

A HISTORY OF THE 306th BOMBARDMENT GROUP - EIGHTH AIR FORCE
Russell A. Strong, 4900 Appleridge Ct., Dayton, Ohio 45424

I am endeavoring to put together a good history of the 306th Bombardment group, an idea which has been in my mind for some years. I am working diligently on the matter, collecting all kinds of data and working through the official history and records of the group. I served as a navigator with the 367th Squadron from June through November, 1944, and currently am director of news and information services at Wright State University, Dayton, Ohio. I solicit your assistance in my project.

I am interested in any special materials which you may have, such as good photographs of personnel, battle damage, plane insignia, etc. I am also interested in commendations (other than the usual Air Medal and DFC) you may have received, special stories which you may have in your possession, letters that are highly descriptive of combat action, or any other documents. I would appreciate receiving xeroxed copies. But, if you do not have such facilities readily available, I would appreciate the loan of materials which I might copy and return to you immediately. I am also interested in manuscripts of memoirs which you may have prepared, particularly if they were done within a couple of years of the events. Again, I would appreciate copies or the opportunity to copy them.

Name Wm. R. CARLISE JR
Address 1304 DARTMOUTH AVE - BALTIMORE, Md. 21234
Telephone (301) 668-1577 Date 7/29/75
Occupation ACCOUNTANT Employer Chessie System (Railroad)
Address BALTIMORE, Md. 21201 Telephone (301) 237-2704

Service Record:

Before joining the 306th:

Aviation Cadet (Pilot Training) (Eliminated in Advance Trng.)
Assigned to R.A.F for training as Flying Control Officer, (Tower)

After leaving the 306th:

Home for Separation - Joined Air Reserves - Recalled in Korean Conflict - Served as Radar Controller in Air Defense Command (Rank Captain) - Rejoined Reserves Retired in 1969 as Lt. Col.

306th Record:

Arrival Date JAN/FEB 1944 Squadron or other unit Sta Compliment Sqd
THEN TO HQ SQD 306th
MOS Flying Control OFFICE Combat Status NONE
Missions Completed NONE
Promotions To 1st Lt. Sept. 1944
Decorations AM olcs DFC olcs SS DSM DSC MH SM
PH Battle Stars other

(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?)

I have 20 or 30, maybe more, negatives of scenes at Shurligh, (Planes (flying, on ground, wrecked, some personnel that I hope I can still name. In my scrap book I have a number of scenes of the control tower, both inside and out.

You are welcome to look at and copy these. I may be able to cook up some rather vivid memories of tower work at the 306th W. L. Corliss Jr

Maybe you remember me, the skinny Red headed 2nd Lt. in the tower.

Good luck on your history - I would want a copy. Perhaps we shall meet in Miami some Oct.

Old addresses

Lt. G. L. Blaise
4045 Edwards Ave
Oakland, Calif 415

Lt. Joe Blumenthal
Margaret & James St.
Bridestown, Phila, Pa

{ Believe Joe was an executive
or owner of M. & M. Candy }

OPK // Albert Bradburg
Evanson, Wyoming 307

Sgt Woodrow Randolph
2604 Kosciuszko St.
Lafayette, Ind 317/442-5290

d 29 JAN 64

Charles K. Russell
14012 Lake Shore Dr
Cleveland, Ohio 216/991-0941 no info

PFC W. Niblett Jr
1107 RR Ave
Salisbury, Md 301/896-9012 700E Chestnut St
Delmar, DE
19940

Cpl Fred Naylor
735 Magnets St
Box 67, Bronx, N.Y.

(He may have later been
a U.S. Tower personnel)
check CAB etc.

(over)

Herb Chubb

1611 E Earl St

Tyler, Texas 214

Sgt Myron C. Clarke — Minneapolis Minn 612

Capt Wm (Pete) Peterman (Minnesota or Wisconsin)

Edwin Dow — Maine

Don H. Lawley — Alabama

Jim he Gates - died yr ago

W. R. CARLILE, JR.

1304 DARTMOUTH AVENUE
BALTIMORE, MD. 21234

301 868-1577 or

665-1696 (FATHER'S
PHONE)

Aug 11 1978

Dear Russ -

It was a very pleasant surprise the other night when you called, hope you managed to get hold of Herb Veltman on the telephone.

