

306th Echoes

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Reunion in Little Rock Promises to be Special

Free Workshops and Oral History Interviews
Add a New Dimension for 306th Veterans and
Their Families

If you haven't registered for the reunion in Little Rock, you need to put the *Echoes* down and call the hotel for reservations. Rooms are still available for Thursday through Sunday. Wednesday is sold out. This is going to be a special reunion so send in your 306th registration to the Phelans as soon as you have booked your hotel room. See page 7 for complete details, hotel contact information, and a reunion registration form. You will also find a complete schedule of events. It is these events that make this reunion special.

In addition to the traditional slate of tours and local venues on the schedule, this year there will be some important new activities for veterans and their families. Dr. Vernon L. Williams and his crew of 306th BG university interns will be on hand working for the Association in a variety of new reunion opportunities.

Perhaps the most important task undertaken at the reunion will be the oral history interviews to be scheduled each day during the reunion. Any veteran can sign up for an interview that will be done in a special video studio setting in the hotel. These video interviews will be recorded on the best digital video and audio equipment available. This will be a wonderful opportunity for every veteran at the Little Rock reunion to have his interview recorded and placed into the East Anglia Air War Archives. No preparation is needed for these interviews. The interview will be an informal "conversation" between the veteran and the interviewer. So plan to sign up for an interview and put your wartime experiences into the historical record.

Dr. Williams and the 306th interns will be conducting a number of workshops that will be of value to veterans and es-

pecially their families.

Have you ever wondered how to preserve your important family papers and old photographs? What kind of materials do you use? How do you use digital cameras and video to preserve the images in your photograph albums? These and many other questions will be addressed in a workshop offered twice during the reunion (see reunion schedule on page 7).

Another workshop offered twice during the reunion is designed to teach family members how to do oral history interviews. This is a valuable tool to have for children and grandchildren to get involved in interviewing their older relatives. Collecting and sharing the history of the family can be a priceless gift to those who are important to you. Encourage your children and grandchildren to come to the reunion and get involved in the workshops that will make a difference.

Take a look at all the details on the reunion (page 7) in this issue and make plans to attend. You will be glad you did. .

Visit the 306th Website

www.306bg.org



British and American visitors gathered at the 306th BG Memorial Museum during a special event in May honoring the Franklins with the presentation of the George Bledsoe Award for Significant Achievement in the Preservation of American Military Aviation History (see story on page 8).

306th Board Moves to Revise Mailing List

949 Names Removed for the July Echoes Mailing

In an effort to develop a correct mailing list and eliminate costly returns, the 306th Board engaged in a campaign to test the mailing list for accuracy. The October and January issues of *Echoes* contained a display box asking all members to respond to Judy Hermley and confirm their address and status. Following the April issue, a first class mailing was sent out to over 1,800 homes as a final effort to get responses from 306th BG families. In April the *Echoes* was sent to 1,882 families. In the interim Judy received responses from 933 families, trimming the old mailing list by 949 names.

The Association will continue to add names back into the mailing list as corrected addresses or other responses are received. If you know of any veteran who has moved to assisted living or who may have dropped off the radar screen, please contact them and encourage them to send in a postcard or letter updating their contact information. Send all updates to: Judy Hermley – 5314 Bob Sikes Blvd., Jay, FL 32565. A mailing form for updating your contact information can be found on page 4 of this issue of *Echoes*.

As the years go by, it becomes more and more difficult to maintain an accurate mailing list for our members. The Board asks that each member take an active role in keeping up with your crew and other friends in the Association. Make it a part of your routine to send Judy occasional updates for you and your buddies in the Bomb Group.

Obituaries

Please send the Association details of deaths or complete obituaries if you have them. Please send obituary information to the secretary:

Albert McMahan
272 N. Peachtree St.
Norcross, GA 30071
anmcmahan@bellsouth.net



Joe Conroy, President
Susan O'Konski, Vice President
Albert McMahan, Secretary
Joel LaBo, Treasurer
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Website: www.306bg.co.uk

306th Echoes is published four times annually: January, April, July and October. *Echoes* is mailed free of charge to all known addresses of 306th personnel, 1942-1945. Contributions in support of this effort may be remitted to the treasurer.

Secretary:

Handles all changes of address, current records, obituaries, and correspondence.
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Luke Truxal (Russell Strong Intern)
Erin Shilcutt (Leland Kessler Intern)
Lindsay Klar (Maynard H. Smith Intern)
Bryan Harrell (Michael Roskovitch Intern)
Katie Ritter (Thurman Schuller Intern)
Courtney Ketchersid (Peg Haapa Intern)
Jacob Peterson (Judge Donald Ross Intern)

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

Obituaries Received:

