

*Happy
Holidays*

December 5, 1994

307th BOMBARDMENT GROUP (HV) ASSOCIATION

"THE LONG RANGERS"

Newsletter 94-3

NOTES FROM THE PRESIDENT

*The very finest Christmas gifts
are not found below the tree;
They are never tied with ribbons,
nor are they something one can see...*

*Yet among the lights so bright
and presents wrapped and gay,
They are the finest gifts of all
for everyone's Christmas day.*

*It's the sense of love and peace
that shines in people's hearts,
It's the good will of the season
in which each may have a part.*

Virginia Katherine Oliver

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Merry Christmas and a Happy New Year to all of you from the Britt House. We hope that this will be the happiest Christmas you have ever had. While enjoying all the good times of the Season, let us not forget our comrades who are no longer with us and those who are not in the best of health.

There are two items of business that I think should be brought to your attention. First - I attended the 13th Air Force Reunion. An attempt is going to be made to have one big reunion with all units of the 13th A.F. meeting at one place at the same time. Location, time and other details are to be worked out. I shall try to keep you informed.

Second - A member of the Turner Publishing Company appeared at the business meeting at our last reunion. The Turner Publishing Co. is interested in printing a history of the 307th. I received a contract from them sometime ago and have not signed it because I think it is a decision that should be made by the membership. Under the terms of the contract, members would furnish Turner Publishing



Co. with two pictures of themselves, one taken during WWII and one recent photo. Each member would also be expected to furnish the company with stories of their war time experiences. Other provisions are: 1). The Association would agree to mail three promotional mailers. 2). The Association would agree to assist in promoting the book through its internal news source. 3). The Association would appoint a key person to work on the book project. (Could we get anyone to volunteer?) 4). We would agree to allow the company to mail promotional material to members after publication of the book. 5). The number of pages in the book would depend upon the number of copies sold prior to publication. 6). The price of the book would be \$49.95. The more copies sold the more pages in the book. 7). We would get a 5% royalty on all pre-publication books sold. 8). If we are not satisfied with the number of pages in the book, we can purchase additional pages at \$98.50 per page. 9). It would take 18 months to publish the book after the first promotional piece is mailed.

If you think the contract should be signed and you are willing to pay \$49.95 then please let me know by Feb. 1, 1995. Mail a card or letter to me:

Sam Britt
1921 Lake Hills Pkwy.
Baton Rouge, LA 70808

Happy Holidays
Sam Britt - President

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1994 REUNION THANKS

Thanks - Thanks -- for the cards, letters, phone calls, candy, cookies, pictures, plants, flowers, ties, hat, license plate holders and last but not least the many invitations for us to visit you when we can. Let us say that invitation goes the same way, our doors are always open to a friend. We have one request and that is, you don't all come at one time.

We would also like to thank you for your many kind and beautiful comments, as Ken Meyers, in one of his last letters to us said "You'll see the benefits of all your hard work and problems when the reunion is there and gone". He must of been looking down on us, because he was right on. Especially since we only knew a hand full of you before the reunion. You made it all worth while.

Thank you again.

Ellie and Bill Gerhardt

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ROSTER UPDATE

For several months Dan Cauffiel has been working on locating the 307th Men listed on our delinquent portion of the roster. Through his efforts we have had quite a number of these men reactivate their membership.

Our thanks go to Dan for his efforts. It is quite a task handwriting the letters he has sent out. His efforts have produced results, some not what we would like to hear, but results just the same.

There is quite a list of names of 307th men that are now deceased. Their names will appear in the "Last Flight" section of this newsletter.

The following list is of the Men of the 307th Dan has been unable to find any information on. If any of you have an address or know the status of these men, please let us know.