I am quite interested in our organization, but pressures of business do not permit me to take on much more. However, I anticipate retirement in the next year or so, then I'll be able to devote much more time.

Enclosed are some negatives for your use. I'm afraid I must ask return of them since that's all I have, they are of the tower at Shurleigh

Also enclosed is a list of some 306 names that I have lost track of - you may pick them up.

See you in October

Bill Carlile

P.S. you may already have some of the names on your address list

If I can be of help sometime give me a call. My phone in evening or

W. R. CARLILE, JR.
1301 DARTMOUTH AVENUE
BALTIMORE, MD. 21234
301 688-1877

Jan 20, 1979

Dear Bill

Enclosed is my answer concerning a separate 306th reunion, a \$10.00 donation, and a copy of the 92nd's newspaper (an associate of mine was a member of that unit - as was I for about a month or so in 1949 before going east to Thurligh).

I see that Col. Sutton is the head of the 92nd association and he might lead us some ideas for our own get-together. I also feel that every other year might be wiser than annually. Can I help? yes I can to some extent, but as I previously noted I have a parental situation that doesn't allow me to much time to myself. For our first separate reunion (if we have one) why not pick out the area with a heavy 306 membership probably would draw better.

As to contributions, I try to help out with some donation now and then. Personally I would prefer an annual assessment and perhaps you might put that to a vote of our membership. Either way I shall continue to give support financially.

2

This is being written before I start my annual battle with my income tax forms, and I might as well start. But before I shall fortify the inner soul with a nice "Manhattan", care to join me?

Your friend

Bill Carole

W. R. CARLILE, JR.
1304 BARTMOUTH AVENUE
BALTIMORE, MD. 21234
301 888-1577

May 6 1978

Dear Bill

Enclosed is \$20 as a contribution to our 306th reunion. I enjoy the Echo so much that I feel this small contribution will help get it on the way.

I anticipate being in Washington next October for another renewal of friendships. However, I doubt if I shall remain in D.C. in the evening since Baltimore is only about 50 miles away. Do you have any feel for the procedure to register for the activities - (and sleeping facilities). The brochure from the 8th society doesn't seem to cover the situation.

For your benefit and other 306ers who will attend the reunion and are not going on the following trip a short stay in this area can be very rewarding. The fall is a most beautiful time of the year here - Maryland/Virginia country side is most lovely in October with the fall foliage. Within short driving distances are all of the major civil war battlefields, Antietam, Sharpsburg, Gettysburg, Manassas, Fredericksburg,

and several others. For those who like the water, Chesapeake Bay is handy (with its famous oysters and crab plus the many types of fish). Ocean City, Md is about 4 hrs drive from Washington as is Virginia Beach, Va. In Baltimore we have a little place called Fort McHenry and, of course, Philadelphia with Independence Hall plus nearby Valley Forge. Shenandoah Valley is not far from D.C.

So you see much is around here for any who wish to take a couple days more after the party. You might want to point this out in the next Echo

This is about all for now, going to write some of my old 306 buddies and try and steer them into coming to D.C. Hope to see you in October.

James
Bill Calile

10⁰⁰

1304 Dartmouth Rd
Ponchaire, Md 21234
February 18, 1980

Dear Bill

Enclosed is \$10.00 for you to put in the treasury. I'm sure the 306th base can make good use of it. Hope this is enough, the last "Echoes" didn't make any mention of a set amount.

Apparently our reunion at Phoenix went reasonably well. Would have enjoyed seeing the B-17 at hake. Did you get to see the old bird fly?

Hope to be in Orlando (Oct 30/31 and Nov 1, ??) this year. Should not have any problem with time off from work since I intend to retire about August 1980 - will be the grand old age of 60 then. All my years in the reserve will also begin to pay off at that time, a retired person can always use an additional monthly paycheck.

Don't know if the 306th is still on active service, but the last I heard of them they were stationed at a field in Florida. If they are still there could an "old timers" visit be arranged?

v

Today is a beautifully clear day, but sadly one year ago Baltimore was in the grips of one of our worst blizzards - 27" of snow fell in about 12 hours, our city was stopped for days. So far this winter snow has been lacking and only the children don't like that idea - their sleds are rusting away without use.