- Harold J. Aiello**, 423rd mechanic and crew chief, died at home 26 Dec 07 in Toms River, NJ. He leaves his wife, Josephine, 1d, 3gc.
- Odell Barber**, 4th Station Complement Squadron fireman, died 1 Nov 01 in Gastonia, NC.
- Edmund Becker**, 368th gunner (Otto Buddenbaum crew), died 21 Jan 97 in Stuart, IA. His hands were frozen on the 9 Oct 42 Lille, France mission and never returned to the 306th.
- Charles Becraft**, 423rd radio operator died 18 Oct 03 in Eugene, OR. He left his wife, Ethel, an English war bride, 4c, 3gc, 2ggc.
- Charles Bell**, 423rd gunner (Arthur Dorsey crew), died 07 in Niagara Falls, NY.
- William Blair**, 368th armorer died 11 Nov 03 in Spur, Texas. He retired from the US Postal Service in 1981. He leaves his wife, Florene, 2c, 2ggc.
- Quentin Burgett**, 367th co-pilot and POW (Lewis McKesson Crew), died 26 Nov 06 in Weatherford, TX. His plane was shot down 19 Dec 42 on the Romilly, France mission. He was self employed. Burgett left his wife, Louise, 4c, 5gc, 2ggc.
- Everon Chriske**, 39th Service Group died 23 Sep 05 in Stevens Point, WI.
- Willard Colvin**, 367th radio operator (Gordon Donkin crew), died 3 Apr 08 in Fulton, TX. Wounds suffered on 12 Sep 44 mission to Ruhland, Germany ended his combat career. Bill retired from the Bureau of Reclamation in 1982. He leaves his wife, Phyllis, 6c, 9gc, 3ggc.
- Isaac Dana**, 369th propeller specialist, died 6 Apr 99 at home in Mesa, AZ. He left his wife, Carol, 6c, 42gc, 18ggc.
- Thurman Dawson**, 368th bomb disposal officer, died 17 Oct 06 in Russellville, AR. He joined the 306th at Wendover. After the war he was Superintendent of Schools, London, AR. He left 2c, 7gc, 6ggc, 2gggc.
- Harold Eckenrode**, 423rd tail gunner and POW (David McNaught crew), died 9 Jan 03 in Altoona, PA. His plane was shot down by flak 20 Jul 44.
- William Exley**, 369th navigator (Edgar Smith crew), died 5 July 2002 in Savannah, GA.
- Robert Fairchild**, 368th ball turret gunner (Gordon Dobbs crew), died 21 Jan 08 at the Louisiana War Veterans Home in Jackson, LA. He retired from the AF Reserve with 20 years service and Baton Rouge Dept of Public Works with 30 years service.
- William Ferguson**, engineer (Allen Babin crew), died 4 Aug 05 in Henderson, TX. On the 10 Apr 45 mission to Oranienberg, Germany, his plane "Flack-Shack" was shot down by flak, the last 306th plane lost in WWII. Ferguson was a POW and was rescued 8 days later by British forces. He graduated from Baylor U. with a law degree and retired in 1991. He left his wife, Catherine, 3c, 6gc, 5ggc.
- Joseph Haire**, 369th electrical specialist, died 17 Oct 95 in Hurst, TX. After the war he was commissioned as a warrant officer and retired as a CW3 in 1965.
- Rex Hayes**, 368th engineer (Ray Coleman crew), died 23 Dec 07 in Asheville, NC. On his 13th mission 25 Feb 44 his plane was downed by fighters, and he was MIA until he was captured at the Spanish border in Oct 44 and became a POW. He leaves his wife, Dell, 4c, 12gc, 3ggc.
- William Hogan**, 369th died 27 Jan 07.
- Romulus Houck**, 367th navigator (William Kirk crew), died 16 Apr 00 in Sykesville, MD.
- Basil Johnson**, 369th co-pilot, suffered a broken leg in a jeep accident and was returned to the ZI with no missions flown, died 14 Mar 08 in Delton, MI.
- Harold Kadovitz**, 306th requisitions clerk, died 28 Apr 06 in Denver, CO.
- Henderson Knight**, 423rd armament officer, died 18 Apr 05 in New Port Richey, FL.
- Chester May**, 423rd bombardier (Maurice Salada crew), died 26 Mar 01 in Aurora, CO. He finished his combat tour as Squadron and Group bombardier 27 Aug 43. May retired as Director of Air Reserve Personnel Center Denver, CO in 1977. He left wife, Melba, 2d, 6gs, 1ggc.
- William McKell**, 367th pilot, retired Brigham Young U. Prof, died 5 Oct 07 in Provo, UT.
- Reed Miller**, 423rd gunner/toggler, died 27 Nov 05 in Loch Haven, PA. He completed a 25-mission tour. He left his wife, Janet, 4c, 14gc, 5ggc, 2gggc.
- Joseph Myatt**, 368th, has died according to a returned letter.
- Fred Newcomb**, 368th tail gunner and POW (Raymond Fortin crew), died 14 Jan 01 in Portland, ME.
- Alfred Norman**, 369th co-pilot (Wally Young crew), died 23 May 04 in Rochester, NY. He completed a 35-mission tour, graduated from Rochester Institute of Technology with a degree in Applied Design and retired from the design business in 1964. He left his wife, Joannette, 1d.
- Eli Rogers**, 369th engineer and POW (Edwin Pipp crew), died 18 Nov 06 in Williamston, NC. On 1 May 43, his 13th mission, his plane was shot down in the Brest, France harbor. He was a plumber. He left his wife, Elinore, 2c, 3gc, 6ggc.
- Edwin Schoenbachler**, 423rd pilot and POW, died of lung cancer in Louisville, KY. On 21 Nov 44, his 34th mission, his plane was downed by flak.
- Raymond Sensenbrenner**, 367th navigator (Kenneth Starks crew), died 7 Apr 08 in Appleton, WI. He completed 2 missions and participated in the Casey Jones Project. Ray retired from Kimberly-Clark Corp with 46 years of service. He leaves 3c, 12gc, 14ggc.
- John Spera**, 876th Chemical Warfare Company died 10 June 07 at home in Tampa, FL.
- Orvil Starr**, 449th Sub Depot machinist, died 17 May 08 in Boulder, CO.
- Wilmer Strawn**, 423rd togglier, died 22 Apr 05 in Hume, IL.

