her letter said she was "third left in the back row" of the 1986 photo. She noted that they were looking forward to the 1987 Washington DC reunion.



Were you, or was your bride, or your mom, a WWII British war bride? IF SO, please let me know. And if ANY of you might be able to identify ANY of the ladies in either of these photos, we'd greatly appreciate your help. Thanks!



Another new Member, Mike Potter, is a Board member of a fantastic Military Aviation Museum in Virginia Beach, VA. As I mentioned in my group-email in October, Mike has been working with our own Bill Carlile – who celebrated his 100th in August. Bill is helping them as they equip a Control Tower that came from USAAF/RAF Goxhill, England, and is now at their museum. This one is of the same design as Thurleigh's Control Tower. It is the only one in the world in the original condition after being relocated and reconstructed. To view much about this impressive museum and COVID-19 cautions and updates about visiting, see their website at MilitaryAviationMuseum.org.

In October, Mike Potter visited Bill Carlile at his Baltimore care facility after some of their COVID-19 restrictions were eased. With the facility's marketing team, they spent an hour or so in their TV studio. In the interview, both discussed the new connection between Bill and the museum. To celebrate Veteran's Day 2020, the interview was to be broadcast within the retirement facility to their many residents.

Please reach me with any change of mailing address, whether due to various severe events that have hit many across the country or due to the health/economic impact of COVID-19 and other health problems. This issue of *Echoes* will be mailed to our potentially-living 44 WWII veterans, and potentially-living 42 of their widows, as well as more than a hundred of the 2nd-generation -- the aging baby-boomers. Thanks for your help! ■

Donation Update:

Your Dollars Sustain the 306th BGHA Mission

Because the 306th BGHA does not charge membership dues, we depend on your tax deductible donations to support the continuing education mission of our organization. Donations may be made online at www.306bg.us or mailed to the Treasurer at the address below. Special thanks in this difficult year to those of you who have given thus far in 2020. As of October 15, a total of \$5779 has been received from 68 donors.

Memorial Donations

Of the above, 8 donations were given in memory of 306th veterans and members of our 306th family totaling \$822. Please consider this very meaningful way of honoring the memory of a veteran or other person who has been part of the 306th family by noting it on the memo line of your check or as a notation when using PayPal.

Coronavirus Aid, Relief, and Economic Security (CARES) Act of March 27, 2020

Included in this legislation were provisions that may change your charitable donations this year, even if you take the standard deduction. The CARES Act allows for up to \$300 per taxpayer (\$600 for a married couple) in an above-the-line deduction for charitable gifts made in 2020 and claimed on taxes in 2021. If you itemize deductions, the CARES Act increases the existing cap on charitable cash contributions, raising it from 60% of adjusted gross income to 100% in 2020. Please talk with your tax accountant to learn more.

All donations are extremely important to the continuing education mission of the 306th Bomb Group Historical Association and are greatly appreciated!

**DONATION FOR THE
306TH BOMB GROUP HISTORICAL ASSOCIATION**

Make checks payable to:
306th Bomb Group Historical Association
Send to:
Jennifer Mindala, Treasurer
3244 S. Lamar St.
Denver, CO 80227-5426

Name

By initialing here (_____), I confirm this current contact information should be used for my FREE Membership registration/renewal for 2021, indicating my continuing interest in the 306th BGHA.

Address

eMail:

Telephone Number(s): _____

This donation is being made in memory of:

Name: _____ **Relationship to 306th** _____

Date

From the Webmaster:



306th BGHA Website News

Charles Neal, Webmaster



Enhancements in 2020:

- Completed indexing daily bulletins, correspondence files, special orders, and combat diaries.
- Added search for Medals-awards, Histories, and *Echoes* magazine (by name and topic)
- Expanded vet hero photo gallery (individual photos of vets during war era)
- Maintenance fixes and adds of some missing or new material found or provided by visitors.

Over the past six years, our internet site has grown to be one of the most comprehensive WWII Bomb Group sites on the internet. It is well known that many veterans failed to speak of their wartime experiences.

