

North sea got rough + fogged in  
late in 2nd day.

End of July

instrument panel riddled

went out front hatch

423rd

27,000 when jumped.

Red killed in states after war

CPT Barkin were OK on landing.  
Immediately picked up by home guard,  
gathered whole crew

Story III

Barberis

Daniel Barberis

7/80

Put up a good fight

very calm sea, long swells.

got out of plane easily

Smith had trouble getting out, &

into water, Barberis pulled onto wing

Retard feed, but very little to eat.

Cranked on Gibson Girl.

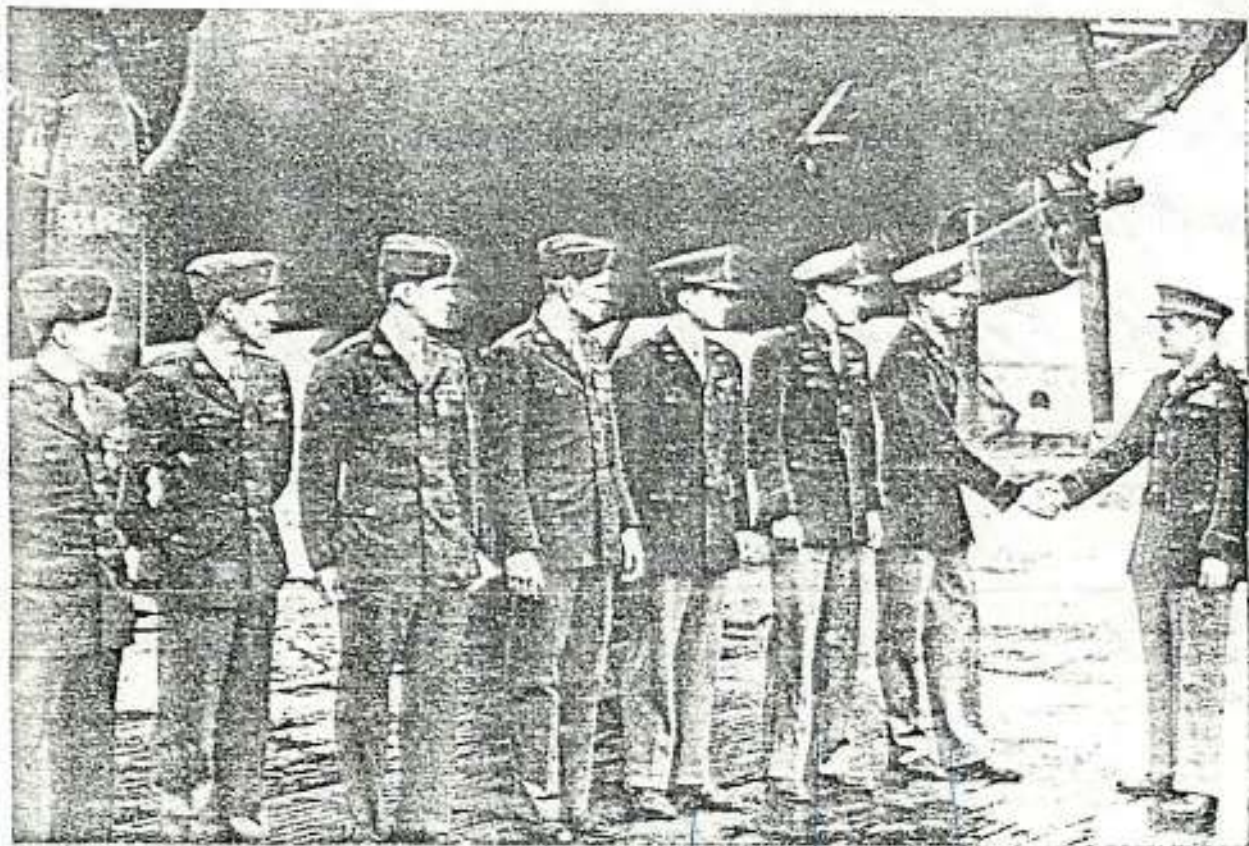
During night, full moon, balloon rose

about same altitude as noon. White moon +

black balloon created strange visions.

Could & dry out.

I trained with Col. Sharp's Provisional group. I never flew combat with the crew I trained with. Crews were broken up to fill in where needed. I was a member of several different crews in combat. St. Smith's was one of them but I never really become acquainted with the enlisted men.



R. H. Smith's crew after surviving 30 hours in the North Sea. Col. Curtis LeMay at right.

Barberis

McCallum

Smith

This photo or a very similar one appeared on pg. 1 of News & Tribes, 8<sup>th</sup> A.F. edition, approx. June 1943. This issue is on file at the library at Colo. Springs where I saw it. I may visit Colo. within a few months. If I do and you would like me to, I'll do some research.



Sincerely,  
Don Barberis

Over

Other personal data:

**Description of Air Missions:**

(What were the highlights of your combat career? What was your role? What heroics did you witness? What events were there of which you have special knowledge?)