President's Corner



Greetings!

Our 306th Association continues thrive, and I am confident our legacy will continue for years to come.

Please plan on attending this year's reunion in Little Rock, Arkansas, on October 29 - November 1. The Jim and Dick Phelan families have planned a reunion full of activities that include tours of the Clinton Library, Hot Springs & Garvan Gardens, Little Rock Air Base and the Marlsgate Southern Plantation. There are many in-house activities, too, such as WWII movies, lectures on preserving family records, and oral history interviews. We have a reserved room for daily breakfasts and as well as two diners. Please check your issue of *The Echoes* for a complete list of the activities and send in your registration.

One of the 306th's goals this year was to update our membership list. Judy and Bernie Hermley generously took on this daunting task. Thank you to the 400 members who responded to our membership update request in the *Echoes*. We recently sent out 1,400 first class letters to members on our rolls and received more than 700 replies. To date, our corrected membership numbers 933 (see page 1). I know I speak for the entire association when I thank the Hermleys for a job well done.

Treasurer Joel La Bo has prepared a complete financial report (see page 6). Please review the report and see how the 306th spends your contributions. To my knowledge, this is the first time the financial report has been available to all members. Thank you, Joel.

I look forward to seeing you at the upcoming reunion!

Joe Conroy
President

Army Air Force Medicine in WWII:

From the American
Revolution to Wartime
Thurleigh

By Lindsay Klar
Abilene Christian University

The beginnings of American military medicine dates back as far as the American Revolution and even earlier if you consider the British colonial period. But it wasn't until the Civil War that a formal service organization was established. Surgeon Jonathan Letterman, a doctor in the Army of the Potomac, recognized the need for integrated medical treatment and organized evacuation. He developed a comprehensive plan to organize a medical unit with its own facilities, organization, vehicles, and personnel. In September 1862, at the battle of Antietam in Maryland, the Letterman plan was put into action, and has remained the basis of Army medical doctrine ever since. Since its implementation nearly 150 years ago, military medical care has witnessed great periods of change. With technology, equipment, and medicine becoming more and more innovative over the years, Army medical care for soldiers in combat has evolved in significant ways. Nowhere is this change more significant than in World War II.

World War II ushered in new avenues of combat as emerging technology provided new tools of war. Continuing the trend of change dating back to the Civil War, World War II commanders on the ground and in the air drew on these new tools of war to accomplish their mission. And with this new kind of warfare came the demand for new medical solutions to the growing numbers of casualties in the complex combat arena. As the combat landscape spread across continents throughout the world, medical care for wounded and dying soldiers

proved vital for their survival, making medics and the medical staff the unsung heroes of the war. The medical personnel in the 306th Bombardment Group at Thurleigh proved to be no different. From those who had come to England with the original group from Wendover, Utah, to those who were on hand at Thurleigh to witness the last mission, number 341, on April 19, 1945, each member of the medical group made significant contributions to the survival of aircrews flying difficult missions over Nazi-held Europe. These 306th medical personnel made a difference in the overall health and morale of the bomb group as they delivered their excellent care and compassion to both air and ground personnel.

After the Japanese attack on Pearl Harbor on December 7, 1941, the United States began to accelerate military training as the nation rallied and joined their allies in the fight against Hitler and his cohorts. Bill Houlihan, a medic in the 306th, remembers his arrival in Little Rock, Arkansas, and how the receiving officers separated the new arrivals into categories for training. The new men were divided in half, with the group on the left sent to the infantry and on the right to medical training. Luckily for Bill and the 306th Bomb Group, he soon found himself in basic training for medics.

During the six weeks of training, the medics received basic military training, such as marching and military protocol, and extensive medical training, including hands on casualty training and how to secure areas. Bill's experience in training was not the norm since many medics found themselves in a combat theater without medical training of any kind, leaving many doctors and surgeons to provide the most basic medical training for their men. Many of the medics learned their craft under fire in emergency situations, giving them the critical experience that they lacked.

Medical doctors and surgeons, on the other hand, under-



Top, clockwise: Giving blood plasma to the wounded air crewman, left to right: Capt. Henry Dantzig, S/Sgt William F. Houlihan, Capt. C. Palmer McKim, and Sgt. Clarence W. Hoheisel. Ambulance group: John Krivus, Louie Brookens, Harry Templeton, Matthew Argento, Milton Stathas. Ed Bowman, unk., Dr. James McClung, Morris Coehn, Don Chamberlin, Bill Houlihan, Dominic Calinski, Ben Pelzel. Inset: Dr. Thurman Shuller.

went more intensive training. After being called up to active duty from the medical reserves and deciding to attend the School of Aviation Medicine, Dr. Thurman Shuller received three months of flight surgeon training. The thorough training included how to examine flight personnel on both a physical and psychological level, as well as taking a required three hours of flight training. Although the majority of medics had little to no medical training, most doctors and surgeons had recently graduated from medical school. Together they quickly learned how to care for the immense casualties that were ahead.

In September 1942, the first group of ground personnel departed Wendover, Utah by train for movement overseas. No one knew it at the time, but their destination was Thurleigh, not far from Bedford in Bedfordshire.