That is one reason our site is focused on allowing families and other researchers to access WWII documents containing the name of a specific veteran plus other items such as war-era photographs and post-war writings by the vet or references to veterans in correspondence files. There are post-war photographs of vets attending reunions, audio and video recordings of vets relating war experiences and references to them in our *Echoes* magazine, and histories written by vets or mentioned in other history files.

While focused on name searches, the site also contains information regarding life during the war, war era photographs, aircraft, and missions. There are obituaries and information regarding memorials that have been established in other countries.

As I look back, I am proud of the creation and development of our “window to the world.” It was only possible because of the fantastic work of long-time secretary Russell Strong who obtained most of the information and original documents, Professor

of History Vernon Williams and his students who are responsible for almost all the scanning of original documents, and our volunteers, particularly indexers who have contributed thousands of hours. Among the indexers, I must recognize the top three in terms of index entries in our database. They are Cliff Deets, Dennis Walden, and Pat DiGeorge. In addition to tens of thousands of pages of WWII documents and thousands of photos and thousands of post-war items, our database indexing our collection now has over 150,000 entries allowing visitors to easily find most items, particularly those pertaining to their vets of interest.

There are hundreds of HTML files and PHP scripts allowing access to these records. Between creating the “infrastructure” of the website and for indexing, actual indexing, converting the indexer files, performing quality control, converting the files to a format for uploading to the database, preparing appropriate search scripts, and other efforts to create and maintain the website, I estimate 8,000 to 10,000 volunteer hours have gone into the educational and research site.

Our many volunteers have good reason to be proud.

By the end of 2020, we will have indexed almost all official WWII documents, and our site will be useful for years to come. The site still can be enhanced, and errors continue to be found that need fixing. We continue to receive occasional contributions from our veterans’ attics and research, their relatives, and others, plus we receive inquiries regularly. As I retire from my volunteer webmaster role at the end of 2020, I hope that a way is found to identify and (if necessary) fund someone to take over the ongoing webmaster role. The job is essential, and fortunately, maintaining and building on what we have will NOT be as challenging as creating it from scratch.

Thank you to the many who have helped me – it is what kept me going. The technical challenges have become more demanding and more stressful, the time commitment too great, and medical conditions are factors in retiring. I cannot continue as webmaster; however, I am not withdrawing from the Association.

I look forward to seeing you post-COVID-19 at our next reunion. ■

VET CONNECT



John Pedevillano was the youngest bombardier, at 22 years of age, in the 306th Bomb Group when he was shot down on his sixth mission by Nazi fighter pilots in Germany in 1944. John evaded capture for a week until captured by German soldiers, then was interred in Stalag Luft III. He was liberated by Allied forces in 1944. In July 2015, Air Force Vice Chief of Staff General Larry O. Spencer and Senator John McCain presented Pedevillano with the Presidential Unit Citation award as the last survivor of his World War II unit. Although John is the lone survivor of the *Miss Carriage* crew, he hopes there may be others of the 306th Bomb Group who remember him. He would certainly enjoy hearing from his fellow vets.

His contact information is:

John R. Pedevillano
9306 Davidson Street
College Park, MD 20740
bpedevillano@gmail.com



Robert J. Vickers celebrated his 98th birthday on 13 August 2020 and recently recalled memories of attending the first 306th Bomb Group Historical Association reunion. Reflecting on the enjoyment he had at the reunion, he wrote:

“I am Robert Vickers, and I flew as a bombardier/navigator twenty-seven and one-half missions on Paul Bailey’s crew. We were shot down east of Berlin, and I spent nine months as a POW.

My wife and I attended the first 306th reunion held at Omaha, Nebraska. Donald Ross was a

lawyer in Omaha and was quite active with the city. He also did very much to organize the first 306th reunion. I don’t remember much about the business part of the reunion, but I do remember the entertainment. It was a rodeo. After the rodeo, they served lunch, a chicken. Everyone got a whole chicken to eat with a large damp cloth, what fun!”