*See Look magazine article. Elio Star + Stripes*

A HISTORY OF THE 306th BOMBARDMENT GROUP - EIGHTH AIR FORCE  
Russell A. Strong, Rt. 1, Scotch Meadows Dr. Laurinburg, NC 28352

Name DANIEL J. BARBERIS  
Address 819 LORETTA DR. RIVER VALE, N.J., 07675  
Telephone 201-391-8263 Date DEC. 26, 1977  
Occupation LITHOGRAPHER Employer CBS GRAPHICS  
Address 1080 GOFFLE RD. Telephone 201-423-9720  
HAWTHORNE, N.J.  
07506 20,237,525-  
Service Record: Serial No(s) 0795177

Before joining the 306th:

144<sup>th</sup> COMBAT ENGINEERS (44<sup>th</sup> DIV.?) SEPT 1940, SEPT 1941  
CADET TRAINING - JAN. 1942 - DEC. 1942  
COMMISSIONED DEC. 26, 1942 - JOINED 306<sup>th</sup> APRIL 1943 WHICH ARR. ENGLAND

After leaving the 306th:

AWAYED POW - GND JULY 1943 to MAY 1945  
DISCHARGED NOV. 1945

306th Record:

Arrival Date APRIL 1943 Squadron or other unit 423 BOM.  
MOS NAV. Combat Status \_\_\_\_\_  
Missions Completed 18  
Promotions ONLY ON DISCHARGE  
Decorations 1 AM 2 olcs DFC olcs SS DSM DSC MH SM  
2 PH Battle Stars \_\_\_\_\_ other \_\_\_\_\_

(OVER)

Name D. BARBERS

Address 819 LOCUST DR. RIVER VAC N.J. 07675

Telephone 201-391-8263 (HOME)

MISSING AIRCRAFT REPORT

Pilot Scotty Poch

Plane # and Name ?

Mission Date July 30? 1943

Target Kessel, Ger.

Cause of loss: AA fire

Fighter attack

Other, explain

Describe conditions in the plane as completely as you can:

*The Damage was Done to the pilots cockpit. Aircraft remained stable.*

How and where did you leave plane?

*Normally, through the bottom hatch, somewhere in the vicinity of Hemin, Ger.*

What happened when you got on the ground?

*Immediately captured by members of home guard.*

Did you meet any of your crew mates?

*Yes, within a few hours.*

How were you treated, if captured?

*No extremes either way.*

Any additional details, reminiscences, letters, or documents of these events would be appreciated. If you do send such materials, I will copy them and put them back in the mail to you within 24 hours.

RECORD UPDATE

306th Bomb Group Association

(Please complete as much of this form as you wish, and give)  
(to Russ Strong at the Las Vegas reunion, or mail to his ad-  
(dress: 5323 cheval Pl., Charlotte, NC 28205 )

Date completed

LAST NAME: BARBERIS FIRST NAME: DANIEL, J. Title: NAV.

Street address: RD-1, MIDDLEBURY EAST, APT. 4E, Telephone: (802) 388 4113

City, state, zip: MIDDLEBURY, VT., 05753

Date of birth: 5/20/17 Wife's name: GRACE

College(s) attended: NONE Degree(s): Year(s):

Last employment & job title: 1982 LITHOGRAPHER

Year joined 306th Association: WHEN IT WAS FIRST OFFERED

Reunions attended: (by year or location) 1987, WASH. D.C.

Serial #: 0795177 Sqdn: 423 Speciality: NAV.

Date joined 306th: APRIL 1943 If combat, what crew? SMITH, PECK, SU66, ARMBRIST  
SALADA

Special duties or assignments w/306th:

If commissioned w/306th, date & speciality:

Date departed: JULY 30, 1943 Highest rank/grade w/306th: 2nd Lt.

Other 8thAF units served with:

Top service assignments after 306th:

USAF retirement date: Nov. 1945 Rank/grade: 1st Lt.?

Most memorable experience w/306th: (use back of sheet, too)

WILMSHAVEN, MAY 20, 1943, DITCH IN NORTH SEA  
KASSEL, JULY 30, 1943. SHOT OVER HAMM, GERMANY

In the continuing search for 306th people, please inform the secretary as to any persons you know from the 306th who are not listed in the 1988 directory: con-



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 10/10/81

LAST NAME: BARBERIS FIRST NAME: DANIEL TITLE: NAV.

Street address: RD. 1, MIDDLEBURY EAST, VT. Telephone: (802) 388 4113

City, state, zip: MIDDLEBURY, VT., 05753

Date of Birth: 5/20/17 Wife's name: GRACE

College(s) attended: — Degree(s): — Year(s): —

Last employment and job title: LITHOGRAPHER

Reunions attended: (by year or location)

The last 3

Serial #: 0795177 Squadron: 423 Speciality: NAV.

