

ROBERT M. BARD  
2425 Century Hill  
Los Angeles, Ca. 90067

Dec 16, 1987

Dear Russell

I thought you might be interested in the enclosed photos of the Confederate Air Force's Sentimental Journey that was on display recently at the Santa Monica, Ca airport. The plane is beautiful ... close to mint condition & drew large crowds during its two day stay. The negs are enclosed in case you wish to use them in the 306<sup>th</sup> Echoes.

Also congratulations on the decals, etc on my car, hoping someone in the L.A. area will see it & maybe renew old acquaintanceships.

Keep up your good work ... its fun to get the newspaper all except the obit. column

Sincerely

Bob Bard

P.S. disregard other negs & no need to return any of them.

ROBERT M. BARD  
2425 Century Hill  
Los Angeles, Ca. 90067

Feb 10, 1990

To Russell Strong:

I just received the January issue of 306<sup>th</sup> Echoes and really "snapped to attention" when I saw the articles on the collision involving Steiger & Cohn. I was a close friend of Lane K. "Duke" Roberts and bumped across from him & Cliff Steiger. In fact I clearly remember one of our gunners yelling into our intercom that a collision had occurred next to us or near us. I was co-pilot with Warren Hovey & we flew the hole.

Naturally when we returned to base and heard that neither plane returned we were very upset! Later that night we got word that Steiger's crew had bailed out, so there was some hope. A few days later both of them walked into the barracks to a wild greetings. Roberts related his tale of woe, his fluent French to get out of the tree without "Leins spears" with a jitch fork that a farmer held against him.

Duke, as we called him was, & I hope still is, quite a character, always kidding around, & always out of uniform or sloppy in attire. But, a very bright guy who collected antique dueling pistols at every opportunity. One day he and I went to Cambridge to secure a deal on a Wedgwood plaque Duke had found on an earlier trip. Seems there were

two in a set & pretty costly. I agreed to buying the smaller one & the owner said ok but only if we would give her our dog Monty (a mutt that was our mascot). This caused Skeet & I some anguish but we finally agreed & would deliver him on our next visit. Unfortunately Monty cut his jaw on one of his scavenger trips & died in the vet's care in Bedford.

Later we both flew in the Casey Jones project craziness out of Ostrer, France. Roberts was some expert on barter as he used his fluency to cut some great deals on various articles, cigarettes etc. I tagged along, as the French loved this guy, as he toured Arles, Marseille etc always getting richer, wiser etc.

In 1940 we met at his home in the hills above Ventura, Cal which is close to my home in L.A. Last I heard Skeet was teaching French either at Stanford or in Colorado. I wish he would surface so we could hash over all these good times (& bad). Maybe he or someone who knows his whereabouts will contact you.

Thanks for the great article.

Sincerely,

Bob Bard 423<sup>rd</sup>

P.S. Enclosed is a copy of my flight recap for that mission. Hope you find this interesting.

R E S T R I C T E D

PERSONNEL ROSTER

HIGH SCORE & OVERPAGE CIPHERS

RE5159-44 (STAT CODE JDA  
Unless otherwise indicated)

FOR SEPARATION CENTER NO 44, FT MACARTHUR, CALIF  
(RR 1-2 & 1-5 PERSONNEL)  
Unless otherwise indicated

<u>NAME</u>	<u>GRADE &amp; ARM OF SERVICE</u>	<u>ASN</u>	<u>ORGN</u>	<u>MOS</u>	<u>ASR</u>	<u>ADDRESS</u>
BARD, Robert M	F/O AC	T-127902	Hq & Hq Sq, 40th Bomb Wg	1091	71Q	179 S. Formosa Ave. Los Angeles, Cal.
*	*	*	*	*	*	*      *
BUSCH, Carroll R	T/Sgt AC	39238045	525th AAF Band	432	48Q (JEH)	1111 W. Robidou, Los Angeles, Cal.
MULLANIX, Fred F	Sgt AC	39532838	887th MP Co	677	53Q	Box 847, Concord, Cal.
<del>SMALL, Harold L.</del>	<del>Sgt</del> SC	<del>39553223</del>	<del>311th Sig</del> Co Avn	<del>237</del>	<del>53Q</del>	<del>1091 1/2 Rochester</del> Los Angeles, Ca
GUYNN, Wallace L	Cpl AC	39290313	8th Photo Tech Sq	94E	53Q	1064 1/2 Whipple N Hollywood, Cal.
NORIEGA, Trinidad E	T/5 SC	39709001	311th Sig Co Avn	776	53Q	Box 1332, Barstow, Cal.
VERES, Lawrence T	Pfc AC	42034704	311th Sig Co Avn	650	54Q	202 N. Date St., Rialto, Cal.
ZABLEN, Julian	Pfc AC	36631930	8th Photo Tech Sq	070	53Q	423 N. Orange Grov Los Angeles, Cal.