Robert Vickers entered the US Army Air Corps in the spring of 1942, and in August 1943, he was awarded his wings at the bombardier school in Victorville, CA. While on a mission on 12 September 1944, north of Berlin, his plane was shot down. Vickers jumped from this disabled craft only to have his parachute become entangled in a tree. The Germans spotted him, and he became a prisoner of war at Stalag Luft 1 near the Baltic Sea. He was liberated by Russian troops on 1 May 1945 and was taken to France for several weeks before returning to the United States.



Photo taken from the plane in which Robert J. Vickers was the bombardier.

Robert Vickers looks forward to hearing from those who would enjoy sharing memories with him.

His contact information is:

Robert J. Vickers
The Clarence Care Center
111 East Street
Clarence, MO 63437



Thurleigh Museum Notes:

The following is a compilation of the 306th Bomb Group Museum Newsletter (No. 8 and a newsflash), which is published by Mike Dobson, editor of the England-based newsletter. Newsletters are available on the 306th BGHA website at the following link:

<http://306bgus.apollohosting.com/museum%20v3.htm>

306th Bomb Group Museum Newsletter No.9 August 2020



Hallo friends, by any standards 2020 has, so far, been a lousy year and prospects for the rest of it don't look much better. Disappointing for the Museum as it has not been possible to open for visitors, particularly following the success achieved last year, the first under the new management regime. But that's the way it is in this biological war which we are all fighting! Hopefully things will be back to normal next year!

However, we have not been entirely stationary in the background with great efforts being made, amongst other things, to get access to the Museum's bank account which has gone something like this: Bank: "We need Ralph's signature." Response: "Yes, but he died." Bank: "Yes, but we need his signature." Response: "But he died." And so on *ad infinitum* . . . ! Anyhow, it seems that success has, at last, been achieved! We must acknowledge the continuing help in resolving this from Ray [Ralph's son] who has moved away from the area.

Work had continued within the Museum with some re-arrangement of the artefacts with the view to improving the continuity of the story as visitors walk through. John W-R has been instrumental in this as he has in his continuing tending of the grounds surrounding the Museum.

This brings me to the logo, as it appears above, and to this month's challenge to our readers. You will see that the logo is surrounded by a copper-coloured ring. Three such artefacts were recently dug up by John not far from the door of the museum. Two have been retained in their "dug-up" state while the third, shown here has been fettled back more into its obvious original circular shape and polished up a little.

Clearly, I think, it is a gasket from an engine with individual cylinder "pots," typically as in the Wright Cyclone air-cooled B17 engine, and the Pratt and Whitney Radials. However, its internal diameter is 100mm [approximately] which, fitting round the base of the pot would indicate a cylinder bore diameter of about 90mm, too small to have come from any of those US engines. So, is it perhaps from a motorcycle engine, Harley or Indian? There dear reader, is your challenge, identify the gasket!

Another happening is that your scribe has produced a small 45-page book entitled "United States Army Air Force Station 111 Thurleigh 1942 to 1945." Not intended to upstage any of the other excellent writings on the subject, it is simply a collection of some 61 photographs of the wartime Station with a little bit of narrative here and there to help things along. Intended to be sold through the Museum, it is priced at £5.00 [plus any p&p] and can be ordered through mike@mddobson.co.uk.

The "commercial" done, that's all folks so "stay safe." ■



In Memoriam

Obituaries – Veteran death information should be submitted to the Secretary. Contact information is on page 2.

Barnett, Grover D, gunner (369th, Billy Casseday crew), of Montgomery, AL, passed away February 24, 2006, at age 85. He worked in the family clothing business, Barnett Manufacturing Company, after the War. At the time of his passing, surviving were his wife, Birdie, stepchildren Richard and Forrest Arnold, and Amy Graham, and 7 grandchildren.