1. Adams, Rev. William J. - 370th
2. Aldridge, James A.
3. Anderson, Charles E.
4. Bauer, John P.
5. Berry, Douglas - 372nd
6. Blough, B.H.
7. Bodell, Walter
8. Brock, Russ
9. Brubaker, Ray E. - 372nd
10. Brudy, Bill
11. Burm, Fred
12. Cockran, J. Clark
13. Cowell, Jack W. - 424th

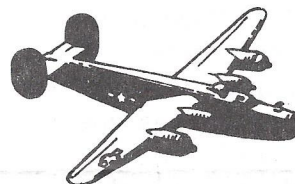
14. Dey, Luther M
15. Dooley, Clyde - 371st
16. Downs, Arthur J. - 372nd
17. Dremann, Carl A.
18. Dyslyn, Dick
19. Eberwein, William C. - 371st
20. Ellison, Horace - 370th
21. Equitz, Erwin - 370th
22. Etheredge, Albert F. Jr.
23. Evans, Mel
24. Fitzgerald, Ray
25. Friedman, Marshall M. - 424th
26. Grab, Glenn E.
27. Graue, Phillip C. - 371st
28. Green, Gerald - 424th
29. Grubb, Sheldon G. DDS
30. Hanson, George W.
31. Hall, Claude N.
32. Harman, James L.
33. Harrington, John R. - 370th
34. Hokanson, Harry
35. Kalayjian, George
36. Kauffold, John M. - 370th
37. King, R. J.
38. Kotch, Frank A. - 372nd
39. Kridler, Harvey P. - 372nd
40. Ladd, Walter - 372nd
41. Lambert, Blondy
42. Larsen, Dag
43. Lust, David E.
44. Metzger, William H. - 372nd
45. Meyers, Leonard
46. Miracle, Brady A. - 370th
47. Moore, Burton L.
48. Moore, John W.
49. McGreevy, Wallace
50. McGuire, Bob
51. O'Toole, Harold A.
52. Phillips, Gene
53. Rodwick, John E. - 424th
54. Rogerson, Ray G. - 424th
55. Scheffler, Raymond H. - 370th
56. Schell, Dean
57. Schuster, Edward F. - 424th
58. Schweikl, Don
59. Smith, James W. - 372nd
60. Smolky, Sheldon H. - 424th
61. Strong, Jim
62. Stroupe, Russell C.
63. Taylor, Don - 424th
64. Veneski, Raymond
65. Willis, Clinton E.
66. Zacharko, Michael P. - 371st
67. Zanders, R. W.

There is a total of 324 names listed on the delinquent roster -- little by little Dan is working on each name. Our many thanks to him for his efforts. Your help would be appreciated should any of you have information on the above names.

Cena

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Taps



THE LAST FLIGHT

As 1994 comes to a close once more we have to report the loss of old friends. With each passing year our list seems to be growing. I guess, at our age, one should expect this, but still, saying the last farewell is always hard. To the families of these men, we extend out sincere sympathy.

Buchleiter, Roy	27 July 1994
Cooper, Frank	2 Feb. 1990
Davila, Rudolph	1989
Dufur, Raymond	15 April 1994
Forke, Don	18 June 1994
Gabiels, Alexander	2 May 1994
Harris, Floyd	Date unknown
Howell, Dean	Date unknown
Jones, Joe G.	Feb. 1991
Kirby, Jerry	9 Sept. 1986
Manchester, Don	June 1990
Nixon, Edward	2 Oct. 1994
Parks, Robert	Date unknown
Peterson, Howen	Date unknown
Porter, Alois	26 Sept. 1994
Ragni, Anthony	1 May 1975
Swofford, Kenneth	22 April 1984
Tankersley, James	11 April 1993
Tough, Charles	Date unknown
Ward, De Rowland	28 March 1993
Wietecha, John	28 Aug. 1994
Wilson, Paul D.	6 March 1994
Zeal, Harley	1992
Zelachowski, Raymond	22 April 1994

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FROM YOUR HISTORIANS

For All Those Born Before 1945

This being the end-of-the-year Newsletter, and it being a safe bet that just about all of us who were in the WW II 307th were born before 1945, it seems a logical time to consider the changes we "survivors" have witnessed since the welcome end of the war during the late Fall of that year.