Take care of yourself my friend,
may 1980 be kind to you and yours

Bill Castle

W. R. CARLILE, JR.
1304 DARTMOUTH AVENUE
BALTIMORE, MD. 21234
301 868-1577

Nov 25, 1979

Bill Collins

Dear Bill

Since that I dropped a note to you, hope our Phoenix reunion went well, all my good intentions for attendance were very nicely shattered when I received a phone call from England asking if my friends (and also connections from 306th Days) could come and visit for a couple weeks. We had a wonderful holiday together and I had the pleasure of spending some time with my god-child (my English friend's granddaughter). So I have a good excuse for being absent.

Enclosed is \$10 to help defray some of our expenses. Hopefully whenever or wherever the next reunion will be, we can raise a cup together.

Yours
Bill Carlile

The last 306th Echoes is July 79 - right?



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

306TH BOMBARDMENT GROUP ASSOCIATION

W. R. CARLILE JR.
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

July 28, 1980

Dear Russ -

Just thought I would drop a line to you concerning the list of missing 306ers you sent several months ago. Am working on it currently, but did not do anything until now. Just recently retired and my previous employer made sure he got the last drop of blood before I left work. The last three months were particularly difficult and I just did not have the energy for much extra curricular activity.

Am taking your advice on the telephones. Also added a new wrinkle, went to headquarters of American regions for State of Maryland. They came up with about half dozen likely prospects with addresses - tracers out to them now. Will be downtown Friday and will stop in telephone company where all telephone books for Maryland are available. Might suggest you forward copies of your lists to the various State American region offices, VFW's etc.

Hope to see you in Orlando -

Bill Carlile

W. R. CARLILE, JR.
1304 DARTMOUTH AVENUE
BALTIMORE, MD. 21234
301 668-1577

July 31 1980

Dear Russ -

I'll let you be the welcoming committee for Mr. Cowden.

So far I have one yes and one no on my first try. Bidding .500 wouldn't be too bad.

Regards

Bill

W. R. CARLILE, JR.
1304 DARTMOUTH AVENUE
BALTIMORE, MD. 21234
301 688-1577

August 14, 1980

Dear Russ -

Hope you will welcome Bob Morris into the 306th - looks like he had some photos we could possibly use in future Echo's. As you can see I am using copies of the 306th letterhead in my surveys, with my return address over Bill Collin's name, hope that is OK?

Took a short vacation the last few days and had two mini reunions, one with Herb Vatterman in New Jersey and the other with Earle Goodwin in Dover, N.H. Have seen Herb more or less regularly since Shurligh, however, it was the first time I've seen Earle since leaving Shurligh. We enjoyed some delicious Maine lobster and a cool bottle of wine together. Both were E.M.'s in the tower, Vatterman on radio and Goodwin a clerk. All three of us would like very much to find Carl Crozier - the last we heard he lived in the western U.S. - (Nebraska?)

Take care, hope some more returns come in

Yours
Bill Carlile

1304 Dartmouth Ave
Baltimore Md 21234
March 8, 1981

Dear Bill

Enclosed is my yearly contribution to the 306th B.G. Assn. Sorry, I'm late this year, just lazy I guess. I assume 10⁰⁰ is still a sufficient contribution - if not tell me!

Retirement is going reasonably well, the winter put a damper on much outside activities. However spring is rapidly approaching and I can hardly wait until chase that little white ball around one of the local golf courses - duffer that I am.

Had hoped to go over the pond to England this year, however, the outlook right now is not bright. Health problems with my aged parents is what holds me back. I can't complain, they gave up plenty to take care of me when I was a small kid.

The trip to Orlando was very nice and was enjoyed much by both myself and my guest. At this point I haven't made my mind up about St. Paul next year - but like all bad pennies - probably will show up.