At New York the 306th con-

tingent boarded the *Queen Elizabeth* for the voyage across the Atlantic. In the ship built for 3,000 passengers in peacetime, the vessel sailed from New York with 16,000 troops and crew, zigzagging their way to England. Their road to war had begun.

Originally a British base for the Royal Air Force, Thurleigh was transferred to the USAAF in December 1941. Thurleigh was considered an ideal situation for the medical group. The majority of the RAF medical equipment already located at Thurleigh was swapped out for the equipment brought by the 306th Medical, all but one item, the Smith Peterson splint. Made of pieces of cane that had been split and sewn into canvas, medical personnel soon found that this piece of equipment was ideal of removing an injured soldier out of a B-17 with ease. Without the device, getting a critically-wounded airman out of the narrow hatches of the Flying Fortress was difficult and risky. So the Smith Peterson splint soon became a routine piece of equipment for medical crews meeting the shot up aircraft on the Thurleigh runways and hardstands.

Initially when the 306th Bomb Group first arrived in Thurleigh, there were no established American military hospitals and the first few injured patients in need of greater medical

Obituaries Continued From Page 2:

- Bruce Swango**, 368th pilot, died 24 Feb 08 in Charleston, IL. He flew a 35 mission tour between 11 Dec 44 and 13 Apr 45. Swango was a life-long farmer. He leaves his wife, Mary June, 2c, 6gc, 19 ggc.
- James Walden**, 369th navigator (Robert Brown crew), died 13 Jan 08.
- Robert White**, 367th engineer died at home 27 Jul 04 in Lafayette, TN
- Ewald Ziebell**, 367th armorer, died 21 Nov 98 in Arapaho, NE.

306th Family

- Thelma Ganes**, widow of Clay Ganes (died 27 Jul 94), died 30 Jun 96.
- Mary Alice McColl**, widow of the late Charles McColl (died 27 Apr 85), died 28 Jun 07 in Cheraw, SC.
- Elinore Rowell**, widow of E.C. Rowell (died 12 Sep 94), died 27 May 06.

Continued on page 5

The North Atlantic: Plus Sixty –Five Years

by Dr. Vernon L. Williams
Abilene Christian University

As June is closing out, I have been in the African bush in Kenya working to build an orphanage for deaf children who have been orphaned by the AIDS virus. That task took me to Africa, but the July issue of Echoes had to go with me so that I could complete the computer work on the issue. All that is said to explain how I come to be aboard a Boeing aircraft flying a similar route that many of you flew on a very different Boeing aircraft over sixty years ago. I see the route clearly on the digital map placed on the small television screen at my seat. The names that appear on that screen are places that you will recognize: Scotland, Ireland, Iceland, Greenland, Goosebay, Newfoundland, Bangor, and so on . . . I'm flying toward home today, but you were going the other way— into the unknown. What were you thinking as you watched the North Atlantic stretch on forever below you in the bitter cold, riding along in an unpressurized ship as the four Wright engines kept you above a certain death below? Your journey along my route has few parallels for those who fly with me today. The land that rushes by below lingers on, perhaps remembering your arduous passage so long ago.

Aboard my plane today we are higher—37,000 feet, going three times faster, but the cold outside, -67 degrees Fahrenheit, does not reach us. Inside, the cabin is filled with people, DVD players, good meals, movies, and the BBC. Inside you will find no hint of your journey so long ago.

Our flight crew, though experienced and competent, has not known the terror of the flak-filled skies over places such as Schweinfurt or Berlin. They have not lived day-to-day, not knowing if they would live to see another sunrise. Our co-pilot is named Anna. Her mother's mother had no place on the flight deck on your Flying Fortress from Thurleigh. The electronics on the Boeing 777 flight deck boggles the mind. In nine hours this crew will have navigated across the world—from London to Dallas—almost in the blink of an eye when compared to your WWII flight across our route. How different your journey was, but how necessary it turned out to be. The victory that the 306th Bomb Group helped to secure has sustained our nation, and generations have lived out their lives in a postwar world that knows no limits to the possibilities for our children, our grandchildren. Each generation has faced new challenges, new threats—that will always be so. But WWII changed the world forever. The WWII generation marked a line in the sand that brought light to a world long held hostage in the shadows. The tyranny of Hitler and the other fascists of the world were defeated and exposed. We learned what could happen when good people do nothing in the face of evil. Appeasement and a culture of fear brought the world to its knees in the 1930s, but the lesson for us does not linger there. Good people stood up, faced the horrible consequences, and in the end good triumphed over evil. I am thinking these things today, grateful of your service, grateful for the world my children have.

These geographic checkpoints far below are but reminders of you and your crews who flew somewhere below us, determined to make a difference in the war ahead. And you did . . .



Visit the 306th Website
www.306bg.org

**IMPORTANT NOTICE TO ALL
306TH BOMB GROUP MEMBERS**

Continuing the effort to maintain an accurate mailing list, please update the status of all members, whether living or deceased. If you have not already done so, please fill out the form below for each 306th BG Association member in your family. The cost of sending *ECHOES* has continued to increase, so we need to update our mailing lists on a regular basis.

Please fill out and sign the information sheet below. Send the completed form to Judy Hermley, indicating whether the member is alive or deceased. Also use this form for change of address or phone numbers.