This essay was distributed to all in attendance at the 50th Anniversary of a Warren, Michigan, High School Alumni Association. It was taken from a Jolayne Farrell newspaper column.

* * *

"We were born before television, before penicillin, before polio shots, frozen foods, Xerox, plastic, contact lenses, frisbees and "the pill".

"We were born before radar, credit cards, split atoms, laser beams and ballpoint pens; before pantyhose, dishwashers, clothes dryers, electric blankets, air conditioners, drip-dry clothes, and before man walked on the moon.

"We got married first, and then lived together. In our time, closets were for clothes, not for coming out of. Bunnies were small rabbits and rabbits were not Volkswagens. Designer jeans were scheming girls named Jean or Jeanie, and having a meaningful relationship meant getting along with your cousin. We thought fast foods were what you ate during Lent.

"We were before house-husbands, gay rights, computer dating, dual careers and commuter marriages. We were before day-care centers, group therapy and nursing homes. We never heard of FM radio, tape decks, electric typewriters, artificial hearts, word processors or frozen yogurt, and guys didn't wear earrings. For us, time-sharing meant togetherness, not c o m p u t e r s o r condominiums; a chip meant a piece of wood; hardware meant hardware, and software wasn't even a word!

"In 1940, 'Made in Japan' meant cheap pottery, and the term 'making out' referred to how we did on an exam. Pizzas, McDonald's and instant coffee were

unheard of.

"We hit the scene when there were 5-and 10-cent stores, where you bought things for 5 and 10 cents. For one nickel you could ride a streetcar, buy an ice cream cone, make a phone call, buy a Pepsi, or enough stamps to mail one letter and two postcards.

"You could buy a Chevy Coupe for \$600, but who could afford one; a pity too, because gas was 11 cents a gallon!

"In our day, cigarette smoking was fashionable, grass was mowed, coke was a cold drink, and pot was something you cooked in. Aids were helpers in the principal's office.

"We were certainly not around before the differences between the sexes was discovered, but were surely here before the changes! We made do with what we had. And we were also the generation that was so dumb as to think you needed a husband to have a baby! "No wonder there is such a generation gap today!

"BUT WE SURVIVED! WHAT BETTER REASON TO CELEBRATE?"

A View of SWPA Rescue Sub Operations

Just over 50 years ago the Connell crew (372nd) was one of seven 307th losses during the disastrous 10/3/44 mission to Balikpapan. Clement Baldwin, 372nd Operations Officer, flew as first pilot on this, the crew's first mission. The crew bailed out over the

northwest coast of Celebes with the loss of one man. The rest were rescued by the sub U.S.S. MINGO the next morning. This description of the rescue operation is taken from the official Report of the Fifth War Patrol of the U.S.S. Mingo the It gives

us an interesting view of SWPA submarine rescue operations. It was comforting at the time to know the subs were there if needed. Here's what the sub crews were doing as we hit our targets. We are in their debt for the lives of the many Long Ranger men they saved.

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C O N F I D E N T I A L

Subject: U.S.S. MINGO - Report of Fifth War Patrol

3 October

0830 Plane contact on SD radar, 12 miles. Plane contact #63. Five planes closed to 4 miles, consisting of one LIBERATOR with one engine smoking, three ZEROS and one LILY.

