

Mr Russell A Strong
2041 Hillsdale
Kalamazoo, Mich.

6 June 1983
D-Day plus 39 years

Dear Mr Strong

Congratulations on your book, First Over Germany, you could have been a Stars and Stripes writer with Andy Rooney. Mr Rooney closed his April 44 article saying it would take a book to tell all of the 306th BE story.

Your seven years of perseverance has produced a story that tells all that can be said. To tell all could be too much since there are as many versions and perceptions as individuals, plus Official Records, which sometimes depended on the priority assigned to the mission. It would take a Big Book to tell off duty stories,

After reading your 306th story, I feel like we are old friends, so I broke my rule about not looking back. I opened some boxes of WWII, Korea and SAC records - Officer (201 files) Personnel Records, AFFSA/AAFS Flying Records and my Bombing Flight Records Book. After WWII I completed Celestial Navigation (1034) and Radar (1051) schools. Served my time in Lt Bombers (B-26's) and then the bigger SAC - 509th BW, 6th BW and 55th SRW. The comradeship experienced in the 306th is remembered as the best.

My unofficial records versus the Official Records are interesting --
306th Engrp Mission 123 - I was assigned to Larry Linn's crew, Flying the Izp Deputy AC, the target & Briefing was Lansburg - Poor Visibility ect -- and the PFF crew Missed, Engrp bombs were closer to Eresertshausen -- the target was Eresertshausen

306th En Mission 126 - I was assigned to the PFF^{AC} crew with Col Howard M Turner commanding the 368th BS (Lead S) and the 306th BE (Lead E) of the 1st Air Division. The Radar Operator did the Navigation to the IP. There were some clouds but the Target was clear. I advised Col Turner that I had the Target in the Bomb sight. Col Turner said for me to complete the Bomb run. We did and the AC was hit just seconds before Bombs Away.

After the 4 (500lb type M43) Bombs dropped, Col Turner took us down from the Bombing Altitude of 25000 to 19000 over Berlin. I used morphine, ~~and~~ parachute to help the wounded Left Weist Evinner. Without Oxygen and other problems we made it back to the PFF crew base. Later that evening at the 40th CW Headquarters Col Turner said "it was very important to the Air Corps that the Official Records show PFF Bombing".

All's well that ends well - The rail yards were hit - the Air Corps new PFF ^{Radar} equip-
ment did good - Col Turner soon became a General and I became a
368th Squadron Bombardier - long enough to make Captain 5 June 44

Andy Rooney says in his story "some of the 6000 Tons fell in Kraut fields and potato patches, but a lot of it has fallen in the middle of some of Germany's best industrial plants". This sums it up -- My Record -- I have several photos with good Bomb Strikes, inspite of the German Smoke Screens and a heavy snow on the ground at the Lechfeld Airport (Exp mission 12/4) plus some photos that could have been potato patches - (No Ball, France)

On page 318 you asked the questions, Was it all in vain? Was there a mission to be served? What was accomplished? Some of the answers can be found in the D-Day letter we received before Take Off from Dwight D Eisenhower,

I am enclosing copies of WWII memorabilia - if you are still interested after 7 years of research. Congratulations again to you and your family, and a Big Thank You for the Memories.

Sincerely

Jed Beawell
Lt. Col. USAF Retired
9202 Raelord Dr.
Dallas, Texas 75243

From Calais to Berlin; Invasion Imminent

4-19-44

Fighters Blitz Europe Again; Forts Hit Kiel

5-22-44 Invasion-Defense Fleet's Hideout Is Pasted; Libs Blast Atlantic Wall

American bombers and fighters ranged the breadth of northern Europe in daylight yesterday, smashing the enemy's communications and transport systems behind his invasion defense lines for the second day in a row.

Nearly 1,000 fighters spread out over Germany and the occupied countries, strafing and dive-bombing locomotives, trains, barges, radio stations, airfields and other targets.

While the fighters were clipping tree tops all across the northern stretches of the Continent, Flying Fortresses hammered Kiel, hideout port for units of Germany's invasion defense fleet, and Liberators and U.S. and Allied fighter craft kept up the blitz on installations of Hitler's Atlantic Wall.

A force of some 250 B17s, covered by as many P47s, 51s and 38s, lanced through weak Luftwaffe defenses to give Kiel its first daylight attack since last Jan. 5, complementing the RAF's major assault of the preceding night on Duisberg, Germany's biggest inland port.

While the Forts were hitting Kiel, a similar force of Liberators provided the major punch of the day's battering of the military defense zone in the Pas de Calais and northern France. There was no fighter opposition, B24 crews reported, and flak varied from weak to no more than moderate in most cases.

Marauders Hit Airfield

A small force of Marauder medium bombers, covered by Ninth Air Force P38s and 47s, opened the third day of the newest assault on northern France by hitting military objectives and the airfield at Beaumont le Roger, 70 miles west of Paris.

While there was no immediate official announcement of heavy-bomber or fighter losses, unofficial indications were that they would be comparatively light.

One B17 division came home to report not a single fighter attack, although some enemy aircraft were seen in the distance but another division's crews described one frontal rush by 70 to 80 German fighters which were beaten off by U.S. fighter escorts before they could do major damage.

Some fighter pilots told of meeting more rocket-firing Nazi interceptors, which were dispersed with only long-range shots at the bombers.

German radio's version of the attack described "great battles over the northern Reich," but added that weather conditions hampered the defenses. The

(Continued on page 4)

4-19-44 Fierce Air Battles

Wary of the Forts and Libs since their first penetration to the Nazi capital on Mar. 4, the Luftwaffe put up masses of determined fighters, and from 1 PM to 4 PM German radio broadcasts gave almost blow-by-blow descriptions of the air battle in the clouds above the Reich.

Some heavy bomber divisions, however, came back late in the day—it was one of the latest large-scale raids in weeks—and reported virtually negligible fighter opposition.

Liberator formations generally reported few attacks, and meager to moderate flak. Some Fortress units described a fight for their lives with almost endless relays of fighters, while other B17 units, led by Col. Eugene A. Romig, of Byesville, Ohio, took scant punishment.

"Fighters protected our wing perfectly," (Continued on page 4)

Luftwaffe priorities?

Raids

5-22-44

(Continued from page 1)

Nazis said "localities on Kiel Bay" had been hit.

While some of the fighter forces were shepherding the bombers to their targets, other formations fanned out over France, Holland, Belgium and northwestern Germany, and first returns from their bases added at least nine locomotives and ten freight trains to the big score rolled up by the strafing fleets Sunday.

Lt. Col. Francis Gabreski, Thunderbolt pilot from Oil City, Pa., was credited with three victories in aerial combats to bring his total to 22, but dogfighting generally was on a comparatively minor scale.