**Fill out the following information, sign and mail to:
Judy Hermley – 5314 Bob Sikes Blvd., Jay, FL 32565**

Member Name _____

Address _____

Phone Number (include area code) _____

_____ I am ALIVE and doing well. Please continue the *ECHOES*.

_____ This member was deceased on _____

Signature (Member or Survivor)

(If there are any changes in the future, please let Judy know)



At left: D-Day briefing at Thurleigh. Above: Two 306th BG veterans visit the 306th Memorial at Thurleigh in May 2008. Carl Groesbeck (right), navigator on Ranck's crew, 368th BS; Philip Mundell (left), toggler on Kata's crew, 369th BS. See Ralph Franklin's story of their visit on page 8.

Medics continued from page 3

attention had to be flown to Oxford by B-17 because the 60-mile ambulance trip was far too rough. Later as hospitals were built and put into operation, transfer of critical cases became more routine and easier on the patient.

Most medics spent their days working in the hospital, administering basic medical care and first aid when needed, and staffing sick call duty on a round-the-clock basis. When planes returned from missions, both flight surgeons and medics met the returning aircraft to care for those on board. One flight surgeon and two to three medics would travel by ambulance to the runway and be on the watch for a red flare, an indication that there was a problem on the plane. If an individual was alive but wounded, they would initially stabilize him inside the plane using plasma and IV treatment. Once stabilized, the patient was carefully removed from the plane and transported to the hospital. For many of the wounded the largest source of infection was caused by shrapnel and other projectile objects, but, generally, that was easily overcome. Early treatment was always best, but, unfortunately, not all could be saved, leaving the number of casualties rather high.

Many positive changes were made during the 306th's time at Thurleigh. Perhaps the most important involved the number of missions that aircrews flew before rotating back home. At the time that the 306th arrived and began flying missions, losses were high and there were no limits on missions for aircrews. With the 306th experiencing intense missions resulting in great numbers of casualties, morale among crew members was quite low. When planes returned from missions with members dead or injured, the effect on the crews was palpable.

Even before the 306th began flying combat missions, Major General Ira Eaker, Commanding General of the 8th Air Force, sent out a memorandum stating that crews would fly a "tour" of combat missions. Dr. Shuller viewed this announcement as a saving grace for crew members, a necessary change that would boost morale. However, as the months passed, Eaker never set a maximum number for the tour. Dr. Shuller took it upon himself to address the situation and wrote a letter to Eaker suggesting that the limit be set at twenty missions. After writing the letter to General Eaker, he took it to Colonel Puttnam who approved it and quickly sent it up through the channels. The General's administrative assistant was the first to receive the letter and was initially horrified that Dr. Shuller called out a two-star general for not fulfilling his announced objective. Within a few weeks a limit of 25 combat missions became operational, after which crews could finally return home.

The impact of the 306th medical support during World War II is difficult to judge in concrete terms. During the dark days of 1942 and early 1943 when the Group suffered high casualties and sinking morale, the medical staff applied innovative measures in support of air operations. Early on, under the direction of Dr. Shuller, the medical services established high standards for medical care for the command and was proactive in developing policies for preventative care throughout the command. The air crews knew that if they could get back to Thurleigh alive, that they had a real chance at survival. Their doctors and medics were just that good.



Top: Capt. Henry Dantzig, Capt. C. Palmer McKim, Sgt. Clarence W. Hoheisel. Bottom: "We couldn't save everyone." A fatality is removed from the aircraft, too late for the 306th medics to make a difference.

40th Combat Wing UK Reunion Tour Wednesday pm May 20th – Sunday am May 31st 2009

For the first time since 1945, the former members of the 92nd, 305th and 306th Bomb Groups and their families are invited to join us in England and celebrate the heroic deeds of the 40th Combat Wing, who together flew daily missions into occupied Europe from the East Anglian airfields of Podington, Chelveston and Thurleigh.

Our group stay will be at the atmospheric Swan Hotel Bedford, beside the banks of the Ouse River, at the heart of Bedford Town. A place steeped in local history, dating back to the 15th century. The Swan is very much a piece of 'Ye Old England' but with 21st century facilities.

Tour to include:- Welcome Reception Buffet, 40th Combat Wing Celebration Dinner and Farewell Banquet, Memorial Day Group Breakfast. Plus as part of the daily tours there are 2 x afternoon teas, and 7 x lunches.

Guided tours to:- Woburn Abbey and Woburn Safari Park, The Shuttleworth Old Warden Vintage Aircraft and Motor Vehicle collection, plus its nationally renowned Swiss Gardens, Bromham Water Mill, RAF Hendon and the national collection of the history of the RAF. Tour of the ancient Kings College Cambridge, plus the world famous wartime 'Eagle' Pub located in the centre of Cambridge City.

Highlights include:- 40th Combat Wing Day, a celebration of the history of the Wing and its three component heavy bomber groups. To be held at the 306th Bomb Group Museum, the home of the 306th, and the former home of the 40th Combat Wing Headquarters site.

This is a privately organised and run tour, aimed specifically at and for the benefit and enjoyment of the veterans and their families. It is hosted by the UK members of the 305th Bomb Group Memorial Association, with the kind assistance of their counterpart Associate Contacts and respective Officers of the 92nd and 306th BG Associations.

