

RECORD UPDATE

306th Bomb Group Association

(Please complete as much of this form as you wish, and return to
Russ Strong at the reunion, or mail to Russ Strong, 5323 Cheval
Place, Charlotte, NC 28205) Little Rock 1989

Date complete 9/28/89

LAST NAME: BOYLE FIRST NAME: JOHN W TITLE:
Street address: 404 W-BRIDGE LANE RALPH LAKE Telephone: (919) 441-3392
City, state, zip: NAGS HEAD NC 27959

Date of Birth: 6/14/20 Wife's name: DECEASED
College(s) attended: PURDUE UNIVERSITY Degree(s): BS PHARMACY Year(s): 4
Last employment and job title:

PEOPLES DRUG - PHARMACIST
KITTY HAWK NC STILL WORKING
Reunions attended: (by year or location)
THIS MY FIRST

Serial #: 1400681 Squadron: 367 Speciality: 678 TURBAT MECHANIC

Date joined 306th: 6/24/42 If combat, what crew:

Special duties or assignments w/306th:

Number of missions flown: Date of last mission:

Date left 306th: 8/20/45 Highest rank/grade with 306th: S/SGT

Other 8th AF units served with:

Top service assignments after 306th:

USAF retirement date: Rank/grade:

Copies of old 306th orders, either from the Group or Station 111, or any of the squadrons or other units, will be welcomed by the secretary.

If you know of other 306th people who do not appear in the directory, please add their names and current or former addresses to this sheet so that we may search further for them.

RECORD UPDATE

306th Bomb Group Association

(Please complete as much of this form as you wish, and return to
Russ Strong at the reunion, or mail to Russ Strong, 5323 Cheval
Place, Charlotte, NC 28205) Little Rock 1989

Date completed 9/15/90

LAST NAME: BOYLE FIRST NAME: JOHN W TITLE:
Street address: 404 W. BRIDGE LANE Telephone: (919) 441-3892
City, state, zip: WAGS HEAD, NC 27959

Date of Birth: 06/14/20 Wife's name: DECEASED

College(s) attended: PURDUE UNIV. Degree(s): BS PHARMACY Year(s): 4 yrs 1949-1953

Last employment and job title: PHARMACEUT PEOPLE'S DRUG KITTY HAWK NC STILL WORKING

Reunions attended: (by year or location)
1989 LITTLE ROCK

Serial #: 1406181 Squadron: 367 Specialty: TURRET MECHANIC

Date joined 306th: JUNE 1942 If combat, what crew:

Special duties or assignments w/306th: /

Number of missions flown: Date of last mission:

Date left 306th: 8/26/45 Highest rank/grade with 306th: S/SGT

Other 8th AF units served with:

Top service assignments after 306th:

USAF retirement date: 9/13/45 Rank/grade: S/SGT

Copies of old 306th orders, either from the Group or Station 111, or any of the squadrons or other units, will be welcomed by the secretary.

If you know of other 306th people who do not appear in the directory, please add their names and current or former addresses to this sheet so that we may search further for them.

PERSONNEL RECORD UPDATE

306th BOMB GROUP ASSOCIATION

Date. . . 9-17-94 . . .

Complete this form and return to Russell A. Strong, Secretary, 306th BG Assoc., 5323 Cheval Place, Charlotte, NC 28205, to be filed with 306th records.

LAST NAME: ~~JOHN~~ BOYLE FIRST NAME: JOHN MI: W TITLE:

Street Address: 404 W BRIDGE LANE Telephone: (919) 471 3392

City, State NAGS HEAD NC Zip + 4: 27969 - - - - -

Winter Address: Telephone: ()

City, State Zip + 4: - - - - -

Date of birth: 6-14-20 Wife's name: DECEASED #c #gc #ggc

College(s) attended: PURDUE UNW Degree(s), & when: BS PHARM 1953

Last employment & job title & retirement date: JAN 1991 PHARMACEUT PROPLES DRUG KITY HAWK NC

Serial #(s): 1401682 Squadron: 367 Specialty: TURRET MECHANIC

Date joined 306th: 6/25/42 If combat, what crew?