0838 The LILY broke off and headed toward us at 3 miles. Submerged.

0906 Surfaced.

0907 Plane contact on SD radar, 25 miles. Plane contact #64.

0908 Plane contact on SD radar, 12 miles. Another plane closer in. Plane contact #65. Plane did not close.

0945 Report received of aviators in water. Changed course to head for them, all ahead flank.

1112 Stopped to pick up aviators, adrift since 30 September in five small life rafts lashed together. These are apparently the ones we have been searching for since the thirtieth. Position: Latitude 00 degrees-forty six minutes south. Longitude 118 degrees-3.5 minutes east. Men picked up were Capt. J.R. Elder, USA; Sgt. W.H. Schmidt, USA; Sgt. E.H. Comstock, USA; SGT. T.I. Farley, USA; Sgt. T.W. Borup, USA; and Sgt. J.F. Menzie, USA. The missing four members of the LIBERATOR crew were machine gunned to death in their parachutes by Jap ZEROS. All survivors were in good physical condition despite exposure. The men were placed in custody of the pharmacist's mate. (Ed. Note: these were 5th Bomb Group men, shot down Sept. 30, 1944, on the first 13th Air Force mission to Balikpapan.)

1345 Arrived at one of two points given us to search for aviators. Other point is 10 miles, 220 degrees T, from here. Commenced searching by enlarging square method, covering both points. We feel sure we have already picked up men spotted by returning LIBERATORS, though they were ten to fifteen miles from given points. Covered area of about 200 square miles in search.

1925 Gave up search, changed course to 065 degrees T. to arrive off Cape Manimbaya at dawn of the fourth to search for one LIBERATOR crew which had parachuted down on the beach.

4 October

- 0730 With Cape Manimbaya two miles dead ahead, came left to skirt coast, all ahead 2/3.
- 0740 Flooded #1 and #2 main ballast tanks. Taking continuous soundings. Manned both 20MM guns.
- 0755 Rounded the Cape 1500 yards off beach and headed into Balesang Bay.
- 0801 Sighted several natives on beach on starboard hand. The pilot we picked up yesterday informed us that the natives in this vicinity were reported to him as unfriendly.
- 0806 Reversed course - nothing but natives.
- 0807 Sighted small fire starting to burn on beach at eastern edge of Bay. Fire put out an exceptionally large amount of smoke. Believe we saw something wave. Decided to investigate.
- 0810 Reversed course and headed into Bay, all ahead 1/3.
- 0819 We can make out five figures on beach - believe they are American aviators.
- 0833 All stop. Flooded #4 main ballast tank. We are inside the 100 fathom curve. Breaking out rubber boat.
- 0835 In about three fathoms of water put rubber boat, Executive Officer, tommy gun and two men over the side to investigate party on beach. Posted two extra lookouts to guard against surprise aircraft attack. SD radar ineffective as we were nearly surrounded by high land close aboard.
- 0901 Rubber boat returned with four aviators. Fifth man paddled out in native dugout canoe. Decided to bring boat back to present to officer's club in Fremantle. Picked up: 2nd Lt. H.L. Drollinger, USA; Sgt. R.G. Avenius, USA; Cpl. R.C. Van Gorder, USA; Cpl. R.M. Blake, USA; and Cpl. P.L. Wingert, USA. (Ed. Note: from Connell's crew.) Position: Latitude 00 degrees-00.5 minutes S., longitude 119 degrees-39.5 minutes E.
- 0905 Decided to search north of Cape Biroe, as 2nd Lt. Drollinger reported that five aviators more had landed in that vicinity. Broke out our largest ensign and secured it to #1 periscope, as aviators had not been sure we weren't Japs.
- 0924 Sighted what appeared to be movement on rocks off beach.
- 0926 Sighted flashing light and parachute spread on rocks.
- 0927 Sighted flare in vicinity of rocks. Three men visible.
- 0928 Commenced maneuvering to close beach.
- 0950 In position to lower rubber boat.
- 0952 As boat approached island, five aviators rounded rock in their own life raft.
- 1015 All hands on board. Picked up: 1st Lt. C.B. Baldwin, USA; 2nd Lt. R.E. Connell, USA; Cpl. W.W. Smith, USA; Cpl. J.S. Morrison, USA; Cpl. B. Rodriguez, USA, with a piece of shrapnel in his leg. Position: Latitude 00 degrees-01.5 minutes N., longitude 119 degrees-41 minutes E. These last five were members of the same LIBERATOR crew as the first five. An eleventh crew member went down in the water and was presumed drowned, by the rest of the crew. All ten were placed under care of the pharmacist's mate. It is interesting to note that half the bomber crew landed north of the equator and the other half south of it.
- 1016 Decided to repeat search we had just made, in case there were others on the island.
- 1123 Gave up search and headed for initial point.
- 1125 Sighted high flying LIBERATOR bomber flying parallel and opposite course on starboard bow about 12 miles away. Plane contact #67.
- 1125 Tried to contact the plane while it circled us, transmitting challenge. Used three different to size searchlights; VHF on channels A thru D, inclusive; semaphore; radio on 4475KC; and even
- 1145 spread largest Ensign on board on after 20MM deck. No success. Plane headed away, but at
- 1151 Returned and dropped 100 Lb. bomb, which landed 100 yards board on starboard beam. Plane then established communication with us on VHF, using channel B. Plane's number was 44-40877.
- 1153 Informed plane of success in picking up sixteen Zoomies.
- 1158 Our last message to him: "Please go home and take your bombs with you."