Most of the fighters were searching for targets of opportunity and strafed as they found them, but some groups were dispatched on dive-bombing missions where weather was clear.

German radio claimed that forces of American fighters swept on far to the east of Kiel, and a Swedish report that at least one Mustang had made a forced landing in southeastern Sweden seemed to confirm that.

The RAF's heavy night attack on Duisberg coincided with other blows at Hanover, Nazi chemical center, and an airfield in Belgium, as well as minelaying. Thirty RAF craft were reported missing.

In contrast to the comparatively inadequate daylight defense put up by the Luftwaffe yesterday, the night bombers met fierce resistance over Duisberg, crews reported.

Capital Blasted For 6th Time By USAAF

American bombers and fighters—between 1,500 and 2,000 of them—slugged their way across German skies to Berlin in daylight yesterday in a resumption of large-scale aerial assault which saw the Luftwaffe and Nazi targets hammered from the Pas de Calais to the heart of the Reich.

In a day-long assault, the Allied air command in the ETO threw light and medium bombers, heavies, and fleets of fighters into attacks on Nazi objectives in France, Belgium and straight across Germany. Battered but desperate, the Luftwaffe put up screens of fighters along the route, and some air divisions came home to tell of three-hour battles with as many as 200 Nazi fighters.

Among the day's targets, aside from those in Berlin proper, were the Heinkel bomber works at Oranienburg, some 20 miles northeast of the capital, and an aircraft components plant at Rappinow, 35 miles northwest.

First official announcements did not list American losses or claims, but German radio broadcasts were much more conservative in tone than in recent raids. Unofficial preliminary indications were that bomber losses would be almost fantastically light.

The attack on the Berlin area was the Eighth Air Force's sixth and brought back to the ETO the major share of the three-way air pincer on Germany.

Bulgar Rail Center Hit

In the south, Allied bombers based in Italy kept up their share of the attack with night blows on Plovdiv, Bulgarian rail center linked to the Russian front, and the Soviet Air Force in the east resumed the attack with a blow at Galatz, Danube port and railhead for Nazi reinforcements bound for the Red battlefronts.

The heavy bomber attack from British bases, while including small Liberator raids on military objectives in the Pas de Calais, was aimed straight at the industrial and aircraft manufacturing center of Germany as part of the campaign to destroy the Nazi air force north and south, and at the same time to smash the continent-wide network of rail transport vital to German defenses against Allied invasion and the Russian steamroller as well.

Co-ordinated with the main blow were attacks by Marauder medium bombers against targets in northern France and railway yards at Charleroi, Belgium, while RAF and Allied Bostons, Mitchells and Mosquito bombers hit objectives behind the French coast. Ninth Air Force Thunderbolts and Allied Spitfires supported them and swept against German fighters as well.

Air, Transport Targets Again Hit In 11th Day of Pre-Invasion Blitz; Blows Follow Big RAF Assault

Luftwaffe Stays Down

Eighth and Ninth Air Force fighters scored five victories in dogfights yesterday and the RAF got five. With the Luftwaffe obviously offering little opposition, partly due to heavy cloud over Europe, the fighters went down on the deck and fattened their scores with some two dozen more aircraft destroyed or damaged on airdromes.

While the unspecified military targets in the Pas de Calais were taking their regular beating yesterday, most of the varied forces which flew out from British bases hit at Nazi airfields. Fortresses attacked the Luftwaffe installations at Nancy, Metz and Dijon, reporting good results; Thunderbolt fighter-bombers of the Ninth Air Force hit airfields in eastern Belgium and near Ypres without loss, and P38 Lightning fighter-bombers of the Eighth Air Force, escorted by other formations, attacked an airfield in northern France.

The formation of Liberators, escorted by long-range fighters, bombed industrial targets in the southwest of Germany.

(Continued on page 4)

4-26-44 France, Reich Swept By Heavies, Lights And Mediums

The pre-invasion air offensive thundered through its eleventh day yesterday as the USAAF threw almost every type of plane it has into more trip-hammer blows at German air power and transport facilities in Europe.

The day-long attacks came after the RAF again had sent out a major night force of bombers which left fires blazing in railroad centers from Paris to southwestern Germany.

Switching the pattern of attack from dense concentrations of bombers over one major area, the USSTAF sent a total force of more than 500 Liberators and Fortresses to pound military objectives in the Pas de Calais, three airfields in France and other targets in southwestern Germany.

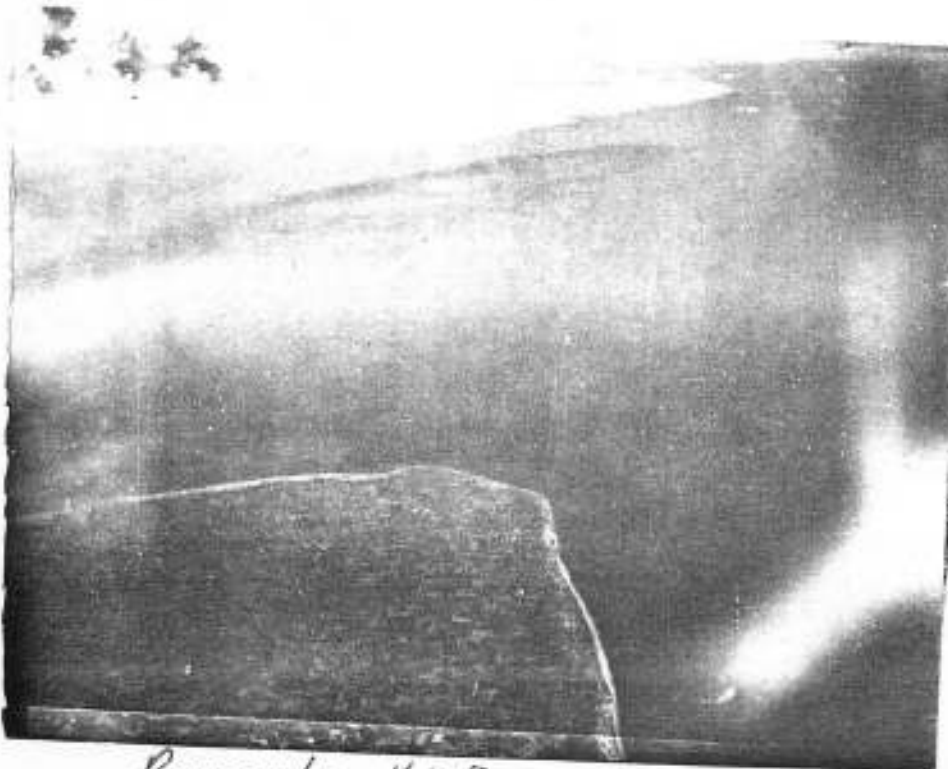
B26s, Havocs Out Again

The air command likewise called out the Marauders and the Havocs for their 11th attack in eight days, and they joined the B24s in maintaining a rain of bombs on military objectives in the Pas de Calais area.