Special duties or assignments w/306th:

No of missions flown: Date of last mission:

Date leaving 306th: 8/20/46 Highest rank/grade w/306th: S/SGT

Other 8AF units served with, and when:

Top service assignment after 306th:

USAF retirement date: 9/13/46 Rank/grade: S/SGT

Copies of old 306th orders, either from the Group or Station 111, or any of the Squadrons or other units serving with the 306th, are sought by the secretary, as many of these do not appear in any collections of materials in National Archives or the Air University.

If you know of others who served with the 306th and who do not appear in the current 306th Directory, please add their names and current/WWII hometowns or other addresses to the back of this sheet so that searches may be implemented to add them to our present 306th roster.



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August 03, 2004

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OBITUARIES



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John Wallace Boyle, Jr., 83

John Wallace "Jack" Boyle, Jr., 83, died on Thursday, Aug. 14, 2003, in Denver, Colo.

He was born in Pittsburgh, Pa., June 14, 1920 to John Wallace and Agnes Boyle. He served in the U.S. Army Air Corps during World War II as a B-17 machine gun turret mechanic, and was stationed in England for three years.

After the war, he was employed at Rybovich Boat Yards in Palm Beach, Fla. In 1949, he moved to Indiana from West Palm Beach, Fla., to attend Purdue University School of Pharmacy, after marrying Constance Mary Falk, of Peru. After graduation from Purdue in 1953, Boyle ran Falk's Drug Store and later Peters and Falk's Pharmacy in Peru. He moved to Nags Head, N.C. in 1983 and retired from pharmacy work in 1991.

Boyle was a member of St. Charles Borromeo Catholic Church, Peru, Holy Redeemer Catholic Church, the Knights of Columbus, Duck Woods Country Club and several bowling leagues at Beach Bowling.

Survivors include his son Daniel Falk Boyle, Denver, Colo., and wife Adrienne Stewart, grandchildren Stewart Falk Boyle, Ian Rutledge Boyle, and Hailee Elise Boyle, all of Denver; a daughter, Christine Anne Boyle, granddaughter Mary Danielle Boyle, and son Sean Charles Boyle, all of Nags Head, N.C.

Boyle was preceded in death by his wife in 1988.

A memorial service will be held at Holy Redeemer Catholic Church in Kitty Hawk, N.C., on Thursday, Sept. 25, 2003, at 11 a.m.

Article Comment Form

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Kitty Hawk, NC 27949
Phone: 252-261-3300
Fax: 252-261-1260

PRINCIPALS
Sean C. Boyle, P.E.
Joseph S. Lassiter, C.E.P.
Eduardo J. Valdivieso, P.E.

ASSOCIATES
Joseph J. Anlauf, P.E.
Katherine C. Marchello, P.L.S.
David S. Nell

August 3, 2004

Mr. Russell A. Strong
Secretary/Editor, Echoes
5323 Cheval Place
Charlotte NC 28205


Dear Mr. Strong:

I would like to submit this obituary for my father, John Wallace Boyle, Jr., who died on August 14, 2003.

This was the obituary that ran in our local papers in Nags Head and back in Indiana, but please feel free to edit it for space and/or emphasis on Army Air Corps service.

I would also like to cancel his subscription to "Echoes"; however, I would like to receive a copy of the edition that the obituary is printed in.

Thank you,


Christine Boyle
404 West Bridge Lane
Nags Head, NC 27959
christineboyle@earthlink.net

172 Greenridge Road

Lake Wylie

S. Carolina 29710.

Dear Mr Strong,

I would like very much to receive the golden regarding WWII Angield Trail. I was living in Bodford in 1943, and met my future husband there. He was stationed in Thurling and we were married in St James Church New Bondwell. We will celebrate our 60th Wedding Anniversary July 8th of this year. It does seem incredible.

My husband has been on Oxygen full time for the past two years, so I cannot travel anymore. I did go back to England about 18 months ago, and had a wonderful time. I consider my self a good citizen of the U.S.A, but my heart is in my own beautiful country. Have lived in various places in the U.S.A and have enjoyed and made friends in all places.