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Search for information about Roy Mann - 370th

Roy Mann was first pilot of a 370th crew at the very end of WW II. After the end of the war Roy's crew was one of the lucky ones selected to return a 307th B-24 to the United States. This was considered a far better way to return home than the usual three to six week trip by ship. Even back in 1945, considering the missions our planes and crews had been flying, such a flight was not thought unusual.

The crew was excited and enthusiastic about the flight. Then, almost on the eve of departure, four gunners were bumped from the crew in favor of four other men who had more points. In those days, as the folks back home began to anticipate the end of rationing points, those of us in the military found that points toward discharge had become all important. In this case, however, those who lacked the suddenly important points turned out to be the lucky ones.

On October 11, 1945, Roy Mann took off from Clark Field and headed out over the Philippine Sea toward Guam on the first leg of the flight home. Moving across the planned route was a massive Pacific storm not

unlike many that our planes had encountered throughout the long Pacific missions. Several 307th ships were scheduled to make the flight to Guam that night. All arrived safely but one. Roy Mann's B-24 and its crew were never heard from again.

We've received a letter from Floyd E. Mann, Roy's brother, asking our help in getting details of the disappearance of his brother's B-24. In his letter he listed several men and asked our help in contacting them. Two of these men appeared in our current roster and we were able to put him in contact with them: Dick Brautlacht, one of the crew bumped from that final flight, and Al Kuehn, 370th Ordinance Officer who knew the crew well. We have no address for survivors George Lovewell, Donald Nelson and Paul Neuser.

Two contacts is a pretty good start but perhaps we can do even more. If you knew the Mann flight crew and/or were familiar with the circumstances of their final flight, Floyd Mann would like to hear from you.

His address:

**Mr. Floyd E. Mann,
2379 Meadow Village Dr.
Columbus, OH 43235.**

Search for information on Sgt. Kulibaba

Bob Tidestrand, son of the late Gunnar Tidestrand, has written to send us several more photos from his father's collection. He also asks our help in finding information on a good friend of his father's, Sgt. Peter N. Kulibaba, probably from either the 372nd or 424th. If you have information on Kulibaba please write Bob Tidestrand at this address:

**Mr. Robert Tidestrand
1625 N. 1780 W.
Layton, UT 84041**

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Aircraft Numbers

Newsletter 93-1 mentioned the nose art carvings done by our friend from London, Bill Adams, and donated to our Association. These beautiful carvings were raffled off at our Las Vegas reunion. Al Guild was lucky enough to win two of the carvings but later began to feel that the carvings for "Sky Tramp" and "My Heart Belongs to Daddy" ought to be in the possession of someone who had flown those particular planes in

combat. Don't know whether Forrest Wilcox wound up getting either of the carvings but his letter to Guild had an interesting story to tell regarding the B-24 "My Heart Belongs to Daddy".