While some 800 fighters of the Eighth and Ninth Air Forces and the RAF were escorting the bombers and sweeping against airfields all across western Europe, other fighters toted high explosives to France and Belgium and dive-bombed Luftwaffe installations in blows co-ordinated with the day-and-night strategy of driving the Luftwaffe from the air before invasion begins.

From the day-long attacks, which kept sirens screaming alerts from Brittany to Switzerland, seven heavy bombers, two fighters and one medium bomber were reported missing.

Airmen back from the diverse missions to the Reich and Nazi-held countries reported slight opposition from Nazi fighter defenses which have been stretched and strained by 11 days of battering. The Forts and Libs attacked on only six of those days, but medium and dive-bomber blows and fighter sweeps, grown in the last month to attacks of major weight, have kept the aerial prelude to invasion at high pitch.



Remember this?

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE



Soldiers, Sailors and Airmen of the Allied Expeditionary Force!

You are about to embark upon the Great Crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you. In company with our brave Allies and brothers-in-arms on other Fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world.

Your task will not be an easy one. Your enemy is well trained, well equipped and battle-hardened. He will fight savagely.

But this is the year 1944! Much has happened since the Nazi triumphs of 1940-41. The United Nations have inflicted upon the Germans great defeats, in open battle, man-to-man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground. Our Home Fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned! The free men of the world are marching together to Victory!

I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full Victory!

Good Luck! And let us all beseech the blessing of Almighty God upon this great and noble undertaking.

Dwight D. Eisenhower

Thurleigh
May 1944
368th BSgd.

Odle
Elbert E.

Boswell
Ted, Jr.

Stillwell
Alfred W.

McMahon
James B.



Major Elbert E. Odle just wanted a picture of one of his "favorite Lead Bombing Crews."

Boswell, Ted; Jr. Bomber

Makol, Emanuel

Winters, August

Montoya, Eduardo Bomber

Regan, John M. 368th C.O.

Logan, Daniel A. Bomber

Baitzer, Donald W. Bomber

Shelby L.

Keitt, Walter H.

Jones, Dewey O. Pilot

Glaze, Ivan E. Navigator

Robinson, George L. 306th C.O.

Lund, R.S. (Russel) Pilot

McMahon, James B. Pilot

Rehn, A. F. (Albert) Pilot

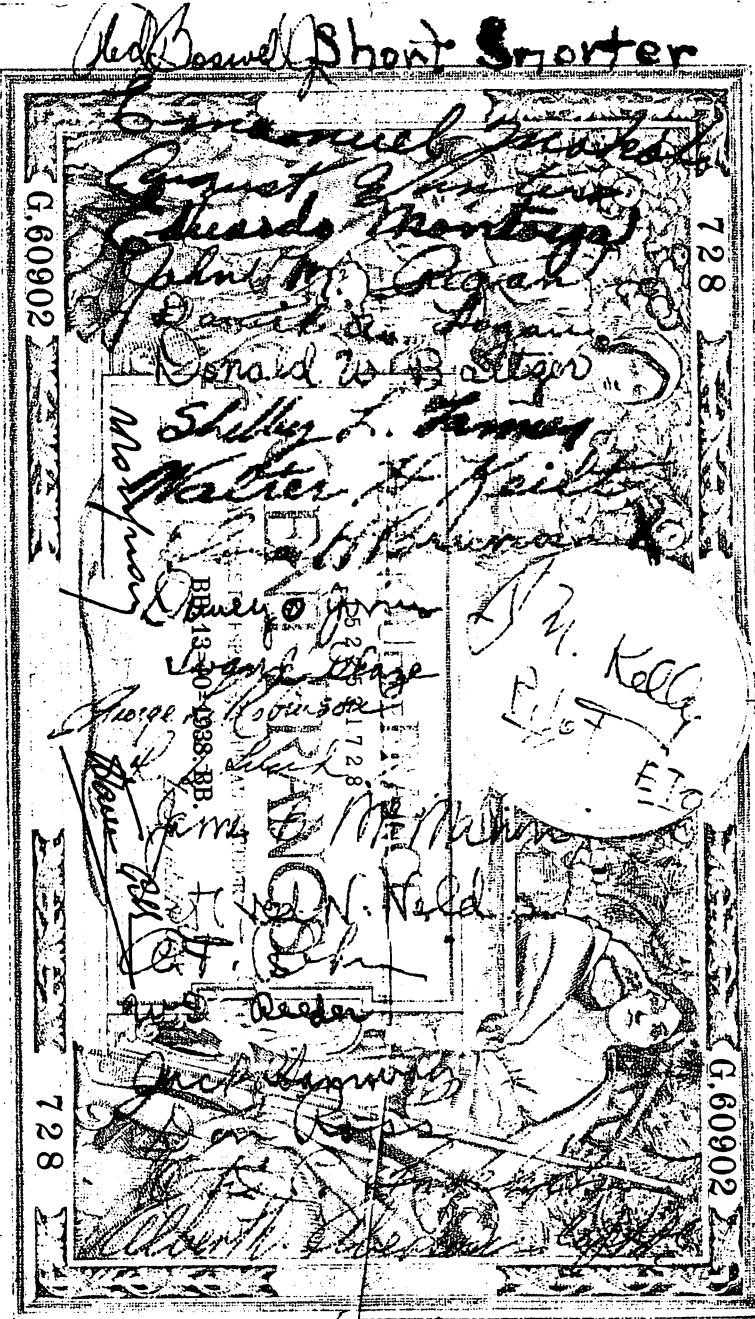
Reeder, W. D. (William) Pilot

Samway, Jack R. Navigator

Ross, Don Bomber

Aberson, Albert D. Pilot

Freuding, Carl N. Pilot



Kelly, J.M. (John)

Carl N. Freuding

368th Party - after the 1,000 tons Record -
 A few drinks - few songs - few cut ties - notice Ivan E Glaze - crew went
 down Halberstadt - 11 Jan 44. I went to London to identify Glaze after his
 successful evasion.



Dyersburg, Tenn
 August 1943
 Reeves Prov Sq.
 crew 19-6-39
 Assigned
 10-21-43
 368th B Sqd.
 306th B Gp
 40th CW

Boswell, Ted, Jr Kalish, Michael Bayless, Charles, M. Kelly, John, M.

