

Black Electrical Supply

Electrical Distributors
203 WESTFIELD STREET
P. O. BOX 134 TEL. 233-4142
GREENVILLE, SOUTH CAROLINA

DATE Feb 28, 1978

TO Mr. Russell A. Strong
Rt #1, Scotch Meadows Drive
Laurinburg, N. C. 28352

SUBJECT 306th Bomb Group

Dear Mr. Strong:

Thank you for your telephone call and for placing my name on your mailing list.

It is my belief that your information on the 306th must be growing by "leaps and bounds" at this time. As I was transferred into the 306th sometime in late June of 1945 and for this reason may not be able to contribute anything which you do not already have in your files.

But from memory -- would like to pass on to you what I can for what it may be worth.

First, from the 306th Echoes dated 2/10/78, I knew Col H. H. Upham, Group CO, Stanley L. Jarrow, Group Eng. Officer, Wendell Hull, Group Hdqs, Abe Grondin, Adjutant of the 423rd, Edward Marvis, and L. Eugene Smith. I was Executive Officer in the 423rd until the Group joined the Occupational Air Force in Germany and then returned to the States shortly thereafter.

When I first joined the 423rd Major John BUIE, from somewhere in Texas, was CO. He had been in the 306th for quite sometime, he had previously served in the Pacific Theater having been stationed at Hickam Field (among other assignments) at the time of the Pearl Harbour attack. He was one fine Officer. Do hope that someday through your efforts I can obtain his address as I certainly would like to write him. He did return to the States during the fall of 1945.

We were told that Patten's forces while advancing through France and into Germany found that their maps were not much good. And that somebody in the War Department back in Washington came up with the idea that we should photograph Europe. For my money this was a brilliant idea. The 306th and another Group was given this job.

The arms and armanent were removed from our aircraft and high altitude cameras were then installed in the belly of the aircraft. The crews then flew by the compass covering all areas and countries over which the State Department could provide access.

This work began over the northern part of the Sarah and the 306th continued the work through the central part of France. Then the other Group was supposed to work from that line on northward.

The 423rd used a small field in Southern France at Istres for operations. This small city is about 30 miles from Marseille (spelling questionable).

Another squadron used a field at Gibraltar.

Another squadron used the Azores Islands.

Another used Dakar and Casablanca.

It was quite an experience. All planes were required to return to Thurleigh every 50 hours for the 50 hour check as this could not be done at the operational location. The crews were given three day passes usually while this work was accomplished. It was a mob scene as personnel with low points transfered in and those with high points moved on out to return home. Each day was different as we had to search the roster for the necessary men. I remember that the morning report showed on one day that we had 118 officers and 585 men. This was the high point. All of us really had to work.

Then about December 1st, 1945, the 306th participated in ceremonies, a parade speeches, etc., of turning all 6th AF facilities back over the to RAF. The parade and other functions may have been in the city of Luton. I'm not sure about this.

A couple of weeks later we moved out and on to Southampton, across the channel, nursing our broken down vehicles to a destination at a German town named Geiblestat (spelling questionable) I stayed at this German air field for about ten days then moving on out to return home.

Mr. Russell A. Strong - 2/28/78, page 3

It was rather late in the War when I was shipped overseas to Europe. March of 1944.

Was first in a B-24 Group (and don't remember the number) at a location about twenty miles south of Kings Lynn. We were operational only 90 days. This has nothing to do with the 306th but I was in a hard luck squadron. This one squadron lost 29 aircraft and 224 men in 90 days. We only knew of about ten who survived. I was reminded of this when reading the account of the 367th.

Then I was transferred into a service Group.

So the War was over before I joined the 306th. Wish that I could have been with them at an earlier date because it had quite a history, quite a record.

It's all in the past now -- But I will try to keep in touch and would dearly love to see some of my old friends.

Sincerely,

Humphrey G. Black

Humphrey G. Black
312 Woodland Way
Greenville, S. C. 29607
(formerly 0576893)

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P. O. BOX 134 TEL. 233-4142
GREENVILLE, SOUTH CAROLINA

DATE March 27, 1978

TO Mr. Russell A. Strong
Rt #1, Scotch Meadows Drive
Laurinburg, N. C. 28352

SUBJECT

Dear Mr. Strong:

I recently talked with a friend in Augusta, Ga., who was stationed at Thurleigh for quite some time. I knew him then. He was a Finance Officer and I wanted to pass along to you his name and address. It is as follows:

Frank Mulherin, Jr.
2705 Henry Street
Augusta, Ga. 30909

tel #
404-733 4822

Sincerely,

Amurey G. Black
Amurey G. Black

NOTE:

When re-reading my letter of 2/28/78 -- it is evident that I can't spell Sahara.

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Electrical Distributors
203 WESTFIELD STREET
P. O. BOX 134 TEL 233-4142
GREENVILLE, SOUTH CAROLINA

DATE June 1, 1979

TO Mr. Russell A. Strong
Rt #1 Turnpike Road
Laurinburg, N. C. 28352

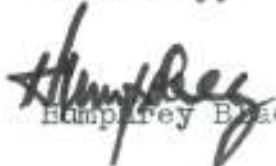
SUBJECT your letter 3/15/79

Dear Russ:

Sorry that I have taken such a long time to answer your letter.

A small check is enclosed to help your cause along. This is all that I can do at the present time.

Sincerely,


Humphrey Black