We have been in River Hills Plantation

Dear Russell,

1/21/90
Am. No. Jan 90

Thank you so much for the card
about the 3 men I requested you
to check on.

I would like a copy of your
new issue of "First Over Germany".
I forgot the price or I would have
sent a check with this letter.

I also was cleaning closets and
came across some pictures from
the base in Thurlough. 6 or 7
of the pictures are of the Royal
Family, with Gen Jimmy Doolittle,
the B-17 The

or whatever.

Please place my order for your
book + send me the amount so
I can mail a check to you

Sincerely

Jack Byke
'367'

THE TURRET TALE

BY

JACK BOYLE

THIS SAGA BEGINS IN WEST PALM BEACH, FL. SOMETIME AFTER DEC 7, 1941. THE DRAFT BOARD GAVE AN URGENT CALL TO REPORT TO MIAMI, FL. FOR A PHYSICAL. I WAS OVERWEIGHT AND HAD A SEVERE UNDERBITE. THE NAVY HAD TURNED ME DOWN WHEN I HAD TRIED TO ENLIST IN THE SAME CONDITION IN 1938.

AFTER I PASSED THE PHYSICAL IN 1941, I IMMEDIATELY WENT TO THE DRAFT BOARD AND ASKED FOR PERMISSION TO ENLIST IN THE AIR CORP, POST-HASTE. MY CONCERN CENTERED ON THE FACT THAT EVERY ONE I KNEW THAT WAS DRAFTED INTO THE SERVICE FROM SOUTH FLORIDA WAS BEING SENT TO FORT BENNING AND CAMP WHEELER, BOTH IN GEORGIA AND BOTH ARMY INFANTRY TRAINING CENTERS. NOT FOR ME: I WANTED TO FLY. THE DRAFT BOARD RELEASED ME AFTER I WAS ACCEPTED AT MORRISON FIELD IN WEST PALM BEACH, FLORIDA. I WAS SHIPPED OUT TO CAMP BLANDING IN STARK, FL. THIS WAS A PROCESSING CENTER FOR ALL BRANCHES OF THE ARMY. WE WERE OUTFITTED AND TESTED AND THEN SWEATED OUT FOR TWO DAYS FOR OUR ASSIGNMENT. LUCKILY, I WAS SENT TO LOWERY FIELD IN DENVER, COLORADO.

I WAS TO BE TRAINED TO BE AN ARMAMENT WORKER. WE HAD TO LEARN ALL ABOUT GUNS, CHEMICAL WARFARE, AND MACHINE GUNS FOR BOTH BOMBERS AND FIGHTERS AS WELL AS BOMB RACKS.

AFTER GRADUATING FROM ARMAMENT SCHOOL, I WAS SHIPPED TO NEW YORK TO GO TO TURRET SCHOOL AT THE SPERRY-RAND PLANT IN BROOKLYN. UNFORTUNATELY I CONTRACTED A STREP THROAT AND SPENT 11 DAYS IN THE HOSPITAL AT FORT JAY ON GOVERNOR'S ISLAND. THIS DELAYED MY JOINING THE 306TH FOR ABOUT 3 WEEKS. I ARRIVED IN WENDOVER, UTAH THE LAST WEEK IN JUNE. I WAS SO TIRED FROM THE MEDICATION I HAD TAKEN FOR THE STREP THROAT. [THE DOCTOR CALLED IT REBOUND EFFECT] I WAS ASLEEP FOR MOST OF THE 3 DAYS I SPENT ON THE TRAIN, ARRIVING IN WENDOVER AT 3 IN THE MORNING. AT 4:00 A.M. A JEEP PICKED ME UP AND TOOK ME TO A BARRACKS, WHERE I SLEPT UNTIL 10 P.M. THE NEXT NIGHT. SOMEONE IN THE BARRACKS CALLED A DOCTOR THINKING I WAS DEAD. THE NEXT MORNING I WENT TO HEADQUARTERS AND THE 1ST SGT. TOOK ME TO MEET SGT. BURLEIGH REDIFER. BURLEIGH WAS SGT. IN CHARGE OF THE