Bergen, Max H, tail gunner (369th, Alvin Schuering crew), **POW**, 96, died 23 April 2020, in Chippewa Falls, WI. His airplane was shot down on a mission to bomb Brunswick, GR, 29 Mar 44, becoming a **POW**. Max owned and operated a White Horse Inn after the War. He is survived by sons Mark, Rick, and Robb, four grandchildren, and five great grandchildren.

Brown, James C, navigator (369th), died February 13, 2000, age 78, in Ushuaia, Tierra del Fuego, Argentina. He was a science fiction author and sociologist, amongst his novels was “The Troika Incident” and he also helped Parker Brothers create the “Careers” board game.

Bryan, John H, navigator (369th, Billy Casseday crew), age 90, passed away 20 June 2009, a longtime resident of Austin, TX. Surviving at the time of his passing was daughter Patricia and three grandchildren.

Carella, John M, navigator (367th, Fred Rector crew), of Rocky Hill, CT, died August 6, 2018, at age 97. After the War, he would retire from the U. S. Postal Service after many years of service. When he passed, surviving were sister Eleanor Colangelo and fifteen nieces and nephews.

Crane, Robert E, ground crew (369th), age 98, passed away 20 July 2017 in Hampden County, MA. He went on to serve as a Crew Chief for B-52s during the Korean War, retiring from the USAF as a Master Sergeant. He then worked for another twenty years as an Aircraft Engine Inspector for Pratt & Whitney. A member of the Masonic Lodge, he was survived by children Robert, Barbara, Pamela, and James Crane, and Cheri Johnson, ten grandchildren and twenty great grandchildren.

Crowley, Robert G. F, copilot (369th, Billy Casseday crew), died 11 January 1991, in Bellwood, IL, at age 70. He was awarded the Purple Heart for serious wounds received on the 11 Jan 44 Halberstadt mission. There were no surviving family members listed at his time of death.

Currier, Donald E. Jr. bombardier (369th, Billy Casseday crew), longtime resident of North Falmouth, MA, passed away February 7, 1991, age 74. He continued his service in the U. S. Air Force after the War, retiring as a Lt. Colonel. His wife, Anna, survived him at the time of his passing.

Dostie, Edward J, engineer/top turret gunner (423rd, William Marcotte crew) **POW**, passed away at age 96, Englewood, FL, 26 June 2019. He became a **POW** on a mission to bomb Bremen, 13 Jun 43. After the War he was employed in various shoe shops, later going to work as a rigger in the Portsmouth Naval Shipyard. He was a member

of the American Legion, Elks, Moose, and VFW. Surviving are sons Frederick and Robert, daughter Catherine Dossett, stepchildren Erich Waters and Vicki Plourde, ten grandchildren and seventeen great grandchildren.

Feely, S. M. Jr. communications (4th Station Complement Squadron), died at age 101, Multnomah County, OR, on December 18, 2019. He attended Culver-Stockton College just before the War and then continued working in communications after the War, retiring in 1980 from the telephone company that is now Century Link.

Fogelson, Harold L, engineer/top turret gunner (367th, Arthur Mack crew), passed away 21 June 2008 in Tucson, AZ, at age 86. He was severely wounded on the 11 Jan 44 mission to bomb Halberstadt, resulting in his discharge during the War. He was a jet engine mechanic after the War, working at Williams and Luke Air Forces bases. Surviving at the time of his death was his wife, Lucille, children Terry, Virginia, Daniel, David, and Jeffrey, eight grandchildren and six great grandchildren.

Gadarian, Haig, gunner (368th, Robert Chrisjohn crew) of Fort Walton Beach FL, passed away August 31, 2009 at age 85. He was wounded and awarded the Purple Heart. He operated Haig’s Emporium in Shallimar, FL after the War. He was survived by nine nephews and nieces when he died.

Gilmont, Robert D, radio operator (369th, Alfred Johansen crew), of Toledo, OR, died 8 December 2005 at 81 years old. He worked for CD Johnson Lumber Mill and later worked for the Georgia-Pacific Paper Mill in Toledo, retiring as storeroom supervisor. He was a member of the VFW. His wife, Rose, was surviving at the time of his passing.