F/O ROBERT M. BARD, T-127902 AC (1091) 71Q, Hq & Hq Sq, 40th Bomb Wg, is designated OIC and Custodian of records for Separation Center Gp RE5159-44.

HEADQUARTERS  
AAF STATION 111  
APO 557

A-5

201.22

30 September 1945

SUBJECT: Commendation.

TO : Commanding Officer  
423rd Bomb Sq (H)  
306th Bomb Gp (H)  
APO 557

1. In comparing the total miles of effective coverage achieved by crews of this command on the Casey Jones Project from 10 June 1945 to date, it has come to my attention that the following personnel have accomplished their assigned task with a remarkable demonstration of precision and teamwork.

2. Analysis indicates that a total of 1250 miles of flight lines have been flown by this crew of which 1036 miles or 82.9% of total miles flown has been accepted as effective coverage. This is highly commendable and reflects excellent training, flying technique and teamwork despite long tedious consecutive sorties at high altitude. This crew has distinguished itself on this project.

3. I wish to commend the following personnel whose outstanding technical skill and teamwork was responsible for the excellent results attained.

- G. 1st Lt WARREN H HINNEY 0778807
- CP. P/O ROBERT M BARD T-127302
- H. P/O WILLIAM H POMPHREY T-137734
- I. 1st Lt ALVIN L COLLEMAN 0732708
- J. S/Sgt Charles A Roth 32373537
- K. S/Sgt Thomas V Furlong 31113726
- L. S/Sgt Earl L Blucher 36841308
- M. Sgt Harold L Demorest 19160011

4. A copy of this letter will be placed in the 201 file of all concerned.

*H. W. Upham*  
H. W. UPHAM  
Colonel, Air Corps  
Commanding

## THE HANDWRITING ON THE WALL

It was in May of 1972, on a cold, windy and cloudy day, that I returned to Thurleigh to see what remained of the 306th Bomb Group. Along with me were my wife, Tip, a Max Factor London associate, Barry, and his German wife, Ursula. We were all friends, as Barry had only recently been transferred from Hollywood to the UK. None of us had ever really discussed the war, so there was great anxiety about seeing a real wartime airfield. I had hoped to show them a great deal more than I did. In fact, all that was left standing were two rectangular barracks buildings. There was absolutely nothing else that could be identified. I was really disappointed as we had devoted the whole day for this project. We were, however, able to drive close to the old buildings, so I figured why not take a look. There was no sign of life around so we just pushed open the door and found nothing but some farm equipment that the present owner must have been storing. When I looked at the walls, I noticed some writing and took a closer look. Instantly I knew this was a list of missions that someone had compiled and above them was the name of my plane, the Solid Sender! I couldn't believe it. No other wall or ceiling art was to be found . . . just the one that concerned me. I recognized the listing of missions which included the ones I had flown, so I presumed this was the record of one of our crew members.

I yelled to the others to come and look, and Ursula was the first one to arrive. She immediately spotted the Fulda mission of February 6, 1945 and told us that was her home town, and in fact recalled that date vividly. It seems her mother had grown weary of constantly running to the bomb shelter and this day she said to Ursula that they were going to stay put. As fate would have it, their home was spared, but their bomb shelter took a direct hit and everyone was killed. At this point our conversation suddenly stopped. Neither of us knew what to say. It was a very strange feeling for me, as I'm sure most of us flyboys preferred to imagine our bombs ruining military targets, factories, etc. Here I was looking at our "enemy," a beautiful woman who luckily survived our "pinpoint" bombing.

I too recalled this mission; it was a major foul-up all the way! Here is the summary of my sixth mission from my scrapbook . . .

Interestingly, I never was a souvenir hound and neglected to bring home a memento from the Thurleigh days. Fate intruded again. We left via the back door of the barracks and noticed that the farmer had recently tilled the land right up to the doorway. As I stepped out, there was a 50 caliber machine-gun bullet in my path. Wow, what a find! It now adorns my office desk, still with the traces of British mud . . . and still armed, ready for use!

My friend Barry returned to London determined to come back and remove the wall section and send it on to me. However, I had immediately related this story to Cyril Norman, a 306th historian who lived nearby. He contacted the 8th AF authorities, who got there first. I am told that this section was sent on to Wright-Patterson Air Force Museum in Dayton as part of their collection of "wall art."