TURRET MECHANICS, WHO WERE MYSELF, WILLIAM H. THOMPSON FROM D.C, MALCOLM BRUCE CURRIE FROM N.Y.C. VIA SAC CITY, IOWA. BURLEIGH REDIFER WAS ORIGINALLY FROM SOUTH BEND, INDIANA BUT HAD MIGRATED TO THE STATE OF WASHINGTON WHERE HE GOT MARRIED. HOW HE ENTERED THE SERVICE I DO NOT KNOW. BILL THOMPSON WAS FROM D.C.AND WAS THE SON OF A MORTICIAN. HE HAD LOTS OF STORIES ABOUT LIVING IN A FUNERAL HOME. BRUCE CURRIE WAS A COMMERCIAL ARTIST IN NEW YORK CITY AND ALSO A SAXOPHONIST ON THE SIDE. HE PLAYED IN THE BASE BAND AT THURLEIGH. I WAS WORKING FOR AN ELECTRICAL CONTRACTOR IN WEST PALM BEACH, FLORIDA. SO HOW DID WE WIND UP AS TURRET MECHANICS? ARMY LOGIC I GUESS.

WE SPENT MOST OF OUR TIME IN WENDOVER TRAINING GUNNERS ON THE USE OF TURRETS AND THE GUNSIGHTS. NONE PROBABLY USED THOSE CHINESE PUZZLES IN ACTUAL COMBAT. WE SOMETIMES HAD TO FLY ON TRAINING MISSIONS, BUT NOT TOO OFTEN. WE LEFT WENDOVER IN LATE JULY FOR ENGLAND VIA RICHMOND, VIRGINIA AND FORT DIX, NEW JERSEY. WE LEFT NEW YORK ON 31 AUG 1942 ON QUEEN ELIZABETH I. EIGHTEEN THOUSAND MEN AND WOMEN FOR A 6 DAY CRUISE FOR GOUROCK, SCOTLAND. I WON'T BORE YOU WITH DETAILS OF THE VOYAGE; THOSE WHO WERE ON IT KNOW ALL ABOUT THE TRIP. WE LANDED IN GOUROCK ON 6 SEP 42.THEN AFTER A LONG TRAIN RIDE WE ARRIVED IN BEDFORD, ENGLAND AT ABOUT 3 A.M. WE WERE TRUCKED TO THE BASE BY TRUCKS THAT WERE SEALED SO WE COULDN'T SEE WHERE WE WERE GOING. WE ARRIVED AT THE MESS HALL AND WERE GREETED BY THE ENGLISH CARETAKERS WITH CORNED BEEF SANDWICHES AND TEA. TO THIS DAY I DO NOT LIKE CANNED CORNED BEEF.

AFTER AN HOUR OR TWO WE WERE ASSIGNED TO TENTS, SIX PEOPLE TO A TENT. THINGS WERE VERY CONFUSING FOR SEVERAL DAYS, SO SOMEONE SUGGESTED WE ASK FOR A PASS TO LONDON AND SEE THE SIGHTS OF LONDON. WHEN WE RETURNED 2 DAYS LATER, THE TENTS WERE GONE AND WE HAD TO FIND WHERE OUR GEAR WAS LOCATED. EVERYTHING STARTED TO COME TOGETHER AND THE PLANES ARRIVED AND WE STARTED TO TRAIN FOR THE FIRST MISSION. THIS HAPPENED ON 9 OCTOBER 1942, STARTING ABOUT 2 A.M. THE PLACE WAS IN A FINE STATE OF PANIC. NO ONE SEEMED TO KNOW WHAT PROCEDURES WERE BEING USED. FINALLY BY DAYBREAK THE PLANES WERE LOADED WITH BOMBS, AMMUNITION, AND MEN, IN THAT ORDER. AFTER TAKEOFF WE RETIRED TO THE BARRACKS TO AWAIT THE RETURN OF THE

PLANES. THIS WAS TO HAPPEN FOR 342 MORE TIMES UNTIL THE WAR WAS OVER.