"The tail number for 'My Heart Belongs to Daddy' was 44-41696. I flew the plane to its final resting place at Mather Field in California. We taxied the plane for what seemed like miles, passing hundreds of other dusty B-24s, cut the engines and walked away looking over our shoulders. Well, that's almost how it was. I took a souvenir, the wheel from the pilot's control column. I still have it today! Also I received a receipt for it, dated 11 October 1945 for... 'one (1) B-24 War Weary type aircraft #44-41696, incomplete...'

"I took a B-24 (#44-49629) overseas which had nose art and was named 'Reluctant Wagon' after the Disney cartoon 'The Reluctant Dragon'. We were stalled at Fairfield-Suisun for two months because of weather and fuel consumption problems and I think we were probably the last B-24 out of there. The crew left the plane at Nadzab, New Guinea, and we never saw it again. At one time I had an invoice for it for

about \$250,000."

We are happy to receive verified aircraft numbers and names. Researchers are always on the lookout for this information and our aircraft name/number file is pretty sketchy and contains mostly three digit nose numbers. These are better than nothing but not enough to be of much help to researchers. If any of you have information on 307th aircraft names and full numbers please let me know. Write to:

**James M. Kendall
2350 Derby
Birmingham, MI 48009**

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A 307th Memory

Here's another of the first person stories we have often requested from all you members. We have a good many of them but can always use more. This vignette comes from Tom Tischoff who was a first pilot with the 371st.

"As you will recall crews at the Morotai stage of the war would have one or two days off after each mission. My crew returned from a mission late one afternoon and, after debriefing, late supper and cleaning up it was already almost 9:00 o'clock, too late even for

the movie so we went to bed early, anticipating a couple of days off.

The next morning we were up early and went to early chow. At breakfast I ran into Capt. Dooley, our Operations Officer. Dooley said 'Tischoff, do you want to fly a 'local' for me?' 'Doing what?' I asked. 'Well', said Dooley, 'We have developed a bomb which we think will take care of the luggers and two masted schooners that we have been strafing. We take a 55 gallon drum, weld a fin on the tail and fill it with gasoline. Then we put a phosphorus grenade in it and drop it from a B-24 at low altitude. When it hits the water the 55 gallon drum bursts, the phosphorus grenade hits the water and lights the gasoline which has spread all over the place and 'WHOOSH', the boat goes up in flames. I want you to test our theory." This all sounded very interesting so I agreed to fly the 'local' that very morning. Dooley said we would need only the co-pilot (Dick Cox), bombardier (Dick Lopes) and engineer (Charlie Sherrer), gave us the aircraft number and had us trucked to the flight line. As we entered the plane we saw two 55 gallon drums shackled to the bomb racks and ready to go. We ran-up, taxied

out and took off. We had been briefed to fly at 200 feet over the 13th Bomber Command HQ toward a raft anchored about 200 feet off shore. We were to make a run on the raft, open the bomb doors as we circled race track fashion and drop the first bomb on the second run. We did just this. On the second pass the bombardier dropped the first of the new type devices on the raft. On the third pass we dropped the second drum though there was no need for it since the entire raft was already aflame. We landed, went to Capt. Dooley, reported mission accomplished and received his appreciation and thanks.

"End of story? Not quite!"

"A week or so later I was forced to walk across the road to use the 13th Bomber Command latrine because ours was closed while they burned out the pit beneath it to kill the flies that could otherwise breed therein. The Bomber Command latrine was very nice indeed. As I sat there a full Col. walked in and sat down beside me. You could always tell a full Col. from others because he wore his rank on his white tee shirt. We didn't. I noticed that this young, good looking man had his nose all bandaged. After

building up my nerve I asked 'what the heck happened to you?' He replied 'I don't really know except that about a week ago I was sunning myself on the 13th BC beach when a B-24 came over at about 200 feet. As I watched he made a second pass and dropped this humongous big bomb. I got up and ran like hell for my life and while I tried to watch the bomb and run at the same time I ran into a coconut tree and broke my nose. If I ever catch that SOB I'll kill him!' With that I decided my business there was finished, excused myself and never saw the man again, thank goodness!"