Casualty - Peetz 3rd mission Bremen 26 Nov 1943
 completed - Boswell - Bombardier Vought, William, C. Smartt, Ernest E., Jr Wallace, George W Peetz, Alfred H. Christian, William C. Hudson, Carl, E.
 missions - Kelly - Pilot
 - Smartt - Radio Oper.
 others - Stalag Luft 1 - Mission 115 Augsburg 25 Feb 1944

O-P-E-R-A-T-I-O-N-A-L S-O-R-T-I-E R-E-C-O-R-D-S

NAME ROSSELL, TED JR. SQUADRON 368th
 RANK Captain, AC GROUP 306th
 DUTY Bombardier SERIAL NUMBER C-679353

Date	Group Mission Number	Individ Mission Number	R-E-M-A-R-K-S	AC Pilot	Time	Total Time	Assigned to Lead Crew- AC
11-3-Nov. 2	82	1	WILHELMSHAVEN, GERMANY	Nally, William S.	6:00	6:00	Low Spt
5	83	2	WILHELMSHAVEN, GERMANY	Nally	5:35	11:35	High Spt
25	86	3	BRUNNEN, GERMANY	Greending, Carl N.	6:00	17:35	
Dec. 2	88	4	LA ROCHELLE, FRANCE	Kelly, John M.	6:00	23:35	
13	90	5	KIEL, GERMANY	Kelly	7:30	31:05	
15	91	6	BRUNNEN, GERMANY	Kelly	7:40	38:45	
30	95	7	LUDWIGSHAVEN, GERMANY	Kelly	8:00	46:45	Spt.
11-Jan. 5	97	8	KIEL, GERMANY	Kelly	7:55	54:40	Low Spt/H Ep
11	100	9	NOBAIL, FRANCE	Greending	4:25	59:05	
21	102	10	NOBAIL, FRANCE	Smith, Charles W.	5:00	64:05	Spt.
29	103	11	FRANKFURT, GERMANY	Lund, Russel S.	7:30	71:35	Ep Deputy
30	104	12	BRUNSWICK, GERMANY	Kelly	7:30	79:05	H Spt/H Ep
Feb. 3	105	13	WILHELMSHAVEN, GERMANY	Lund	7:00	86:05	H Spt/H Ep
Mar. 2	117	14	FRANKFURT, GERMANY	Kelly	8:20	94:25	H Spt/H Ep
3	118	15	NO. TEST, GERMANY	Nally (25th)	6:30	100:55	Low Group
4			ABANDONED		4:00	104:55	
8	121	16	MUEPPEL, GERMANY	Kelly (Berlin-Abort)	6:35	111:30	Low Spt
15		17	8TH A.T. MEMO #35-1				
16	123	18	GESSTERTSHAUSEN, GERMANY	Lund Larry (25th)	8:55	120:25	Ep Deputy
19	124	19	LECHFIELD, GERMANY	McMahon, James B.	9:00	129:25	Low Engr
22	125	20	BERLIN, GERMANY	Turner, Howard M.	9:30	138:55	Discharged Ep
23	127	21	HAMB, GERMANY	McMahon	6:35	145:30	High Group
26	129	22	NOBAIL, FRANCE	Lund	4:05	149:35	3rd Spt.
Apr. 18	135	23	BERLIN, GERMANY	McMahon	8:45	158:20	Low Group
25	140	24	NANCY, FRANCE	Lund	7:10	165:30	High Group
May 1	147	25	NOBAIL, FRANCE	McMahon	8:00	173:30	Lead Group
10			ABANDONED		4:20	177:50	
11	152	26	SAARBRUCKEN, GERMANY	McMahon	7:30	184:50	Low Engr
22	153	27	KIEL, GERMANY	McMahon	8:00	192:50	Low Engr
23	164	28	RUHLAND, GERMANY	McMahon	8:15	201:05	Low Engr
31	166	29	LIEGE, BELGIUM	McMahon	5:45	206:50	High Group
June 5	177	30	A	McMahon	5:45	212:35	Lead Spt.
22	184	31	Ghent, Belgium	Kelly	5:00	217:35	Low Group
June 20		36	Credited per 1st R.D. T.W.X. U-997				
			CLOSED * * * CHANGE OF STATION				

CERTIFIED CORRECT: *Joy B. Husband*

JOY B. HUSBAND,
 Major, AC,
 Operations Officer,
 306th Bomb Gp (H).

memo - (Field Hospital 306th)

Note
~~44-Jan 11 100~~ ~~9~~ Halberstadt, Germany Pilot *Joy, Joseph M. Jr.* 5:00 Abort - Niterbochingen
~~44-Feb 85 115~~ ~~9~~ Augsburg, Germany Pilot *Joy, Joseph M. Jr.* Killed in Action
~~44-Feb 25 115~~ ~~9~~ Augsburg, Germany Pilot *Bayless, Charles M.* of part terminal Crew Down
 - to Stalag Luft I

Sgt Cleveland
Prisoner (war)

368TH BOMBARDMENT SQUADRON (B)
Office of the Squadron Commander
United States Forces

APO 557.
24 April, 1944.

SQUADRON ORDERS
NO.

1. First Lieutenant **TED (MII) BOSWELL, JR., O-679391**, is hereby appointed Squadron Bombardier, effective this date; vice Captain **DANIEL A. LOGAN, O-679557**, is hereby relieved.

MAURICE V. SALADA,
Major, Air Corps,
Commanding.

Major Maurice V. Salada - 368th B Sqd C.O. - 4 April 44

This was a (Temporary) appointment - since I was one of the Lead crew Bombardiers, (long enough to make Captain - 5 June 44)
Transferred to 306th BEp Headquarters - 12 June 44 (Sweet - Sweet)
Group Mission No 184 - My Final Mission - 22 June 44 (Hurrah) (Hurrah)
- John Kelly and I Lead Low Group -
Very Good Bombing - Railroad Yards Ehent, Belgium
my Strike photos are good.

3681.

J.J. Allen
10757 South Prospect
Chicago, ILLINOIS

368- COPILOT- L. Boswell
FINISHED TOUR-
WENT WITH SCOUTING FORCE
HEARD-P-51-SHOT DOWN-P.O.W.

3682. ALBERT F. BURNETT
310 W. CEVALLOS
SAN ANTONIO, TEXAS

} FINISHED TOUR

3683 Roy A. BUCHANAN
LOS ANGELES CALIF.

} FINISHED TOUR Jan 1945

367-4 GEORGE BOWER
259 NEWBERRY
BOSTON MASS.