- **Couple/Two people sharing Pounds Sterling £1975.00 total**
- **Single person (includes supplement) Pounds Sterling £1450.00 total.**
- **Excludes ALL air-land and travel costs from point of departure USA/return home.**
- **Excludes ALL insurances – Personal/travel/health.**
- **The tour package commences and ends at The Bedford Swan Hotel**

For full descriptions, booking forms and further instructions
Please email Ian White, organiser, at – IW.305cando@googlemail.com
Or write to:- Ian White, 305th BGMA, 24 Pipit Rise, Bedford MK41 7JS, England

Or contact Ralph Franklin, National School Cottage, Mill Hill, Keysoe,
Beds MK44 2HP. Telephone from U.S. 011-44-1234-708715
Email: 306museum@nscmh.fsnet.co.uk



10:10 AM
SALVAGE
Accrual Basis

**306th Bomb Group Historical Association
Profit & Loss by Class
April 2007 through March 2008**

	Ethics	General Operations	Reunion	TOTAL
Ordinary Income/Expense				
Income				
306th Programs				
Books	0.00	342.00	0.00	342.00
Reunion Fees	0.00	0.00	17,714.50	17,714.50
Total 306th Programs	0.00	342.00	17,714.50	18,056.50
Donations to 306th				
Donations - Individual	0.00	22,325.48	0.00	22,325.48
Total Donations to 306th	0.00	22,325.48	0.00	22,325.48
Interest Earned	0.00	45.02	0.00	45.02
Total Income	0.00	22,712.51	17,714.50	40,427.01
Expense				
Awards and Grants				
Russell Strong Scholarship	0.00	2,500.00	0.00	2,500.00
Thurleigh Museum	0.00	2,000.00	0.00	2,000.00
Total Awards and Grants	0.00	4,500.00	0.00	4,500.00
Business Expenses				
Bank Charges	0.00	10.00	0.00	10.00
Salary - Secretary	0.00	6,900.00	0.00	6,900.00
Website Registration	0.00	84.70	0.00	84.70
Total Business Expenses	0.00	6,994.70	0.00	6,994.70
Operations				
Lodging & Food	0.00	0.00	10,185.88	10,185.88
Miscellaneous Office	0.00	105.00	0.00	105.00
Office Supplies	0.00	850.28	45.67	895.95
Postage, Mailing Service	2,961.07	1,992.24	48.44	4,999.75
Printing and Copying	4,508.25	0.00	183.77	4,692.02
Secretary Expenses	0.00	3,190.00	0.00	3,190.00
Transportation	0.00	1,334.75	1,279.78	2,614.53
Total Operations	7,469.32	6,480.27	11,728.74	25,700.33
Total Expense	7,469.32	17,074.97	11,728.74	36,303.03
Net Ordinary Income	-7,469.32	5,637.54	5,985.76	4,123.98
Net Income	-7,469.32	5,637.54	5,985.76	4,123.98

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Treasurer Joel LaBo Releases Annual Financial Documents for the 306th Bomb Group Association

On 31 March 2008 Treasurer Joel LaBo closed out the 2007-2008 accounting year for the 306th Bomb Group Association. The accounting year begins on 1 April and ends on 31 March the following calendar year. The present slate of officers and directors began their service in October 2007, about half way through the fiscal year.

The First Group of Mission Reports are on the 306th Website

Bryan Harrell (Michael Roskovitch Intern) has been busy scanning the 306th BG mission reports and Jacob Peterson (Judge Donald Ross Intern) is working to get these digital mission reports onto our website. Presently all of the 1942 missions reports are up, along with January through April 1943. When the semester begins in September more will be coming. Our goal is to have the complete run of mission reports online and available for everyone to use.

Top: Left to Right, Carl Groesbeck, Wendy Glenn, John Glenn, Dr. Steve Hadley, Mrs. Linda Hadley, and Sheryl Rykhus. Visiting the 306th BG Memorial Museum on 27 May 2008. Center: Colonel Susan O'Konski, Vice President, 306th BG Association and Clayton Nattier, 369th pilot—both on hand for the Bledsoe Award Presentation to the Franklins (see story page 8) Right: A wounded crewman has survived a difficult mission and reached Thurleigh where 306th medics stabilize him before transferring the patient to the ambulance outside the aircraft.



Visit the 306th Website
www.306bg.org

DONATIONS FOR THE 306TH BOMB GROUP ASSOCIATION

Those who are able are asked to make an annual contribution to keep everything running smoothly in our Association. There are no dues—so your gift is needed to support the 306th operations. Your gift is tax-deductible.

Name _____

Street and No. _____

City, State & Zip _____

Telephone No. _____ 306th Unit _____

Email Address _____



Send to:
Joel LaBo, Treasurer
306th Bomb Group Association
875 S. Worth
Birmingham, Michigan 48009

_____ Date _____

Registration Form
306th Bomb Group Association Reunion
Peabody Hotel — Little Rock, Arkansas
29 October – 1 November 2008

Registration fee (per person)..... x \$25.00 = \$ _____

Thursday, 30 October

Hot/Cold Breakfast Buffet - Reserved Room (7 am - 9:30 am)..... x \$17.25 = \$ _____

Southern Hospitality Buffet - Salon C (7 pm)..... x \$49.00 = \$ _____
 (Fried Chicken, Barbeque Ribs, Fried Catfish Filets)

Friday, 31 October

Hot/Cold Breakfast Buffet - Reserved Room (7 am – 9:30 am)..... x \$17.25 = \$ _____