Gray, William O, airplane propeller mechanic (369th), passed away at age 94 on 18 October 2007, in Savoy, IL. He was a Postal Service worker. When he passed, he was survived by wife Luella, son William, daughters Deborah and Jean, seven grandchildren and six great grandchildren.

Harter, Loren F, ball turret gunner (368th), died 29 May 2020 at 95. He is interred in Riverside National Cemetery, CA. He continued to serve after the War, participating in the Korean War. He survived a B-17 takeoff crash in Iceland in route to the 306th, and then survived a B-29 takeoff crash in Japan during the Korean War. He is survived by his sister, Shirley.

Holland, Daniel J. Jr. navigator (367th, Eldon Burrell crew), long time resident of Woodland Hills, CA, passed away on May 30, 2019.

Johnston, Sidney F. Jr. engineer (423rd, Lloyd McCracken crew), of Albuquerque, NM, died 25 October 2015. He served on the Casey Jones Project, then continued service with the USAF through both the Korean and Vietnam wars, retiring in 1973 as a Lt. Colonel. He then served at the University of New Mexico, New Mexico Engineering Research Institute as a Senior Research Engineer. Surviving at the time of his death were wife Suzanne, son S. Fowler, daughter Pumpkin, and three grandchildren.

Loveland, Glenn Jr. ball turret gunner (423rd, William Marcotte crew), **POW**, died August 10, 2009, in Augusta, MN, at age 85. His aircraft was shot down on 13 Jun 43 on a mission to bomb Bremen, becoming a prisoner. He would

later escape a German POW camp, making his way to Italy. He worked as a lineman for the Cleveland Electric Illuminating Company for 37 years. Wife Edith, daughters Sara and Donna, three granddaughters and three great grandsons survived at the time of his passing.

Maszczycki, Chester, engineer (423rd), passed away August 12, 2020 in Silver Springs, MD, at age 94. He flew with the 306th during the Casey Jones Project, and was recalled to active duty for the Korean War, flying on B-29's and C-97s as flight engineer. He continued in aviation flying with Eastern Airlines, and then as a pilot for Saudi Arabian Airlines. He also flew for several corporations in Turkey and Saudi Arabia and then served as an aviation product marketing representative in the Middle East. He is survived by daughter Eleanor Marshall.

McCowan, Leonard J., navigator (423rd, Harry Hill & George Berner crews), 91, long time resident of Webster, NY, died January 4, 2015. At the time of his death surviving were wife Betty, children Terry, Donna, Lynn, and Kelly, nine grandchildren and three great grandchildren.

Ostrowski, Joseph M., waist gunner (369th, Billy Casseday crew), died 19 November 1985 at age 65 in Brooklyn, Kings County, NY.

Schartz, Mark L., airplane/engine mechanic (423rd), 95, passed away in Larned, KS, May 20, 2020. After the War he was a farmer, and a member of the Knights of Columbus and the VFW. Surviving are sons David, Carl, Stephen, and Brian, daughters Marian, Donna, Bernice and Rita, twenty grandchildren and eighteen great grandchildren.

Sicard, Joseph R., bombardier (369th, Kenneth Streun and Boylston Lewis crews), POW, of Providence, RI, passed away May 8, 1995 at age 70. He became a POW when his aircraft was shot down on the 14 Feb 45 mission to bomb Dresden. After the War he worked a number of years for Owens-Corning Fiberglas and then as a machine operator for J & K Sales Company. At the time of his passing surviving were his wife Louise, sons David and Christopher, and daughter Jean.

Stevenson, Raymond M., crew and flight line chief (423rd), of Texas and New Mexico, passed away at 96 on June 29, 2020.

Sullivan, Howard D., radio operator (368th, James Burgess crew), died April 5, 2014 in Bridgewater, VA. He graduated from the University of Maryland Pharmacy School and was a pharmacist and representative for Smith Kline French Laboratories. When he died, surviving were children Janean, Lynn, and Mark, four grandchildren and two great grandsons.