} MY ROOM MATE

5) THEODORE C. CUMBERLEDGE
1103 -18th AVE SOUTH
BEAVER FALLS PENN.

} ON SECOND TOUR
Sept 1944

6. PADRIC EVANS
2306 34th AVE SOUTH
SEATTLE, WASHINGTON

} my lead pilot
Finished Tour 12-28-44

7. HAROLD G Mc GAHAN
R#2 Box 38
LEMMING - CALIFORNIA

} Finished Tour
on my shipping orders
cancel at departure time

8. ROBERT O. BOBERT
1924 W. 11th AVE
SPOKANE WASHINGTON

} Flw with Baumgardner & Hillack
FINISHED TOUR
SAW last at Midland TX
June 1945

Change over

Ernst

368 9 EA STRAINED
1421 MADISON ST
BROOKLYN NY

} finished Tour
saw in recent (navy) AF times - reached to you
& on retirement list

368 10 ROCCO A. RUSSO JR.
284 WAYNE ST
JERSEY CITY - NJ

on Lion Park Crew

368 11 REGINALD H. THAYER JR
21 MORSEMER
YONKERS NY

368 - Sq Bomb at end of war

~~to~~
I filled in recommendation
paper for him to get back in
service - Freeman saw
him in early 50 -
Class friend of Sam H. Altan.

368 12 ORLO V. TRUDE
3520 - 20th AVE SOUTH
MINNEAPOLIS MINN

} finished tour - saw him at
Stone - I flew loads
with him.

367-13 Hyman Bloom
406 E. Houston St
New York City - NY

arrived at Thurlogh on
S.P. Order 188 - 17. July 1944
Pilot Eldon Burrell
Co Pilot George Rawlings
Nov. F/O ~~Blair~~ Holland

12 September 1984

Dear Ted:

The woes of the historian and editor!

In "First Over Germany" I switched identities on the two Sharkeys.

The Boswell in question was Gwynn A. Boswell, O-687354. He checked in to the 368th on 29 April, and completed his tour probably by the end of August.

Boswell died 9 August 1967 at Athens, TX.

Sorry about that. I just got in a hurry and didn't check as thoroughly as I should. The record shows only last names, and I had to go to my card file of all 306th personnel to come up with first names. Of course, some I filled in without checking, just from memory, and "memory" slipped once again.

Books like Fort Worth matters are coming well. My problem now is to get a set of mailing labels for the September issue of Echoes, and at the moment I'm not doing well in that regard.

My latest submission to the computer has about 40 new names and drops only two from the list, so this may shove us over the 1900 mark.

See you in October.

Sincerely yours,

8 September 1984

Mr Russell A. Strong
2041 Hillsdale
Kalamazoo, MI 49007

Dear Russ,

At our Fort Worth Reunion committee meeting this week, Reg Robinson said you plan to issue a pre-Reunion copy of the 306th Echoes. This info. offers a chance to make a NAME correction to the D-DAY -368th Diary-page 5 July Echoes.

Someone may know the First Name of Boswell-Pilot 368th-1st & 3rd Mission D-DAY. Maurice(Chris) Christianson said he and Boswell both were assigned 368th mid May and both finished in August 44. Chris says Boswell Made Capt. and he just can't remember his name. Orval L. Cook 368- told me in Ohama- that he flew with a Boswell-Pilot- and asked me if I knew Him . As it turned out I missed the chance.

My 1st crew was with John M. Kelly-Pilot, Charles M. Bayless-Co-Pilot, Michael Kalish-Navigator. After the 3 Feb.44 mission I was in the Field Hospital for 3 weeks and missed Bayless 1st mission as the Pilot--and Stalag Luft I. Charles Max Bayless, Michael Kalish and most of the original crew were shot down 25 Feb. (Augsburg)

I spent March, April, May, And June as a lead crew Bombardier,--appointed 368th Sqd. Bombardier, 24 April replacing Daniel A. Logan. Received my promotion to Capt. 5th June. On the 12th of June I was assigned to the 306th Group Hdqs. and was replaced by Don Rossas the 368th Sqd. Bombardier. One of my Hdq. "missions" was to London--to identify Ivan E. Glaze 368th Navigator, after his successful evasion--(shot down 11January 44)--by June there weren't many left who could identify Glaze.

My Bombing Flight Record Book shows the following Info.:

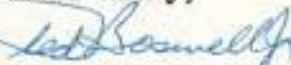
6 June 1944 - D* DAY --Breakfast-00:15--Briefing 01:15--Take Off-05:04
Aircraft-093 (Capt & Kids) Pilot--Capt. James B. McMahon--Co-Pilot Major Elbert G. Odle (368th Operations Officer)--Lead crew Low Sqd. A. Gp. Weather (pictures) Channel and French coast clear- Target covered 10/10 clouds. Bombs-Type- M 30 Size 100 lbs. Number 38- Dropped 36, I had to lift the last 2 out , very carefully. Flight Time- 5 Hrs. 25 Min. Group Mission- No 171-- MY MISSION No --30

On 20 June the 1st Bomb Div. Credited John and me with 5 missions per T.W.X. U997 ("They" said-to make up for those abandoned missions-flack/fighters-Nov. Dec. Jan. Feb.---)

John Kelly, Operations Officer 423rd, since 1st May, and I lead the 306th Low Gp. on our last Combat Mission in WWII on 22 June to the (Railroad Yards) Ghent, Belgium. This was my #31 plus the 5 and it was # 30 plus the 5 for John Kelly. We started the crew at PyoteAAB Texas-June 43 and John and I finished June 44 at Thurleigh, England.

This letter is just some more information about the 368th, which had at least two men named Boswell.

Yours truly,


Ted Boswell, Jr.

Encl-2

Dyersburg, Tenn
August, 1943
Reeves Prov. Tp.
Crew 19-6-37

10-21-43
Assigned
368th B. Sq.
306th B. GP.
40th C. W.

Casualty

Peetz
Nov. 26, 1943
Bremen, Germany

Completed Missions

John M. Kelly
Ted Boswell Jr.

Others - 306th Group

Mission 115
Augsburg, Germany
Boyer Stalg, Luft I
Kalish " "

Vought - Stalg, Luft
Wallace
Christian
Hudson

Left crew Duty -
Smartt



Boswell
Ted Jr.

Kalish
Michael

Bayless
Charles M.

Kelly
John M.

Vought
William C.

Smartt
Ernest C. Jr.

Wallace
George W.

Peetz
Alfred H.

Christian
William C.

Hudson
Carl E.

Thurleigh
May 1944
368th B Sgd

Odle
Elbert G

Boswell
Ted; Jr

Stillwell
Alfred W

McMahon
James B



Major Odle - 368 Operations Officer - just wanted a picture
of one of his "favorite" Lead Crews.