I only wish that the Solid Sender, which ended the war with approximately 120 missions, had been spared the scrap heap in Arizona. This would have been a fitting tribute to a great crew chief, Joe Terrana.

ROBERT M. BARD

423rd co-pilot & pilot

MISSION # 6  
6 FEBRUARY 45

TARGET - FULDA? TOUR OF GERMANY

WEATHER - 10/10 COVERED

BOMBED - PFF 10 - 500 LBS.

FLAK - NONE OVER TARGET. GOT QUITE A BIT  
AT COAST OF HOLLAND AND OTHER POINTS

FIGHTERS - NO ENEMY AND QUITE A FEW '51'S

TIME - APPX. 9 HRS.

CREW - REGULAR EXCEPT FOR TAIL & ONE  
WAIST GUNNER.

SUMMARY.

AFTER FORMING IN A SNOWSTORM WE  
STARTED LATE AND LOWER THAN BRIEFED  
ALT. CAUGHT ACCURATE FLAK GOING IN  
THE HOLLAND COAST AND CONSEQUENTLY  
LOST TWO SHIPS WITH DAMAGE. WE FLUDED  
AROUND GERMANY AND DIDN'T HIT ANY  
OF THE BRIEFED TARGETS. HAD A HOUR &  
ONE HALF BOMB RUN & WE NEVER DID FIND  
OUT WHERE WE BOMBED. LOW ON GAS  
AND LANDED AT ST. TROND, BELGIUM AT  
48 FTR. GP. WITH ALL GAS GAUGES READING  
ZERO. HAD A SWELL TIME VISITING LIEGE  
AND REALLY ENJOYED THE THREE DAYS  
WE SPENT THERE. ARRIVED HOME ON  
FEB 9 ALL SAFE

had been spared the scrap heap in Arizona. This would have been a fitting tribute to a great crew chief, Joe Terrana.

ROBERT M. BARD

423rd co-pilot & pilot

MISSION # 14  
MARCH 7, '45

TARGET - GIESSEN

WEATHER - 10/10 COVERED ALL THE WAY OVER  
AND BACK.

BOMBED - PFF, AFTER GH WENT OUT.  
12 500 GP'S AT 24,000 FT.

FLAK - QUITE A BIT BEFORE BOMB RUN, BUT  
THE LEAD EVADED IT ALL AND WE DIDN'T  
HAVE ANY DAMAGE. AMEN

FIGHTERS - NO ENEMY & GOOD SI SUPPORT

TIME - 8 HRS 25 MIN

CREW - WARREN, MAC, PINKY, DOWD, OLSON

SUMMARY -

A REAL "FLUB DUB" AS WE DIDN'T HIT  
THE PRIMARY OR SECONDARY WHICH WERE  
PORTMUND & SIEGEN. AFTER DOING A FEW  
JOB'S WE FINALLY DROOPEN ON GIESSEN.  
OUR WING SHIP AT STIEGER & THE FLYING  
SPARE COLLIDED ON IP FOR FIRST RUN.  
BOTH BELIEVED SAFE ALTHO STIEGER'S BOYS  
BAIKED OUT OVER FRANCG.

WE MADE AN I.O.P. LETDOWN ON RETURN  
TO FIND VIS. 1 MILE, FINALLY DODGED  
ENOUGH AT 17'S TO MAKE OUR LANDING.

# 8th Hits Oil; RAF Strikes Baltic Ships

*GIESSON*  
The 8th Air Force, resuming its assault on Germany yesterday, struck close to the Western Front when over 900 Fortresses and Liberators bombed three benzol plants and an oil refinery at Dortmund, 4½ miles northeast of Cologne and 20 miles east of Essen, besides attacking rail yards at Soest, in the Dortmund area, and Siegen, 45 miles east of Cologne.

One wave of bombers also attacked a large railway viaduct at Bielefeld, in northwest Germany. Instruments were needed on all targets except Bielefeld. The 250 fighters accompanying the bombers had no enemy air opposition and ack-ack was negligible, but one bomber is missing from the operations.

The RAF had a big night Tuesday, also striking close to the fighting lines when Lancasters made a heavy attack on enemy shipping at Sassnitz, on the island of Rugen in the Baltic, 75 miles from the port of Stettin, objective of Marshal Zhukov's Red Army forces. And Berlin was hit by Mosquitoes for the 15th consecutive night.

Aug 10 86

To Russell Strong

I hope these might  
be of interest to you  
especially "Casey Jones"  
project memos.

R. M. Bard