THE FOUR TURRET MECHANICS WERE ATTACHED TO THE ARMAMENT SECTION UNDER THE COMMAND OF LT. WILLIAM CAIN AND MASTER SERGEANT ROBERT BAYLESS. T/S BURLEIGH REDIFER WAS IN CHARGE OF TURRETS, AND WE HAD 9 PLANES TO KEEP READY FOR COMBAT. WE EACH HAD TO READY 3 PLANES ON MISSION DAYS AND WE WERE KEPT BUSY AT FIRST BECAUSE WE WERE EXTREMELY GREEN AND IT TOOK TIME TO FOR US TO BE ABLE TO GET OUR JOB DONE SPEEDILY. LATER ON IN 1944 WHEN WE WERE UP TO 18 PLANES, WE HAD 3 MORE MEN ASSIGNED TO EACH SQUADRON. WE WERE STILL RESPONSIBLE FOR 3 PLANES APIECE. THE JOB WAS MOSTLY TO SEE THAT THE BALL TURRET GUNNERS DIDN'T LET ANY LIVE AMMUNITION GET INTO THE GUNS WHEN THEY DRY-TESTED THEM ON THE GROUND. IT WOULD BE IN BAD TASTE IF ANYONE WAS INJURED OR KILLED BY INADVERTENT GUNFIRE.

SOMETIMES WE WOULD HAVE A TURRET GET SHOT UP OR MALFUNCTION. IT WAS SOMETIMES NECESSARY TO TAKE THE TURRET OUT OF THE PLANE AND TAKE IT APART TO REPAIR THE DAMAGE AND PUT THE TURRET BACK IN THE PLANE. THIS AT TIMES BECAME A TIME CONSUMING JOB; SEVERAL TIMES IT WOULD TAKE UP TO 48 HOURS TO COMPLETE REPAIRS WITH THE OPERATIONS OFFICER ASKING WHEN WE WOULD BE FINISHED. THESE JOBS MOSTLY OCCURRED IN COLD WEATHER AND I AM SURE ALL MEN ON THE BASE KNEW WHAT COLD DID TO ANY JOB.

TO OVERCOME SOME OF THE DELAYS WE SET UP A REPAIR SHOP TO REPAIR TURRETS IN THE COMFORT OF A WARM ROOM. ONE MAN FROM EACH SQUADRON DID THIS WORK. THIS STARTED IN LATE 1943 AND BY THAT TIME WE HAD BEEN ABLE TO SALVAGE A NUMBER OF TURRETS FROM PLANES THAT WERE TAKEN OUT OF COMMISSION DUE TO DAMAGE IN COMBAT. THIS WAS IMMENSELY HELPFUL AS WE WERE ABLE TO REPLACE A TURRET IN A MATTER OF HOURS INSTEAD OF DAYS. THIS MADE THE OPERATION OFFICER VERY HAPPY AS HE DIDN'T HAVE TO REDLINE THE PLANE TOO LONG. THE 4 ORIGINAL TURRET MECHANICS LEFT THURLEIGH AT DIFFERENT TIMES. REDIFER LEFT FIRST AS HE HAD MORE TIME IN THE SERVICE THAN THE REST OF US. THOMPSON MARRIED AN ENGLISH WOMAN AND ASKED FOR OCCUPATION DUTY WITH THE 306TH. CURRIE AND I [BOYLE] LEFT ON 26 AUG 1945 FOR THE REPLACEMENT CENTER. I WAS EXTREMELY LUCKY AS I ONLY SPENT 6 DAYS AT THE REPLACEMENT CENTER, ARRIVING THERE ON 21 AUG 45 AND

DEPARTING SATURDAY NIGHT 26 AUG 45 BY TRAIN UNTIL SUNDAY MORNING,
THEN BY TRUCK TO BARRIE, WALES. WE SAILED THAT NIGHT AT 20:00
HOURS, ARRIVING IN NEW YORK ON 6 SEP 45. WE DEBARKED BY LIGHTER TO
NEW YORK AND BY TRAIN TO CAMP KILMER FOR AN OVERNIGHT STAY, THEN BY
TRAIN TO CAMP BLANDING, FLORIDA. I WAS DISCHARGED 13 SEP 45 AND
ARRIVED IN WEST PALM BEACH IN THE AFTERNOON 3 YEARS, EIGHT MONTHS,
AND 24 DAYS AFTER I HAD LEFT THAT TOWN.