Good luck and hope to see you again soon. Looking forward to the new 306th history Russ is preparing

Yours

Bill Cahill

HELPING THE 306th

I enclose my check for \$ 10.00 to support the production and mailing of ECHOES, and reunion activities of the 306th Association. (Mail your check to Wm. M. Collins, Jr., 2973 Heatherbrae Dr., Poland, OH 44514)

I enclose my check for \$ _____ to support the research, writing and publication of a new history of the 306th Bomb Group. Publication is expected during 1980. (Mail your check to Russell Strong, 2041 Hillsdale, Kalamazoo, MI 49007) Contributions of \$100 or more will receive a copy of the history without further charge.

Name W R Caselle

Address 1304 Dartmouth Ave -

Balto Md
21234

quiet our boyish terrors with images so violent that we would, at last, be bored with the prospect of dying? Like the burlesque feminine figures painted on the noses of our planes—a mix of love and war, sex and violence—the motives of our jacket illustrations were never fully clarified, not by us at least. We merely painted them as a ritual, a mark as primitive as an Apache's sunburst chest, or a Fiji mask.

We wore them everywhere, except, ironically, in combat. That

failed to put a name on the collection, but has copied them, and would very much like to return them to the person who loaned them to him, if that person will identify himself. Write to 2041 Hillside, Kalamazoo, MI 49007, and the pictures will be returned immediately.

was a time for flak vests and heated flying suits. The leather flight jackets went with us around the base, to the British towns and

(turn to page 6)



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

306TH BOMBARDMENT GROUP ASSOCIATION

W. R. CARLILE JR.
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234



Russ: RETURN TO CARLILE

3/15/82

Dear Bill -

Came across the attached while hunting for something else in my remaining WW2 records. Though I filed many more of these reports, apparently these are all I retained copies of for memory purposes. Would you or Russ Strong have any use for them, even perhaps add 306th friends in Bedford? If we could ascertain if any of our members are among the write-ups it might be fun to apply a 40 year old needle to a hot pilot in a forthcoming Echo.

Speaking of the Echo - am I still on a mailing list, the last issue I can lay hands on seems to be July 1981. Admittedly our local post office leaves one heck of a lot to be done when it comes to mail delivery.

How about the new 306th History, any ETA as yet?

Enjoyed your brief note (some months ago) and picture of 306th restaurant near Sarasota, Fla. Hope it works out.

Haven't decided what I plan to do next October as yet. Waiting to see what my RAF buddy has up his sleeve for that time, I might slip over earlier and take in the party in Concise in October. Hope to get to one of our reunions this year - God willing.

ALWAYS FIRST

FIRST OVER GERMANY

(over)

Jan, of course, have my permission to use any or all of these accident reports for the benefit of our 306th association. If they are of no value, send them back for sentimental reasons.

Purchased a new '82 Chrysler Cordoba last month. Gave up on that '81 Buick Regal before it collapsed around me - 23 items of repair in a year. Was surprised to find this new car assembled in Canada, apparently they still take pride in work up ~~to~~ there. Really put together beautifully.

Take care - hope to hear from you soon and perhaps raise one with you next October -

Bill Carlile

W. R. CARLILE, JR.
1304 DARTMOUTH AVENUE
BALTIMORE, MD. 21234
301 688-1577

July 29 1982

Dear Russ

Here are a couple photos. thought you might want

1. B-17 "Lassie Come Home" - obviously rather late in the war - note late model tail turret (Cheyenne model). Believe this %c was from the 368th B.S. (white tail tip) and it looks like it had it's tail feathers singed in some previous raid (Patches on rudder and vertical stabilizer from another ship - new ship I.D. letter "V" over an erased letter).
2. Bill Collins sent you some accident reports that I had completed while at Thurlough, one of them was for the P-47 accident of Lt. Fife. Here's the results of his fally!

Wonder if Over to still around?

By the way these photos were from the collection of Herb Vetterman one of my town radio operators, if you use them, he gets the credit. I have negatives should you want them.

On pages 247 and 248 you refer to Lt. Robert H. Ekler shot down over Berlin. Do you, by any chance, have his address, he and I were friends at Thurlough and for all these years I thought he was

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killed on that mission. By the way ~~the~~ I
always thought he was 368th not 369th.

The book is great and my
congratulations. How about one for the "Gravelaggetabors"?