Date joined 306th: 4/43 ENGLAND If combat, what crew: Smith, Peck, Salas

Special duties or assignments w/306th: —

Number of missions flown: 18 Date of last mission: 7/28/43

Date left 306th: 7/28/43 Highest rank/grade with 306th: 2nd Lt.

Other 8th AF units served with: —

Top service assignments after 306th: —

USAF retirement date: 11/15/45 Rank/grade: 2nd Lt.

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.

95 Horse Bay Dr., Bridport, VT, 05734 (911 Emergency change)

Dear Russ -

This is the second letter from Mrs. Rushton which included two photos, copies of which are enclosed. The photo of the crew is much clearer than the one I had which I sent to you previously.

Hope to see you in Sarumach,  
Sincerely, Dan

Dear Mr Barberis,

I was very pleased to receive your recent letter. Many thanks for the enclosed photographs. I am amazed how cheerful you all seem in the dinghy, considering you have just ditched in the North Sea. I have passed on your thanks to my father, and he was very surprised after all this time, to read first hand about the rescue. What he remembers most about it was how much food was consumed by yourselves, which can only be expected after your ordeal. By the way, he was the Motor Mechanic in charge of the engines of RML 553.

I think the enclosed photographs that I have had copied for you should be of interest. The photo of RML 553 was kindly sent to me by the Coastal Forces historian, Geoffrey Hudson. I think it was taken sometime after May '44, and the launch is slightly different in appearance from May '43. The forward gun turret is actually a 2 pounder, but when you were picked up it was a twin .5inch machine gun turret on a powered mounting. As you can see, the other photo is similar to the one you sent to me, which was taken on board RML 553, while you were still at Immingham Dock. It was among some of my fathers photographs, but it was not taken by him, and we assumed it to be of an unknown RML and RN crew, due to the Navy caps and sweaters. The photograph and letter you kindly sent me has now confirmed that it is RML 553, and who the "sailors" are. Once again, many thanks for writing to me, and if anything turns up which I think may be of interest to you, I will write again.

Yours sincerely,

Robert Rushton

28 DIANA ROAD,  
BIRCHES HEAD,  
STOKE-ON-TRENT,  
STAFFORDSHIRE.  
ST1 6RS.  
ENGLAND.

14th SEPT '98.

I have also found details about 2 other Fortresses, on which I would appreciate your comments. 42-30813 named "Queen Jeannie" went missing on 14/10/43 at Schweinfurt, the pilot being McCallum. Was this the aircraft involved when Robert McCallum was KIA. Also, 42-30603 named "Las Vegas Avenger", which went missing on 26/11/43 at Bremen, the pilot being Jeffries. Again, was this the aircraft involved when Arthur Adrian was KIA. If the aircraft mentioned are incorrect, do you know their correct identities? I look forward to hearing from you at your convenience.

CAN YOU BE  
OF HELP?

Yours sincerely,



Robert Rushton

28 DIANA ROAD,  
BIRCHES HEAD,  
STOKE-ON-TRENT,  
STAFFORDSHIRE.  
ST1 6RS.  
ENGLAND.

25th JULY '99.

Dear Mr Barberis,

I hope you are keeping well. As I said in my letter dated Sept '98, if I came across anything of interest I would write to you again. I have received a copy of the Air Sea Rescue Directorate report on the ditching of the Fortress 42-29666. It came from someone researching Air Sea Rescue in the Immingham and Grimsby areas. It originally came from the Public Record Office. As you can see it describes the events of the ditching in detail. How does it compare with what you remember of the event? I would appreciate your comments. I have also been in contact with an 8<sup>th</sup> AF Society in England, who are based close to Thurleigh. They think they may have a photograph of the Fortress. I have been putting off writing to you, until I received a reply from them, but as I have been waiting for quite a while, I thought I had better write now. There could be some doubt about the identity of the aircraft in the photograph, as there was another Fortress based at Thurleigh with the same name, but with the 369<sup>th</sup> Squadron. If the photograph is of 42-29666, I will write again enclosing a copy.

Also, I have recently been reading the book "The B17 Fortress Story" by Roger A. Freeman. If you have not seen this book, it lists the fate of nearly all Fortresses built. I have been looking through it to try to identify the aircraft in which you were shot down, on 28/7/43. I have found 2 possibilities that were lost at Kassel on that date. 42-29777, named "Pecks Bad Boys" piloted by Peck, and 42-29779, named *MY LAST FLIGHT* "Babs Best" piloted by Harris. Is either of these aircraft the one concerned?