Little Rock Air Force Base Tour & Lunch (Departure 9:30 am)..... x \$25.00 = \$ _____

Hot Springs Guided Tour & Garvan Gardens with Lunch (9 am – 5 pm)..... x \$79.00 = \$ _____

Saturday, 1 November

Hot/Cold Breakfast Buffet - Reserved Room (7 am – 9:30 am)..... x \$17.25 = \$ _____

Marlsgate Southern Plantation Tour & a Two-Course Lunch with Wine (11:30 am– 2:30 pm)..... x \$47.00 = \$ _____

Traditional Banquet - Salon C (7 pm)..... x \$41.00 = \$ _____
 (Three course Chicken Piccata Dinner)

Total.....\$ _____

Name _____

Address w/ City, State, Zip _____

Phone # (____) _____ E-Mail _____

Squadron _____ Assigned Duty _____

*Please make checks payable to: 306th Bomb Group Association Reunion and mail to:
 Joel LaBo, 875 S. Worth, Birmingham, Michigan 48009*

Please list the names and hometown for each person registered.

Is this your first reunion? _____ Veteran? _____ Family? _____

Please call the Peabody Hotel direct to make reservations: 1-800-732-2639
 Ask for 306th Bomb Group reunion rates:
 \$134.00 single and double, \$144.00 triple, and \$154.00 quad.

Deadline for registration and hotel reservations is 1 September 2008.

Reunion Schedule At Little Rock

Wednesday, 29 October

- Arrival - Pick up registration packets - Arkansas Ballroom (2 - 6 pm)
- Sign up for Oral History interviews
- Dinner on your own (many restaurants within walking distance)

Thursday, 30 October

- Arrival - Pick up registration packets - Arkansas Ballroom (8am-5pm)
- Sign up for Oral History interviews
- Oral History interviews (9 am - 5 pm)
- Hot/Cold Breakfast Buffet - Reserved Room (7 am - 9:30 am)
- Cinema Room WWII Movies - Manning Room (9:00 am - 3:00 pm)
- Board Meeting - Arkansas Ballroom (10 am)
- Clinton Presidential Library - (on your own - ride trolley - lunch at Café 42)
- Second generation member meeting - Manning Room (3 pm)
- How to Preserve Family Papers and Photographs Workshop - Dr. Williams - Manning Room (4 pm)
- Cash bar - Salon C (6 pm – 9 pm)
- Southern Hospitality Buffet - Salon C (7 pm)

Friday, 31 October

- Hot/Cold Breakfast Buffet - Reserved Room (7 am – 9:30 am)
- Sign Up for Oral History interviews
- Oral History interviews (9 am - 5 pm)
- Cinema Room WWII Movies - Manning Room (9 am - 3 pm)
- Little Rock Air Force Base Tour & lunch (departure 9:30 am)
- Hot Springs Guided Tour & Garvan Gardens with lunch (9 am – 5 pm)
- How to Do Family History Oral Interviews Workshop - Dr. Williams – Manning Room (3:00 pm)
- Dinner on your own (many restaurants within walking distance)

Saturday, 1 November

- Hot/Cold Breakfast Buffet - Reserved Room (7 am – 9:30 am)
- Sign Up for Oral History interviews
- Business Meeting - Arkansas Ballroom (10 am)
- Marlsgate Southern Plantation Tour & a two-course lunch with wine (11:30 am – 2:30 pm)
- Oral History interviews (1-5 pm)
- How to Preserve Family Papers and Photographs Workshop - Dr. Williams - Manning Room (3 pm)
- Clinton Presidential Library (on your own – ride trolley – lunch at Café 42)
- Cash bar - Salon C (6 pm – 9 pm)
- Veterans-only Group Photograph—Salon C (6:50 pm)
- Traditional Banquet - Salon C (7 pm)

Sunday, 2 November

- Farewells
- Check out
- Travel Home — See you next year!



Hotel Reservations
 The Peabody Hotel in Little Rock
 Please call the Peabody Hotel direct to make reservations

1-800-732-2639

Ask for 306th Bomb Group reunion rates:
 \$134.00 single and double, \$144.00 triple, and \$154.00 quad.

Phelan Family Reunion Committee
 Jim and Paula Phelan
 Dick and Anna Phelan

Museum Notes

Thurleigh Airfield 306th Bomb Group Museum



A Memorable Day at the Museum

by Ralph Franklin
Keysoe, England

What a day we had. We awoke to a dismal looking morning, but nothing was going to spoil this occasion. Daphne and I, with our good friends from the Birmingham area, John and Wendy arrived at the museum at 8am to prepare for the day.

Across the road Palmer's catering staff were busy in the Monaco Hospitality Suite preparing for the champagne reception, which was to follow the award ceremony. This was Jonathan's way of recognizing our achievement in creating a museum which has become worthy of something as prestigious as the George Bledsoe Award.

It was not long before our guests and visitors began to arrive. Daphne and I suddenly became aware what this day meant to us, when a convoy of four WWII jeeps approached to take up their positions on the grounds of the museum. Soon after, the sound of a helicopter announced the arrival of Jonathan Palmer, this is his main mode of transport.

With many people gathering, I was finding it difficult to ensure I was in position to meet and greet our special civic visitor, who was to arrive in the mayoral car used for such occasions. The local Mayor was unable to join us for the ceremony due to existing holiday arrangements. When the civic car arrived I was delighted to shake the hand of a charming lady, Councilor Anita Gerard, her official title being the Speaker, who apparently is the second most senior member of the civic team who support the Mayor by sharing ceremonial duties.