This crew - Lead crew - how Sgd. A-Group June 6, 1944 D-Day - 1st Mission
Capt James B. McMahon - Pilot - Major Elbert G. Odle - (co-pilot) Operations Officer 368th

safely skipped. Artwork should be checked, and the book immediately dropped at the first sign of an oil painting of a Southern mansion—especially if there is a lady in a ball gown standing in front. Even plugs from other writers can be grist for the mill. I have always tried to steer a middle course between the recommendations of both Earl and Edmund Wilson and have spared myself God knows how much heartache.

I have developed my system until it is now ready for publication as a public service. Keep one copy with you at all times and post another inside the medicine cabinet where the whole family can readily refer to it.

Do Not Read:

- Any book entitled *Notes On . . .*
- Any book by someone who has personally known Henry Kissinger, Judy Garland, the Kennedys, or Hugh Hefner.
- Any book that promises to raise your consciousness or lower your weight.
- Any book that "reads like a veritable 'Who's Who' of show business."
- Any book by an author who has inherited the mantle of either Damon Runyon or Macaulay.
- Any book of serious poetry by a Latin American author who has won the National Book Award in the past five years. (In the case of Nobel Prize winners, it is best to wait at least seven years.)
- Any book by Norman Mailer that purports to be about women.
- Any book illustrated by tarot cards or signs of the zodiac.
- Any book by an ex-nun or an ex-prostitute. This is especially true if one has become the other.
- Any compilation of the wit and wisdom of anyone.
- Any book by an author over thirty who has his picture taken wearing jeans.
- Any book on philosophy by a manual laborer or any book on manual labor by a philosopher.
- Any university press book costing more than \$8.50.
- Any book on the funny things kids do.
- Any book that is soon to become a major motion picture by Otto Preminger.
- Any book set in a tumultuous period of America's history. Indeed, any book that is described as being tumultuous anywhere.
- Any book that quotes a line from either Robert Frost or James Joyce in the title.
- Any book of fairy tales for adults.
- Any searing novel that finally brings homosexuality out of the closet.
- Any book that promises to fill every moment of every day of your life.
- Any book of "belles lettres" by an author who has not been dead for at least seventy-five years.
- Any novel set in a kibbutz.

Any novel set in a plane, bus, train, ship, or any other conveyance where people from all walks of life meet and share one climactic moment.

Any novel that spans the life of three generations of a mighty family whose compelling story is told amid the holocaust of world war.

Although the list is long, be sure to keep plenty of blank paper handy because new categories are being added every day. And don't worry about what you might be missing. There are still plenty of great books around. For example, there is a compilation of jottings of mine to be published soon. Entitled *Badgers in the Bathtub*, it is the haunting story of a young boy coming of age during the construction of the Chicago World's Fair in 1893. Spun from the sheerest gossamer, its comic mask hides the serious social commentator underneath. Don't miss it. It makes *The Happy Hooker* read like *Little Women*.



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ican Letters

JANUARY 21, 1988

Russell A. Strong
2041 Hilldale
Kalamazoo, MI 49007

Re: Continuing 306th Research

Dear Russ,

Several months ago Ned Humphreys asked me for a copy of the special orders for Class 43-7 Bombardiers, Childress, TX 12 May 43 which shows the home address for each classmate. Ned was able to locate 44 current addresses, which indicates that many of my classmates returned to the same city after WW II and have "Lived Happily Everafter".

After checking my old orders for names and serial numbers and the addresses Ned sent, there were several 43-7 Childress Bombardiers that were assigned to the 306th. The following names are not listed in the 1986 Directory however you did mention Thomas P Cliney in Your First over Germany. Richard L Daniels is in the Directory and was mentioned in Your Book with the Howard J Snyder crew Bailout after Frankfurt. You also mention that classmates Donald F Dickson 367th was KIA 12/13/43 and Buford E Branom 423rd was KIA 2/22/44.

1987 Addresses for Class 43-7 Bombardiers Childress TX
assigned to 306th October 1943

Thomas P Cliney	367th crew John Stolz
5701 30th st.	went to Switzerland 4/24/44
Seattle, WA 98105	

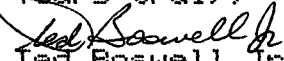
These classmates were on my orders to the 306th but I don't have any other info.

Hayden T Brown	Robert L Turner	Federick B Weverts
1303 Hillcrest	P.O.Box 152	401 Ave D
Jacksonville,	Millersburg,	Alpine, TX 78930
TX 75766	KY 40348	
214-586-5545	606-484-3590	

James L Wilkinson
307 E Dickson Ave
San Antonio, TX 78214
512-922-2769

Maybe some of these names and addresses will help offset the loss of names of those good men the 306th lost in 1987.

Yours truly,


Ted Boswell Jr

25 January 1988

Dear Ted:

It was good to hear from you in today's mail.

We did not have Cliney on the list, so I mailed him our newcomer packet this evening, and that should bring him up to date, along with another Echoes in a couple of weeks. The January issue goes into the mail tomorrow.

As to the other four names you listed, I do not find them in my 306th file and am of the opinion that they never got to Thurleigh. There was much shifting of men about, even after they got to England, before they finally landed in a group.

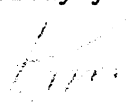
If you can find anything to the contrary, please let me know.

I am ~~currently~~ working on an address list for all of the 306th bombardiers for Ned. I had earlier sent him a partial list, but now have a pretty complete roster of bombardiers for the Group, so will have a document off to him later this week. I figure that anyone who lives as far out in the sticks as Ned does needs help.

It was sad to learn of Malcolm's death. But with that form of cancer sometimes hanging on a full year is a real feat. I know that the Fort Worth committee was really stricken by the loss.

Look forward to seeing you in Las Vegas.

Sincerely yours,

A handwritten signature in cursive script, appearing to be "Tim", is written below the typed name "Sincerely yours,".

CHANGE OF ADDRESS CARD FOR:
Correspondents,
Publishers and
Businesses



306th Bombardment Group Association
Russell A. Strong

Name

(For publishers, name of publication)

Address

2041 Hillside

(Include Apt. Suite No.)

Post Office

Kalamazoo

State

MI

ZIP

49007

As soon as you know your new address, mail this card to all the people, businesses, and publications who send you mail.

For publications, tape an old address label over name and old address sections and complete new address.