3. The use of the dinghy radio can be considered to be the main factor in the success of the rescue, especially in view of the dense fog which developed.
4. The captain stated that immediately after ditching they were sighted and orbited by another B.17. at 100 ft. If this aircraft transmitted; and no signals were received, it would have been too low to have transmitted effectively.
5. The pilot did not inflate his "Mae West" until after he had fallen into the water. This may have led to serious results. Four "Mae Wests" would not inflate (possibly faulty maintenance).
6. In spite of the fact that the camera hatch doors had broken in on impact and water flooded into the radio cabin, the aircraft floated for three minutes. Empty fuel tanks no doubt greatly added to the flotation quality.
7. The distress of the crew on the first night suggests that weather covers would be a good addition to the A.2. raft.
8. The R.M.L. radio operator stated that he had difficulty in taking bearings on the automatic signals from the dinghy radio transmitter. When transmitting, constant speed should, if possible, be maintained to ensure as far as possible a satisfactory taking of D/F bearing. If constant speed is not maintained there will be a tendency for the signals to become unreadable due to fading out of the signals.
9. After the aircraft submerged a quantity of wreckage floated to the surface. The crew did not inspect this although the sea conditions were such that it was quite easy to paddle back to the spot. It may well be that some articles of use might have been retrieved. If conditions permit it is always advisable to ascertain that no article of value from the aircraft is left behind floating on the sea.

Air Ministry.  
12th August, 1943.

Issued by:- Directorate of Aircraft Safety.

Anson	Notes 5, 6, 14, 17.
Beaufighter	Note 49.
Beaufort	Notes 47, 68, 69.
Blenheim	Note 24.
Comments on Sea Rescue, Notes 1-17	Note 18 (withdrawn)
Botha	Note 40
Boston	Note 52
Defiant	Note 10
Fulmar	Note 23.
Fortress	Notes 61, 67.
Hampden	Notes 1, 19, 27, 29, 46, 65.
Halifax	Notes 38, 42, 43, 53, 57, 71.
Havoc	Note 45
Hudson	Notes 2, 26, 30, 41.
Hurricane	Notes 9, 20, 22.
Liberator	Note 59.
Lysander III	Note 33.
Lancaster	Notes 55, 73.
Spitfire	Notes 8, 11, 12, 23, 31, 44, 28.
Stirling	Notes 50, 56, 70.
Tomahawk	Notes 34, 36.

(ii) Flare pistol and 12 parachute flares.

(iii) 4 cans of fluorescense powder.

One escape kit was divided among the crew late the first afternoon, two were divided the next morning and 2 more, early that afternoon. Shortly before being picked up, one "K" ration unit was opened up for each life raft, which was eaten together with one box of "D" rations (chocolate) and the first drink of water was taken. When they were picked up they had left 5 "K" rations, 3 escape kits, and 14 pints of water.

3. Soon after getting into the dinghies the hydrogen balloon was filled to a diameter of 3 ft. and an attempt was made to launch the aerial. This went up only 15 ft. and so was pulled down again and inflated further to a diameter of approximately  $4\frac{1}{2}$  ft. This time the aerial went up to about 150 ft. and transmissions were commenced. These were made at the hour and the half-hour for five minutes and often between these intervals. About midnight on the first night, an aircraft, believed to be a Wellington, passed over at approximately 1,000 ft. A flare pistol was not ready and much fumbling ensued in getting it out and fitting the flare. The aircraft had passed overhead before the flare was fired, but fortunately it was seen by the aircraft which was from 6 Group. It turned and circled as another flare was fired and an S.O.S. was made from the transmitter lamp.

4. The aircraft flashed something with its code lamp but this was not read because of the propellers and planes passing in front of the light. A landing lamp was put on but never found the dinghies. After circling twice, the aircraft continued on course. It had obtained a "GEE" fix. The transmissions from the dinghy radio were picked up by shore stations and an approximate position was obtained, which, coupled with the "GEE" fix from the bomber aircraft returning from operations, enabled a search to be instigated.

5. The heavy sea fog developing over the area precluded the use of search aircraft. Surface craft, however, were instructed to proceed to the position given and home on the dinghy transmissions.

6. The following morning the crew heard what they thought to be an aircraft, the motors would get louder and then die out. As they became louder the crew would shoot a flare in the hope of it being seen. This happened on several occasions throughout the day, once three bursts of gun fire were heard nearby. Thinking that these might have come from a ship the crew blow whistles which were carried. Later it was discovered that the motors heard were those of the rescue launch and the shots were those fired at an old lifebuoy by the ship's crew. However, the fog was so dense that even although the whistles had been heard the R.M.L. was unable to find the dinghy for a considerable time.

During the time they were afloat, rationing was commenced. No-one felt particularly hungry or thirsty.

#### Remarks.

1. The crew emphasised particularly the fact that the captain of the aircraft had insisted on constant ditching drill. Prior to each mission each member of the crew, when time permitted, carried out a complete drill. On the morning of the mission, when time was short, the crew were called into the radio room while each member pointed out his position on the floor, and told the pilot what he had to do when the ditching order was given. Also at this time, all "Mac Wests" were checked for holes and all the ancillary equipment was checked over.