Other people of note attending were Ken Ellis, editor of the internationally famous aviation magazine "FlyPast". If you are able to acquire a copy of the August 2008 edition you will find his article on our museum on pages 92-93, he did us proud. The very popular aviation artist, Keith Hill, a regular visitor and supporter of our efforts also attended with his wife, Alison. What was to become a memorable day for us was beginning to take shape.

However, I was becoming a little concerned, one of our major participants in the day's events was yet to arrive. This was Dr. Vernon Williams and his party who were traveling over from Cambridge. I was pretty certain why they were late, yes, it was the usual problem of traffic overload which had slowed down their journey. The other American party we were expecting had already arrived, among them was Clayton Nattier, a 369th pilot with the 306th. Clayton was shot down on a mission to Meresberg on 13 September 1944 and became a POW, he was one of only three survivors from his crew. Clayton had mailed us to say he was traveling to England and the Continent under the sponsorship of The Greatest Generations Foundation (TGGF). Knowing that our special day was to take place during the period of their visit, he had made arrangements for them to be at the museum to coincide with the event.

After touring the museum the entire group of about 80 people were invited across the road to the Monaco Hospitality Suite for the Champagne Reception and Award Ceremony. Dr. Jonathan Palmer opened proceedings by welcoming everyone, he said the Bedford Autodrome was honored to be the custodian of such a great treasure. Dr. Vernon Williams then introduced Col. Susan O'Konski who in turn welcomed everyone on behalf of the 306th Bombardment Group Association.

In his address Vernon gave an insight as to what the East Anglia Air War Project was all about, and in particular, the significance of the George Bledsoe Award, and why Daphne and I were worthy of being the first two to receive it. He described the museum as a quite extraordinary creation, saying the depth and quality of the displays is something to behold.

Much to our delight the presentations were made by two 306th veterans. Philip Mundell from the 369th was a member of the Andrew Kata crew as a toggler. On 8 August 1944 the group flew to the Caen area in support of the British troops on the front line, their aircraft 42-102669 "Dam Yankee" was hit, the crew were forced to bail out, this is where luck plays a part, six of them including Philip landed in the British area and were back at Thurleigh the next day for more combat duty. The four remaining crew members fell into German hands and became POWs. It was a great pleasure for me to receive my award from a man such as Philip Mundell.

Carl Groesbeck was there to hand Daphne her award. Carl served at Thurleigh as a navigator on Ray C. Ranck's crew in the 368th squadron. The crew went down on the 9 October 1943 mission to Gdynia, Poland. They had hit the target and headed back to Thurleigh when they were attacked by German fighters. With the controls badly damaged, Ranck brought his plane down to 3,500 feet and ordered the crew to bail out, they came down on one of the small Baltic Islands off Denmark. The men were hidden overnight by the Danish Underground but were eventually captured by the Germans. A second presentation was made to Daphne from the G.I. Brides and Widows of the men of the 306th

by Peg Albertson, the wife of the late Joe Albertson, a crew chief with the 369th.

After the award presentations, I spoke on behalf of Daphne and myself, thanking all who made this day possible, in particular to Dr. Vernon Williams and his team in the East Anglia Air War Project. It is really wonderful to know that our work should be considered worthy of such a prestigious award. The other exciting aspect for me is that we have each been recognized as individuals in this project because I can assure you it would never have happened without Daphne's continuing help and support. We work as a team, to me that is our strength, and neither has filed for divorce.

In thanking Dr. Palmer for the continuing interest he shows to Daphne and myself in our work in establishing and managing the museum, is once again evident, as the Champagne Reception to take place following this ceremony has been provided by him.

As they were too numerous to name individually, I extended a huge thank you to all who had shown enthusiasm and help if required over the years. On the 27 July 2008 it will be the sixth anniversary of our opening, and almost three years prior to that when the building was handed over to me. What a wonderful nine years we have had. It was now time to raise a glass to what the museum has become. The buffet which followed gave everyone the opportunity to exchange memories.

After a while Dr. Palmer announced that buses would soon be arriving to ferry those interested to the Autodrome's main workshop across the airfield, as an additional point of interest the workshop is one of the original T2 hangers as used by the 306th. This was a unique opportunity for our visitors to see the wonderful high speed cars that race around the airfield, unfortunately, not a B-17 in sight.

Following a further visit to the museum and a photo session our party moved to the Bledsoe Falcon, a historic Coaching Inn about two miles away for a very nice lunch. This was followed by a trip to the Group Memorial on the outskirts of Thurleigh village.

Daphne and I were very moved to think that this wonderful day of memories for all those in attendance, was dedicated to us. This became even more apparent when we had two radio broadcasts featuring our work and the museum. The first was pre-recorded, the second being broadcast live from the site in a two and a half hour afternoon show. Three Counties Radio produced a good program, they introduced each section of the show with such things as nostalgic music from the 1940s, sound effects of B-17s returning to base and landing (we use these in the museum), and one section using a 1940s wind up gramophone playing Glenn Miller's "In the Mood", nostalgia at its best.

Following the article in "FlyPast" and the Radio programs we have had visitors from far and wide. It was a memorable day for us, and we thank everyone who made it possible.