Enclosed is a \$20⁰⁰ check to aid
in your further research

Regards

Bill Casile

P.S. Am taking the October trip to
Thurleigh. Was at Mildenhall in
October 1981 had no idea the
306th was there - would have made
myself known.

1304 Pastmouth Ave
Baltimore, Md 21234
Jan. 5, 1983

Dear Bill

First and foremost "Happy New Year" to you and your wife.

Second here's \$20⁰⁰ to ^{help} keep the newspaper and the rest of the 306th afloat for another year.

While looking over the last issue of Echoes and in particular the photos of Shurleigh then and now, I kept getting the feeling something was wrong. Know what, you guys printed the pictures up side down - north is at the bottom. Shame on you. Thought I'd bring that bit of trivia to your attention.

Just finished reading an excellent book and I highly recommend it to you and the rest of our association. "Forged in Fire" by De Witt S. Copp, this is the second of two books - the first was "A Few Great Captains". The new book is from 42 thru May 45 and gives the history and background of the air war in Europe. - 306th mentioned a couple times. The mighty 8th came damn close to being the puny 8th and subsidiary (at best) to the people in Africa. Stars of the book - Arnold, Eaker, Spaatz and Frank Andrews + ever lights who became the big shots later on. Found the book to be fascinating and was amazed at the in fighting among various factions - yes even knives in the back - that went on. Would recommend you read it soon.

While in England last October the subject of a group organization came up and I have turned this over considerably since that time. You I think some sort of organization would be fine, but a rather loose

one. I'm afraid a close knit rigid organization
might not be good (jealousies etc.) but I am
of the opinion some central leadership would be
nice to keep us on some sort of track - What do
you think?

I guess this is about all for now - am looking
forward to ^{meeting} my area but so I can get started rounding
up the 306 us over here. Just occurred to me - an
area organization might be a good idea.

Hope to see you in Omaha if not before.
Am going to drop a note to some of the tower people
in hopes we can get some of them out there. Omaha
seems a good location just about in the middle of
the country.

Take care and good health to you in 83

Bill Carlile

February 27, 1983

Dear Bill

Just picked up a copy of
April 83 "Air Classics" magazine
and included is an article
entitled "Twenty nine missions
over Europe" by Engine A. Kiley.
This man writes as a radio op/bunner
in the 423rd squadron - 306th B.G.
Magazine is readily available in a
book store, apparently this is first
installment - part 1.

My mixi reunion hopefully
will be held March 19th for
lunch - will advise outcome.
Should be 10 or 12 of us.

regards

Bill Cochle

W. R. CARLILE, JR.
1304 DARTMOUTH AVENUE
BALTIMORE, MD. 21234
301 688-1577

Oct. 21, 1982

Dear Bill -

You missed a great trip to England - we had a ball. The British people, the RAF and the USAF treated us great. No doubt you will hear this from some of the others too. The RAF even flew their prized WW "one" SE.5 fighter for us. Wouldn't have missed the trip for anything. Sending you a copy of the Bedford paper, thought you might enjoy looking it over - article about us on front and also page 2. I take offense to the use of "silly hats" referred to in article - might write them about that. That Hollis Baker certainly is full of "BS."

By the way since the reunions are over will my request for Manassas, Delaware, Virginia and District of Columbia addresses be forthcoming? If the cost isn't prohibitive I'll be glad to ante-up the cost.

Take care - hope to see you one of these days not to far distant

Bill Carlile



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

306TH BOMBARDMENT GROUP ASSOCIATION

June 13, 1983

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

CARLILE GANG WANTS ITEM IN ECHOES.

Dear Bill -

It was pleasant talking to you tonight about things relating to the 306th.

Just to be sure here's the new member's name - he was brought to us by Geo. Economos, from the Washington D.C. area -

John R. PEDEVILLANO
9306 DAVIDSON ST.
COLLEGE PARK, Md. 20740

DO NOT know when he was at Thurleigh

Bombardier 369th

OK - here's the roudy bunch that showed up at the Fox Ridge Restaurant on June 11th - a good time was had by all and another get together, hopefully will take place late fall, possibly more midway between Balto & Washington. I am instructed to tell you to put it in the "Echoes" so all the people near here can know we had a good time. By the way Chuck Hill⁽³⁶⁷⁾ helped me get this meeting on the road.