2. As a result, ditching was entirely successful and the crew abandoned the aircraft without the slightest difficulty and succeeded in getting out all the equipment.

aircraft touched down on to the sea slightly tail down at 95 m.p.h. The captain stated his only difficulty was in judging the height and in consequence he touched down about a second before he expected to.

### Dinghy Drill.

1. The crew in the radio cabin were braced in accordance with the positions laid down by D.D.A/S.R., namely in 2 lines of 3 and 1 of 2, the positions being altered by the captain in order to ensure that the heaviest men were up against the bulk head. There was a heavy initial shock as the tail touched, followed by a lesser shock with considerable deceleration as the aircraft came to rest. It floated with water covering about 3 ft. of the trailing edge of the wings. The tail surfaces were sitting well on the top of the water.
2. A crank handle of the bomb loading wrench which had been left on the wall of the radio cabin was wrenched off by the shock and hit 2 of the crew and rendered them unconscious, but the surge of water through the floor fortunately revived them.
3. The crew, who had carried out a dinghy drill on exactly these lines prior to every mission, quietly and in an orderly manner got out in their appointed order, through the radio room hatch which was already open, each man taking out the equipment with which he had been detailed. The pilot and co-pilot came out through their respective cockpit windows. The pilot unfortunately slipped and fell into the sea. He held on a cannon shell hole in the left wing which had been ripped open to about twice its original size. He was pulled on to the wing very quickly. The dinghy release had been operated several times but the doors only partially opened, and were therefore in consequence pulled off by hand, the dinghies (rafts) were dragged out when they inflated at once, satisfactorily. The rear gunner who was the last to leave the radio cabin handed out 2 "K" type dinghies. Considerable difficulty was experienced in breaking the painter of the starboard dinghy. The captain had a knife which cut the painter just as the crew despaired of breaking free the dinghy. The crew got into the 2 A.2. rafts, secured them together, and paddled completely round the aircraft which was still floating well. After approximately 3 minutes, the tail went up and the aircraft gently sank.

### Rescue.

1. The crew were in very good spirits, so much so that one of the members took photographs with his camera which he had salvaged. The pilot and the navigator were the only 2 who had been completely immersed, but all were drenched up to the knees. Water falling through the top of the radio room had made the rest of the crew fairly wet. The sun on the first afternoon was not hot enough to dry the clothing although the crew partially stripped and rubbed down. This was later aggravated by the splash of the waves against the dinghies which tended to break over and wet them still further. As night came on, several began to shiver. Everyone spent a pretty bad night. The navigator suffered most and could only keep warm by cranking the emergency radio or rowing with the dinghy paddles. When daylight came there was a dense fog which condensed on the clothing of the crew, and ice was tending to form on the hair and in the eyebrows of them all. This condition existed throughout the day and although no-one became seriously ill, the pilot's opinion was that had they spent another night on the sea at least the tail gunner, and probably others, might have succumbed to the effects of exposure. The hood and aprons from the "K" type dinghies proved invaluable, these were cut off and used as head covers. All emergency equipment was stowed in these dinghies which were secured to the main rafts, and the crew huddled together as closely as possible to get warmth. This was found to be of great assistance.

2. The equipment available was:-

- (i) The emergency radio and all the ancillary equipment for use with it.

/ (ii)

### Introduction.

1. This aircraft was briefed to bomb Wilhelmshaven. The attack was made at 26,000 ft. Bombs were released on target, when, while turning away the aircraft was hit by a burst of flak under the wing which appeared to damage the super-chargers of Nos. 1 and 2 engines. The consequent loss of speed made the aircraft drop both below and behind formation. By cutting across they managed to catch the formation again, but could not keep up - once again falling behind. Fighters immediately attacked, apparently in relays, as a running fight developed which lasted from approximately 11.00 hours to 14.00 hours as fresh waves of fighters came in to the attack. They were losing height at approximately 300 ft. per minute. At 20,000 ft. No. 4 engine was hit by a burst of 20 mm. shells. No. 2 engine was also hit, the cowlings being shot away and a fire started. The propeller ran away and caused such a vibration that the I.F.F. detonated after 3 minutes. At 17,000 ft. the oxygen system and the inter-communication failed.

2. Still losing height they managed to get a little more power from their No. 4 engine, but could not maintain it. By now there were several holes through the nose, many through each wing, several flak holes in the bomb-bay doors, 10 or 12 20 mm. holes from ball turret back, although only 2 of these, 1 near the tail wheel and 1 in the tail gun compartment, were of great size. A 2 ft. square was also blown out of the port elevator (or left horizontal stabiliser) near the fuselage. It was quite obvious that it would be impossible to reach friendly shores and a decision had to be made whether to ditch the aircraft or to turn back over hostile territory and bale out. The decision to ditch was highly commendable in view of the fact that the I.F.F. had detonated and the radio had been shot to pieces.

### Weather Conditions.

The sea was calm. The wind less than 10 m.p.h. There was no swell. Visibility excellent.