Pilot Tom Tischoff (Lt. Col. Ret), Dick Lopes (Col. Ret) and engineer Charlie Sherrer were all at the St. Louis reunion.

Another Similar Story

While on the subject of Army latrines your Historian, Jim Kendall, has sort of a similar story to tell. *"On Morotai our squadron enlisted men's latrine was a long way from our tent. Well, at least it was farther away than an officer's latrine (no fancier than the EM latrine) which stood only a couple of hundred feet to the west of our tent. My practice was to wait until after dark and sneak over*

to that officer's latrine. All went well for some time until one bright moonlit night Col. Rees walked in, momentarily shined his flashlight on my face, and sat down beside me. I was terrified, knowing full well that I was where I did not belong and expecting to be shot at sunrise or at least be reduced to buck private and put on permanent KP. I'm sure the Col. was familiar with all of his officers and knew full well that I was not one of them. Despite this, he made polite small talk which I answered as well as my panic would allow. As soon as possible I excused myself, bade the Col. good-night and left in the direction of the officer's tents, circling back to my own tent as soon as I was out of sight of the latrine. I'll always appreciate Col. Rees' kindness for not lowering the boom on me. He was a true gentleman.

Merry Christmas and Happy New Year

On the facing page is an enlarged copy of the Christmas Greetings dropped by the 307th over the Philippines 50 years ago. It is our 1994 Holiday Greeting to you.

**Dottie and Jim Kendall
June and Harry Sterkel
Tudy and John Reeves**



THE Commander-in-Chief, the officers, and the men of the American Forces of Liberation in the Pacific wish their gallant allies, the People of the Philippines, all the blessings of Christmas, and the realization of their fervent hopes for the New Year.

Christmas, 1944

BOARD OF DIRECTORS CORRECTION

In the 1994-2 Newsletter I made the mistake of leaving Anita Sporn's name off the list of Board Members. Anita serves as our Parliamentarian and does a terrific job of keeping us living by Robert's Rules of Order. My sincere apology, I don't know what we would do without her.

Corrected roster of 1994-1996 Officers

Sam Britt	President
Mark Rifkin	Vice-President
Jim Kendall	Historian
Harry Sterkel	Asst. Historian
John Reeves	Asst. Historian
Cena Marsh	Sec./Treasurer
Anita Sporn	Parliamentarian

- Cena

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1995 MEMBERSHIP DUES

It is that time of year we have to remind you 307th Member that the 1995 Membership dues need to be paid. Please note on the Membership Dues form that we have added a request for your Squadron Number, Telephone Number, and your Wife's Name.

We are trying to get the roster updated as well as make it possible to list each member by his squadron.

Thanks for the help.

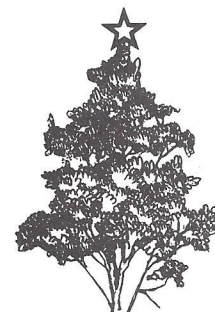
- Cena

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With the Holiday Season almost upon us your Board of Directors want to wish each and everyone of you a very "Merry Christmas and a Happy and Healthy New Year."

Sam and Helen Britt
Mark and Connie Rifkin
Jim and Dottie Kendall
Harry and June Sterkel
John and Tudy Reeves
Cena and Walt Marsh
Anita and Marty Sporn



Detach and return with dues payment

307th BOMBARDMENT (HV) ASSOCIATION, INC.

MEMBERSHIP DUES

NAME _____ SPOUSE _____

ADDRESS _____

TELEPHONE NO. _____ SQUADRON NO. _____

Remit to: 307th Bombardment Group
262 East Valley View Dr.
Preston, ID 83263

DUES: \$20.00 Annually
PAYABLE: January 1st

Please make check payable to the
307th Bomb GP (HV) Assn. Inc.

Dues include Newsletter, Membership
Card, Reunion Book, Roster