Wenn, Thomas (earlier Wendoloski, Chester T.), gunner (367th, Henry Terry crew), 98, of Fort Meade, SD, passed away 11 April 2020, at age 98. He served twenty-six years in the Air Force, including service in both the Korean and Viet Nam Wars, retiring as a Senior Master Sergeant. He then owned and operated his own gas station and repair garage. He is survived by daughter Carol, three grandsons, and five great grandchildren.

Wilson, Claiborne W., gunner (423rd, William Warner crew), evadee, passed away 8 July 2020, at 102 years old, interred in Sanford, NC. On his thirteenth combat mission,

his aircraft was shot down but he was able to evade capture and returned to England. He is survived by grandchildren Stephanie and Joshua.

Woellner, Edwin D. (Dave), pilot (368th), POW, of the Phoenix, AZ area, passed away August 22, 2020, at 98. He became a POW when his aircraft was shot down 29 Dec 44 on a mission to Bingen. He continued his active duty service with the U. S. Air Force after the War, serving 20 years, and then serving an additional 20 years with the USAF Active Reserves, retiring as a Brigadier General. He held a Bachelor of Arts degree from Wittenberg University with continuing education at the Universities of Maryland, Kentucky and California. He also worked for Republic Steel. Surviving are his wife Jean, three daughters, one son, thirteen grandchildren, and eighteen great grandchildren.

306th Family:

Duggin, Karl, USMC (ret), of Ramona CA, 306th BGHA member and music student of 367th bombardier Oran Highley, passed away 25 June 2020. Karl was an enthusiastic researcher of the Frank Clemons crew. At the 2015 reunion, he presented a panoramic photo of the entire 367th Bomb Squadron to the Wendover Airfield Museum taken when the 306th had trained there in 1942. Surviving is his wife Mae.

Reioux, Michele M., daughter of 423rd pilot Paul J. Reioux, passed away July 17, 2020, interred in San Diego, CA. She was a longtime 306th BGHA member and actively participated in many reunions. She is survived by siblings George, Theresa, Barbara, Barry, Rita and Jim.





Annual Membership Registration Form

306th Bomb Group Historical Association

2021 Calendar Year

Please print all information:

Name: _____ Spouse: _____

Address: _____

Telephone: _____ Email: _____

I am a 306th WWII veteran. 306th Unit/Duty/Job Title: _____

Additional Information (such as POW; year born): _____

If you have an interest in a particular WWII 306th veteran, complete the following about him:

I am not related to him. **OR:** This 306th WWII Veteran is my (relationship): _____

Veteran's Name: _____ 306th Unit: _____

Duty/Job Title or Additional Information: _____

I am a: World War II History Buff Author/Writer Researcher Other: _____

Additional Information: _____

To receive a US MAIL copy of the 306th ECHOES, our official publication, select one of the following options:

I AM A WWII 306th Veteran or Spouse.....No Charge

I am not a WWII 306th Veteran or spouse\$20.00

You can obtain a FREE electronic version of the 306th ECHOES, via our website at: www.306bg.us (self-service).

DO NOT SEND CASH

306th ECHOES Subscription: make check payable to: 306th Bomb Group Historical Association. Memo: Echoes 2021.

Mail your check (with or without this form) to:

JENNIFER MINDALA, TREASURER
3244 S LAMAR ST; DENVER, CO 80227-5426

I want to make a donation to the 306th Bomb Group Historical Association:

You can mail a check to the above address or use *PayPal*TM on-line at www.306bg.us using the yellow "Donate" button.

Mail your completed Membership Registration form to:

306TH BOMB GROUP HISTORICAL ASSOCIATION
C/O MR. BRUCE CHASE, DIRECTOR OF MEMBERSHIP
2324 HATCH HILL RD; NEW ALBANY, PA 18833-8887

Each member will be placed on our membership list for the current calendar year only.

We ask that you renew your free membership every calendar year to confirm your continued interest in the 306th BGHA.

Holiday wishes from the 306th BGHA Board of Directors



Stay Safe! Stay Healthy!