### Preparation for Ditching.

1. The fuel tanks read as follows:-

No. 1 tank - 95 gallons.  
No. 3 tank and feeder - approximately 100 gallons.  
Nos. 2 and 4 tanks - Nil.

2. All guns and ammunition, with the exception of those in the top turret were now jettisoned. The crew then took up ditching stations, 8 in the radio cabin, pilot and co-pilot in their positions at the controls. Height was now approximately 350 ft. At this moment another fighter came in to attack. After the first attack the co-pilot climbed up into the top turret, and, waiting for the fighter to come in for the second attack, let it close in to point blank range and put in a burst which shot it down immediately into the sea, making the 11th fighter claimed to be shot down by this aircraft that day. He resumed his place at the controls and strapped himself in again.

### Ditching.

By the time the height was 350 ft., the only serviceable engine was No. 3. The approach was made with about one third flaps, the air speed falling steadily from 135 to 95 m.p.h. The engine was left on full only a split second before hitting, when it was completely retarded, throttled back and the



28 Diana Road,  
Birches Head,  
Stoke-on-Trent,  
Staffordshire.  
ST1 6RS.  
England.

9<sup>th</sup> March '00

Dear Mr Barberis,

Many thanks for the copy of 306<sup>th</sup> Echoes. I am pleased that the photograph and ditching report can be shared with many more people. Can I point out a couple of errors which crept into the article. In the original report the abbreviation RML is short for Rescue Motor Launch. Also in the caption for the photograph, it states that Robert Smith and crew were rescued by an RAF Air/Sea rescue launch. It should have read a Royal Navy rescue launch. I hope you don't mind me mentioning these points.

Continuing my research I recently purchased a copy of the 423 BS Combat Diary edited by Russell Strong. The entry for 15<sup>th</sup> Feb'44 mentions that a copy of the book Target: Germany, was received by the squadron. I have managed to obtain a copy of this and one of the photographs is of "an aircrew being picked up by the Air/Sea rescue service". It appears to be from the sequence taken in the dinghy, while you were awaiting rescue. You may have already have seen it or have a copy, but just in case you do not, I enclose a scanned copy.

*through to co-pilot McCallum who was carrying the camera in his pocket. All the crew have a copy.*

This photo was taken immediately after ditching. I have also purchased a copy of "First over Germany" again by Russell Strong. There is a photograph in it showing yourself and some of Robert Smith's crew being congratulated by Col Curtis LeMay. Is it possible to obtain a better copy of this photograph?

Finally, I wonder if you can ask Russell Strong about a couple of things for me. Does a MACR report exist for your mission on 21<sup>st</sup> May'43, and is there any record of the missions and crew members of 42-29666 "Dearly Beloved", prior to this mission.

Best Wishes and once again many thanks.

Yours sincerely,

*Robert*

Robert Rushton

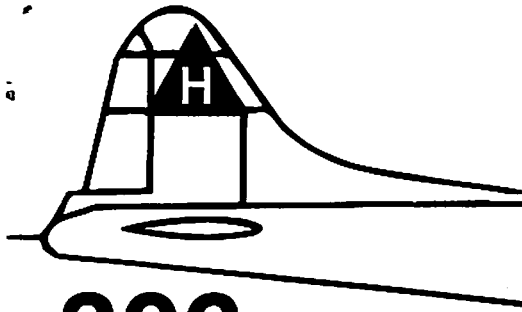
Dear Russ-

*I hope all is well. Mr. Rushton seems intent on doing some serious research. If it is not too much trouble it would be appreciated if could provide some comments to his questions and inquiries. Hope to see you in C.A. Sincerely, Bob Barberis*

Daniel Barberis - 2

Shortly before being shot down, on 6 July, Barberis was awarded a Distinguished Flying Cross for his stalwart leadership of these two crews.

Men who completed a full tour of missions often received the DFC, in addition to the Air Medal. Dan had received this and two oak leaf clusters which indicated that that he had completed 18 missions. Receiving a DFC at the time Dan got his was a good indicator that he had indeed proved himself a worthy flying officer.



367th, 368th, 369th, 423rd Squadrons, and service organizations  
Thurleigh, Bedfordshire, England – September 1942-April 1945

# 306<sup>TH</sup> BOMBARDMENT GROUP ASSOCIATION

See the Thurleigh Airfield Museum

## President

Herman Kaye, MD  
1905 Carla Ridge  
Beverly Hills, CA 90210

## Vice President

Robert Rockwell  
229 Beverley  
Munster, IN 46321

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Omaha, NE  
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The death on 24 November of Daniel J. Barberis was not only felt by his family and friends in <sup>BURDPORT</sup> ~~Middlebury~~, but also by his many friends in the 306th Bombardment Group.

He and Grace had been longtime attendees at reunions held all over the U. S., but also by those men whom he flew with. Dan was a navigator on a B-17 Flying Fortress, stationed near Bedford, England.