Your name	Print or Type—Last Name, First Name, Middle Initial		
	Boswell, Jr. Ted LTC USAF (Ret.)		
Old Address	No. and Street	Apt. Suite No.	P.O. Box
	9202 Rector Dr		
	Post Office State	ZIP Code	
	Dallas, TX	75243	
New Address	No. and Street	Apt. Suite No.	P.O. Box
	92 Elen Abbey		
	Post Office State	ZIP Code	
	Abilene, TX	79606	
Sign Here	Signature	Date new address in effect	Account No. (if any)
	X Ted Boswell Jr	4-23-86	

May 20, 1988

Dear Russ,

Re: Evadees of the 306th - Echoes April '88

My Short Snorter - has two Evadees - your computer ^{"First over Germany"} must have missed Ivan E Glaze. His 1943-44 Address was I.E. Glaze - 1503 N. La Salle - Indianapolis, Indiana

Boswell, Ted, Jr. Bomb
 MaKol, Emanuel
 * Winters, August Bombardier
 Montoya, Eduardo Bomb
 Regan, John M. 368th CO.
 Logan, Daniel A Bomb
 Baltzer, Donald W Bomb
 , Shelby L
 Keilt, Walter H

Jones, Dewey O Pilot
 * Glaze, Ivan E Nav
 Robinson, George L 306th CO
 Lund, R.S. (Russel) Pilot
 McMahon, James B Pilot

Rehn, A.F. (Albert) Pilot
 Reeder, W.D. (Bill) Pilot
 Samway, Jack R Nav
 Ross, Don Bomb

Aberson, Albert D Pilot

Erending, Carl N Pilot



Kelly, J.H
John (Jack)

New Years Eve 1943-44 - Officers Club - Thurleigh
 Celebrating the 368th - 1st - 1,000 Tons of Bombs on Eirmany "or anybody." Andy Rooney.

A few drinks - few songs - few cut ties -

* Note Ivan E Glaze - shot down Jan. 11, 1944 - Ep Mission 100 - target Halberstadt - Pilot - Dale Reed
 I was sent to London to make positive ID of Glaze for the 368th - There weren't many left who could identify Ivan by June 1944 After his successful evasion with Warren Cole
 * I remember August Winters - 368th Bomb - thought he flew some 1944 missions - but guess he didn't.

Regards - Ted Boswell

P.S. Gloria and I are planning Las Vegas -

20 March 1989

LTC Ted Boswell, Jr.
92 Glen Abbey
Abilene, TX 79606

Dear Ted:

Writing for myself, and for Don Ross and Reg Robinson, let me express our thanks to you for your recent gift to the 306th Bomb Group Project Fund.

Your continued support of the Association through reunion participation and leadership, as well as gifts such as this, are greatly appreciated.

We will keep you posted as to progress and programs of the Fund.

Sincerely yours,

William F. Houlihan
President

Amount received: \$100.00

May 1, 1989

Russell A. Strong
5323 Cheval Pl
Charlotte, NC 28205

Re: Continuing 306th Research (Aircraft-Pilots)
368th

Dear Russ,

My Bombing Flight Record Book has the following entries.

DATE	MISSION	PILOT	AIRCRAFT	TIME
43-Nov 3	82	Nally, William S	415	6:00
5	83	" " "	415	5:35
26	86	Greending, Carl N	850	6:00
Dec 5	88	Kelly, John M	415	6:00
13	90	" " "	415	7:30
16	91	" " "	415	7:40
30	95	" " "	158	8:00
44-Jan 5	98	" " "	158	7:55
11	100	Gay, Joseph M Jr.	aborted	5:30
14	101	Greending, Carl N		4:25
21	102	Smith, Charles W		5:00
29	103	Lund, Russell S		7:30
30	104	Kelly, John M		7:30
Feb 3	105	Lund, Russell S		7:00
Mar 2	117	Kelly, John M		8:20
3	118	Nally, William S (25th)		6:30
4		ABANDONED		4:00
8	121	Kelly, John M		6:35
16	123	Linn, Larry (25th)		8:55
18	124	Mc Mahon, James Bruce		9:00
22	126	Turner, Howard M	40th CW Commander	9:30
23	127	Mc Mahon, James Bruce	690	6:35
26	129	Lund, Russell S	690	4:05
Apr 18	135	Mc Mahon, James Bruce	093	8:45
25	140	Lund, Russell S	690	7:10
May 1	147	Mc Mahon, James Bruce	093	8:00
10		ABANDONED		4:20
11	153	Mc Mahon, James Bruce	093	7:00
22	158	" " "	093	8:00
28	164	" " "	093	8:15
31	166	" " "	093	5:45
June 6	171	" " "	093	5:45
22	184	Kelly, John M	327	5:00

I spent most of February '44 in the Hospital and during January-March- April- May- June my mission assignments were with several different Pilots and aircraft and in the confusion of those days I left out the number of some of the aircraft. I think number 327 was named "TAILWIND" & 093 "CAPT'N AND HIS Kids".

Sincerely
Russell A. Strong

Thurleigh
May 1944
368th B Sqd



Odle, Elbert E. Baswell Ted E. Stillwell Al Frank McMahon, James Bruce



Occasion - - -

Major Odle - 368 Operations Officer - just wanted a picture of one of his "favorite" Lead Crews - He flew with this crew several times as co-pilot for McMahon. He was with us on the 1st mission 6 June 44 - when we had 2 live Bombs hung up in the Bay - He later told James Odle about this & she reminded me of that incident in Omaha back in 1983 at that Reunion. - - I qualified the bombs out and dropped on some farmers field in France on that day and later at the Base Bomb dump - I barely could lift a 100# Bomb which weighed 125 lbs - Dead weight

6-26-86

Thanks Russ

- the error was my error - and
 it's the 3rd error this year - guess I need
 a proof reader plus a new pair of glasses.
 Thanks again - Ted

May 1, 1989

Russell A. Strong
 5323 Cheval Pl
 Charlotte, NC 28205

Re: Continuing 306th Research (Aircraft-Pilots)
 368th

Dear Russ,

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Dec 5	88	Kelly, John M	451 415	6:00
13	90	" " "	451 415	7:30
16	91	" " "	451 415	7:40
30	95	" " "	158	8:00
44-Jan 5	98	" " "	158	7:55
11	100	Gay, Joseph M Jr.	aborted	5:30
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10		ABANDONED		4:20
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31	166	" " "	093	5:45
June 6	171	" " "	093	5:45
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I spent most of February '44 in the Hospital and during January-March-April-May-June my mission assignments were with several different pilots and aircraft and in the confusion of those days I left out the number of some of the aircraft. I think number 327 was named "TAILWIND" & 093 "CAPT'N AND HIS Kids".

Sincerely,
 Ted Russell Jr.

Where There's Motivation, There's A Way! This bit of 'pull the wool over the instructor's eyes' comes from **Jerome J. Schempf**, Midland 44-9 (1 July 1944).