**TURRET MAINTENANCE FROM THE
BEGINNING THROUGHOUT THE WAR**

By Jack Boyle, 367th

After graduating from armament school, I was shipped to New York to attend turret school at the Sperry-Rand plant in Brooklyn. After a bout with strep throat, I completed the course and arrived at Wendover, UT 24 June 1942. The First Sergeant took me to meet Sgt. Burleigh Redifer, then in charge of turrets for the Clay Pigeons.

Others already on the crew were William H. Thompson, from Washington, DC, and Malcolm Bruce Currie from South Bend, IN. Redifer came from Washington and I was from West Palm Beach, FL.

Thompson was the son of a mortician and regaled us with tales about what it was like to grow up in a funeral home. Currie had been a commercial artist in New York City, and I had worked for an electrical contractor. How did we wind up in turret maintenance? Army logic, I guess.

A Meeting with the 'Queen Elizabeth' 8 pt bf

We were among the 18,000 men and women crowded aboard Cunard's mighty vessel as we left New York 31 Aug 42. Landing at Gourock, Scotland, 6 Sep, we were almost immediately on a troop train headed south. The Bedford Station was reached at 3 a.m. and sealed trucks whisked us away. Arriving at Thurleigh, we were introduced to corned beef sandwiches and tea, served by the British caretakers at the base. To this day I

do not like corned beef!

After an hour or two we were assigned to six-man tents. As everything seemed to be in confusion, someone suggested we ask for two-day passes to London. When we returned the tents were gone, and we had to rush around to locate our own gear.

When the planes arrived, everything began to pull together and we started our training for the first mission. This happened about 2 a.m. on 9 Oct and the place was in a fine state of panic. Finally, by daybreak planes were loaded with bombs, ammunition and men, in that order. (Ed:Legend, at least, has it that by takeoff time one a/c was still without bombs but flew anyway. Records neither support or deny this.)

After takeoff, the tired ground crews repaired to their barracks to await the returning planes.

We four turret mechanics were attached to the armament section, with Lt. William Cain in charge, along with M/Sgt Robert Bayless. T/Sgt Burleigh Redifer was in charge of 367th turrets and we had nine planes to keep ready. With three planes in the care of each man, it took time to mature in this business and to achieve speed in readying these a/c.

In 1944, with 18 planes in the squadron, we had three more men assigned to our section, so that we each still had three planes to prepare. A major function of the job seemed to be to keep ball turret gunners from letting any live ammunition

get into the guns when they dry-tested them on the ground. It would have been bad taste if anyone was injured or killed by inadvertent gunfire. (Ed: In fact, on 5 Dec 44 2nd Lt Joe D. Marsh, a 368th pilot, was killed when two bullets were fired from a ball turret being prepared, one ricocheting off a wall and hitting Marsh in the back.)

It was sometimes necessary to take a turret out of its a/c to repair it and replace it. This was a time consuming job, often taking up to 48 hours to complete repairs, while an operations officer kept asking when the plane would be ready. These jobs seemed to occur mostly in cold weather and I am sure anyone knows what cold weather did to plane and engine repairs then.

To overcome some of the delays in repairs, we set up a shop for turrets where there was warmth provided. One man from each squadron worked there. This started in late 1943 and by that time we had been able to salvage a number of turrets from planes that were beyond general repair. This was immensely helpful, as we were able to replace a turret in a matter of hours instead of days. This new arrangement made operations officers happy.

Our original foursome was broken when Redifer, with more service time than the rest, departed the 306th in 1945.

Thompson had a British wife and asked for occupation duty with the 306th. Currie and I left on 26 Aug 45. Redifer died in the '70s in a plane crash; I am a retired pharmacist living at Nags Head, NC, and Currie and Thompson have never been added to our mailing list.