Many men went through sometimes life shattering experiences once in 25 missions, but the obituary carried in the Middlebury newspaper failed to mention the first traumatic event; when on 28 May 1943 "Dearly Beloved" a major German fighter attack knocked down the plane in which Barberis was flying, and they ended up settling down into the water off the coast of France.

They stayed all night and by morning ice fringed their flying helmets and their lack of food became evident to everyone. Finally, late in the second day the British rescue boat swooped out of the growing darkness and got the 10 men out of their raft and into the warmth of the British craft. Barberis had arrived with the Group for combat on 4 May.

This experience got the men a week each in a rest house to recover their bearings. And combat again faced them. On 28 July 1943 Barberis' crew was shot down on a mission to Kassel, Germany, where he remained for the rest of the war.



12/22/90  
Conway N.H.

Hi Russ;

Thank you for the M.A.C.R.

I'm looking forward to seeing the mission reports. What happened to our plane was a flak hit in an engine over Holland (Frisian Is) I guess. We went on to the target and got hit more after leaving Dresden. At some place along the way we threw out all the weight we could, including ball turret, and were then tracked by a flak battery which fired 4 rounds.

We were alone at this time. Sometime after that I sent a message to FMT (ground station in England) that we were trying to make an emergency field in Belgium.

OVER

2.  
We had one engine left turning and we all jumped from the plane at about 14,000ft. My engineer just told me that recently, I was first out and was separated from the rest of the crew until quite a few days later. It was west of Triss, Germany and I was made a POW in a small village called Kattenborn in the hills. My memory is not so great now but I think that's about what happened. Hope it helps your records.

Good luck

Dan  
P.S. the plane was severely damaged and I think most of the crew was wounded

5/3/92

Dear Russ: To know

Aside from sending us a copy of the  
306th reunion in Pittsburgh in 1991, we  
have been receiving copies of the newspaper since  
moving to our new address last October.

I repeat to thank you for looking  
into this

5/7/92 I am and have Barbara

Ms. Quaeil Strong  
5323 Chapel Place  
Charlotte, N.C. 28205

Old Mail  
The University of Iowa  
Medical Branch of Collection

5/10/1991



Barbets  
R. R. 1, Box 384D  
Bridport, VT 05734

05/04/92 21:36 DCR2

24 January 1990

Dear Dan:

A couple of times at reunions we have talked about your authorship of a piece for Echoes on your ditching experience in 1943.

I realize just how difficult that it to do, and so want to offer you an alternative.

I am enclosing a piece I have written around the decorations handed out for that particular mission, and have quoted from Bob Smith's Distinguished Flying Cross citation in order to give readers some idea of what happened.

I also plan to reprint the piece that came out in Look magazine because of its impact.

Now, would you look over this material, correct any egregious areas, make any other comments you care to do, and perhaps add some of your own observations or other information to it?

Any assistance you can give me will be greatly appreciated.

I look forward to hearing from you sometime during the next month.

Sincerely yours,

Do you have Bill Robinson's  
 current address? 2408 Family Court,  
 Lot 444 - Middlebury Valley, Middlebury, VT 05752? We are not going to England.  
 We're by the name of Peabody - Reason in  
 hasn't been to past in - reason is that of  
 had a cancer 2 years ago - is now. It  
 keep up by reading newsletter.  
 Sincerely  
 Brian (or Barberis)

C.P. McCallum  
 P. Smith

N Barberis

3-A

388-3177.  
 y, Dec. 1, 5-8  
 be open until  
 ts and music.  
 436.  
 day, Dec. 1, 7  
 will read from  
 day, Dec. 1,  
 Hollow Alley,  
 singing with  
 sliding scale.  
 ic. 1, 7 p.m.  
 Middlebury. Mini  
 to the public.  
 bread House  
 2, 10 a.m. to  
 ter at 3 Court  
 on display.  
 Information:  
 ebury. Friday,  
 version and  
 Street. Menu:

Church. Benefit for East Middlebury Fire District  
 Auxiliary. Information: Sandy Hayes, 388-6432.  
**The Christmas Shop.** Saturday, Dec. 3, 9:30-11:30  
 a.m. St. Mary's Church basement, College Street  
 in Middlebury. For Addison County families facing  
 economic hardships, there is a clothing gift for each  
 member of the family. A household item may be  
 substituted for one piece of adult clothing. Special  
 packages available for children 12 and under. Event  
 continues on Saturday, Dec. 10.  
**Babysitting at the Boys' and Girls' Club in  
 Vergennes.** Saturday, Dec. 3, 10 a.m.-2 p.m. For  
 children three years old and up. No charge, but  
 donations accepted.  
**Festival of Wreaths Silent Auction at Vergennes  
 Opera House.** Saturday, Dec. 3, 10 a.m.-5 p.m.  
**Handmade for the Holidays: Dollhouses, Trains  
 and Gifts exhibit and open house.** Saturday, Dec.  
 3, 10 a.m.-4 p.m. Henry Sheldon Museum, 1 Park  
 St., in Middlebury. Free. Information: 388-2117.  
 Event continues on Sunday, Dec. 4, noon-4 p.m.  
**Holiday Bazaar in Middlebury.** Saturday, Dec. 3, 10  
 a.m.-4 p.m. Parish Hall of St. Stephen's Church on  
 the green. Information: 388-7200.  
**Holiday Bazaar in East Middlebury.** Saturday, Dec.  
 3, 10 a.m.-1 p.m. Sarah Partridge Library. Hands-  
 on crafts for children. Refreshments will be served.  
 Free. Information: Carole Burns, 388-9009.  
**Holiday workshop at Burnham Hall.** Saturday, Dec.  
 3, 10 a.m.-noon. Sponsored by the Lincoln Library