"My partner and I were on a navigation mission--can't remember which was doing DR and which pilotage--but we sure had our flight log royally screwed up! We became extremely concerned about the required log turn-in immediately upon completion of the mission. As we neared the expiration of our ETA we noticed our instructor (in the right seat of our AT-11) had his window partially cracked. We conceived the bright idea of passing our log in front of the cracked window as we made



Jerome J. Schempf



(Sketch from San Angelo 45-155 clasbook)

the formal document turn in. Sure 'nuff it was sucked out through the partially opened window! Of course we got a reprimand but not as bad as what we would have gotten for the condition of our navigation record! P.S. My partner graduated a flight officer and I a 2nd lieutenant--Don't know if the preceding

had anything to do with this or not!"

Unique Street Reunion For Big Spring Classmates!

Two grads of Big Spring 44-6 (29 April 1944) who went overseas to different European countries, found themselves unexpectedly reunited years later



Herbert B. Newman

Bristol, Rhode Island.

when they met while walking the streets of Seymour-Johnson AAF! **John R. Partington** (410th Bm Gp in England) and **Herbert B. Newman** (47th Bm Gp in Italy) thereafter kept in touch until the 15 September 1992 death of Newman. Newman lived in Memphis, TN, and Partington in



John R. Partington

New Source Document For Finding Bombardiers...

Air Force retired Lt. Colonel **Ted nmi Boswell, Jr.**, class 43-7 from Childress (13 May 1943), reminds us of the recent publication of the "Official Directory, Air Force Assn., Members Retired From the Armed Forces" (AFA, 1501 Lee Highway, Arlington, VA 22209-1198). He comments about the memories stirred by looking up former buddies and feels that a lot of bombardier 'Lost Souls' could be found in this directory.



Ted Boswell, Jr.

[Ed: Good point, Ted. I will use my personal copy to laboriously compare against our



AFA Logo

listing of those we have no current information. This will take a lot of time! Readers who have one of these directories or who will use a library copy are urged to run down their class roster or overseas unit crew list and pass on information found for unlocated bombardiers.]



Pictured is William W. "Bill" Forsberg, Kirtland 45-4 (27 Jan 1945), displaying his effort as a WWII bombardier to continue showing the colors and keeping alive a memory of the mightiest air power ever assembled on the face of the earth.

Chit Chat continued on next page

CHECK TOP LINE OF LABEL FOR MBRSHIP FYP YD

368th

O-P-E-R-A-T-I-O-N-A-L S-C-R-T-I-E R-E-C-O-R-D-S

NAME BOSWELL, TED JR. SQUADRON 368th
 RANK Captain, AC GROUP 306th
 DUTY Bombardier SERIAL NUMBER 0-579353

*Crossed out
11-7-94*

Date	Group Mission Number	Individ Mission Number	A/C	R-E-P-A-R-K-S	A/Craft Commander + Pilot	Time	Total Time	Lead Plane Assignment
11-3-Nov. 2	82	1	415	WILHELMSHAVEN, GERMANY	Nally William S	6:00	6:00	Low Sgt
	83	2	415	GELSENKIRCHEN, GERMANY	Nally	6:35	11:35	High Sgt
	86	3	415	BREMEN, GERMANY	Greending Carl N	6:00	17:35	
Dec. 5	88	4	415	LA ROCHELLE, FRANCE	Kelly John M	6:00	23:35	
	90	5	415	KIEL, GERMANY	Kelly	7:30	31:05	
	91	6	415	BREMEN, GERMANY	Kelly	7:40	32:45	
	95	7	415	LUDWIGSHAVEN, GERMANY	Kelly	8:00	46:45	Sgt
11-Jan. 5	98	8	415	KIEL, GERMANY	Kelly	7:55	51:40	Low Sgt / High
	101	9		NOBAIL, FRANCE	Greending	4:25	52:05	
	102	10		NOBAIL, FRANCE	Smith Charles W	5:00	56:05	Sgt
	103	11		FRANKFURT, GERMANY	Lund Russel S	7:30	71:35	Gr Det
	104	12		BRUNSWICK, GERMANY	Kelly	7:30	79:05	H. Sgt / High
Feb. 3	105	13		WILHELMSHAVEN, GERMANY	Lund	7:00	86:05	H. Sgt / High
Mar. 2	117	14		FRANKFURT, GERMANY	Kelly	8:20	91:25	H. Sgt / High
	118	15		NO. WESL, GERMANY	Nally (25th)	6:30	100:55	Low Gr
				ABANDONED		4:00	104:55	
11-7-94	121	16		MUSPEN, GERMANY	Kelly Berlin Hood	6:35	111:30	Low Sgt
	123	18		STH A.F. WEND 1135-1				
	124	19		GRESSERTSHAUSEN, GERMANY	Linn Larry	8:55	120:25	Evad Det
	125	20		LEONFELD, GERMANY	McMahon James B	9:00	129:25	Low Evad
	126	21		BERLIN, GERMANY	Turner Howard M	9:30	132:55	Division Lead
	127	22		HANOV, GERMANY	McMahon	6:35	145:30	High Top
	128	23		NOBAIL, FRANCE	Lund	1:05	149:35	3rd Sgt
Apr. 18	135	24		BERLIN, GERMANY	McMahon	8:15	158:50	Low Group
	140	25		HANOV, FRANCE	Lund	7:10	165:30	High Group
May 1	147	26		NOBAIL, FRANCE	McMahon	8:00	172:30	Lead Gr
				ABANDONED		4:20	177:50	
	151	27		SAARBRUCKEN, GERMANY	McMahon	7:00	181:50	Low Ev
	153	28		KIEL, GERMANY	McMahon	8:00	192:50	Low Top
	154	29		RUHLAND, GERMANY	McMahon	8:15	201:05	Low Ev
	155	30		LIEGE, BELGIUM	McMahon	5:45	206:50	High Top
June 5	171	31		A	McMahon	5:45	212:35	Low Sgt
	184	32		Ghent, Belgium	Kelly	5:00	217:35	Low Gr
June 20		38		Credited per let R.D. T.W.X. U-997				
				CLOSED *** CHANGE OF STATION				

CERTIFIED CORRECT:

Jay B. Mahan

TOY R. HISBAND,
 Major, AC,
 Operations Officer,
 306th Bomb Gp (H)

Note
 44 Jan 11 100 *X* Halberstadt *Gray, Joseph M. Jr* 5:00 *Abert X Superchance*
 44 Feb 25 115 *X* Augsburg *Gray, Joseph M. Jr* *Killed in Action*

29 June 94

1. Into Munich Report