Informatic  
**Fall dance c**  
 Dec. 3, 8  
 for details  
**Otter Creek**  
 Saturday,  
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**Winter's E**  
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British Air/Sea rescue ship that picked up P. H. Smith's crew.



**Daniel Barberis, 88**

MIDDLEBURY — Daniel Barberis, 88, of Bridport died Thursday, Nov. 24, 2005, at Porter Hospital in Middlebury. He was born May 20, 1917, in New York City, the son of Ernest and Ida (Bardone) Barberis.  
 He worked in the lithographic trade in North Bennington from 1950 to 1955, and then moved to River Vale, N.J. Upon retirement in 1982, he returned to Middlebury.  
 He was a second lieutenant with the Army Air Corps 423rd Bomb Squadron 306th Bomb Group 8th Air Force. He was a prisoner of war in Germany during World War II from July 1943 until April 1945 and was credited with keeping morale up in the POW camp. He received the European African Middle Eastern Theater Campaign Ribbon, Air Medal with 2 Oak Leaf Clusters, the Purple Heart Award and the Ameri-

can Defense Service Medal.  
 He was a Boy Scout and a member of the Congregational Church of Middlebury. He was involved in various wildlife foundations and was an avid gardener and bicyclist, traveling throughout the United States, Canada and Europe.  
 He is survived by his wife, Grace of Bridport; two sons, Carl L. Barberis of Ridgewood, N.Y., and John P. Barberis of Boulder, Colo.; a brother, Frank J. Barberis of Belton, Mo.; two grandchildren; and three cousins.  
 A memorial service is planned for Sunday, Dec. 11, at 1 p.m. at the Congregational Church of Middlebury.  
 Memorial contributions may be made to the Congregational Church of Middlebury, North Pleasant Street, Middlebury VT 05753.



Mr. Russell S. Terry  
 5323 Cheval Place  
 Charlotte, NC 28205



Daniel Barberis  
 95 Goosebury Dr.  
 Bridport, VT 05734



9/27/87

27 September 1987

Dear Dan:

After the dust of the reunion has begun to settle a bit, I find that I have to think ahead about issues of Echoes.

I am looking at the pictures which you so kindly loaned me of the Smith crew and its return to civilization after your harrowing experience in the North Sea.

Would you consider writing a piece for Echoes on that experience?

Its nothing I need done immediately, but I would view it as something you might work on for the next several months. Or, if you do not relish the writing task, and I don't know of your interests in such tasks, could I suggest that you locate a tape recorder and sit down for an hour or two and just talk about it?

Perhaps, because they know something about it, your wife or a child could sit with you and ask you questions about the experience. Then, with a tape, I could work out an article about the event.

I am sure that it would be of great interest to our readership, and as I think you are about the only survivor now living, I certainly would like to hear more about it.

Let me know your thinking on this.

Sincerely yours,

Russell A. Strong



Dear Russell -

10/11

In regard to your letter asking me to write a piece for the Echoes. I am in the process of going over in my mind the events, sights and feelings etc. of my experience as part of Bob Smith's crew the day we found ourselves floating in the North Sea. As soon as I put them down on paper I will send them along. It's a pleasure to cooperate with someone who is doing such a great job with the newsletter and it was a pleasure to meet and talk with you at the reunion. This was my first reunion and it had me. I am determined to make all the rest.

Sincerely,  
Don Barberis

8/23/99

Dear Russell -

Hope you are well.

I received the enclosed correspondence from Mr. Robert Rushton, whose father was a crew member of the ship that rescued the crew of Robert Smith's U-17 that ditched in the North Sea, May 5, 1943. Since he wished to know as much as possible about the event I sent him all the information I had and could recall plus a few photos. All this material was sent to you on the outside chance that it may have had some interest or value to you.

Because Mr. Rushton seems to have a strong interest in these events I would like to provide him with all the information I can gather plus any info. you may have.

In any event I hope to see you in Oct at St. Louis with the group for a good time.

Sincerely,  
Dan Barbent,  
95 Moose Bay Dr.,  
Bridport, VT, 05734