Harry Young 368
Stanley Sebastian 368

ALWAYS FIRST

FIRST OVER GERMANY

(over)

This newspaper the entire lifetime of the 306th - a couple went over in 1942 and one person flew only the last 5 minutes - April 1945, the intention was the same - great.

Bill Futchik	367	
Howell N. Overly	369	
Winston Burroughs	367	
Dick Tottle	369	
Paul James	369	
Bill Carlile	Tower (Hq)	
Bill G. Jung	423	
Ken Blackshaw	423	
Chuck Hill	367	
R. L. Edwards	368	
Geo Economoc	369	- Stalag XVII B
John R. Pedevillano	369	Stalagluft III
Ben L. Olson	368	
J. P. Shutz	423	
Bill Triffith	368	

In addition Mrs. Burroughs came along as did Charley Garnet a 5th a7 P-38 jockey who was quite happy to be at the luncheon, don't really know who he came with - and does it matter!

Attached is the notice about the Boeing people getting together to celebrate the 50th (repeat 50th) anniversary of the birth of the Baker one seven. Perhaps someone of our people in the battle area might be able to glean added info.

Also enclosed is the Andy Rooney article (given me by J. P. Shutz) might be interesting to put in Echoes and before we do, get Rooney's OK to do so.

Also attached is a little statement showing some of the changes in addresses that came about mostly minor, but you know how sticky the post office people can get.



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

July 30, 1984

Dear Russ -

Attached is an article from the Bedford News sent to me by a very dear friend of mine in England, an ex-RAF Squadron Leader - also an ex-Flying Control Officer - Walter Chester. How the Bedford paper came to his hands only he knows, his home is in Maidstone, Kent. Anyway the East 8th AFHS paper had something on this, so you might want to use this follow-up in the "Echoes"

Am writing a little history of my association with Walter, it has been a dear friendship since May or June 1943 when we were both Corporals in training to become FCO's in our respective air forces. If it turns out fairly well we'll send you a copy - might use it as a column in "Echoes" as "Then and Now"

See you in Dr. Worth

Bill Carlile

Did you use this box as a 'shave tail'?
*Get your uniform wouldnt
 fit now ... I'll 'pinkie' would
 turn purple!!! Yours eye matter*

Box has a familiar ring to it

UP, UP and away rose the bright red telephone box into the body of the KC10, Louisiana bound to the Museum of the 8th Air Force at Barksdale.

For American ex-service man Joe Albertson, it was a moment of pure nostalgia when he picked up the old telephone in the bright red telephone box.

It brought back the old days when he used to serve on an American Air Force Base in war-time Britain, and used a box just like it to ring his girlfriends.

Joe, now aged 61, who donned his old uniform for the occasion, was a deck sergeant and flight engineer, flying reconnaissance flights out of Charleigh airfield.

The vintage kiosk had been presented to the US 8th Army Air Force as a good will gesture by British Telecom Bedford Area, after a request from the 306th Historical Group, a society that preserves war-time links between the 8th Army Air



■ One last call for Joe Albertson.

Force and British friends.

Joe couldn't resist picking up that telephone for the last time.

Now retired from the service, he is a civilian employed at Lakenheath USAF Base, and his wife is British.

Says Peggy Albertson, who was a Land Army girl in the war, "I don't think I was the only girl in those days he rang up. But I was his GI bride in the end, and we've lived happy ever after."

"That box sure brings back the romance", said Joe.

MINISTER ON FLYING VISIT

MR IAN GOW, Minister for Housing and Construction has paid a flying visit to London Brick operations in Peterborough and Bedfordshire.

Mr Gow's visit covered all aspects of brick, from its beginnings as raw clay to its use in building homes.

After meeting the company's directors, he flew by helicopter to make an hour-long tour of London Brick Products' brick factory at Whittlesey and then make a brief visit to Peterborough Development Corporation housing department.

Mr Gow's helicopter flew over the CEGB reclamation scheme in Peterborough, where London Brick's former clay quarries are being restored to agricultural use with the aid of ash from Power stations.

London Brick plc have announced that the audited pre-tax profit of the company for the year ended 31 December 1983

amounted to £26,440m.

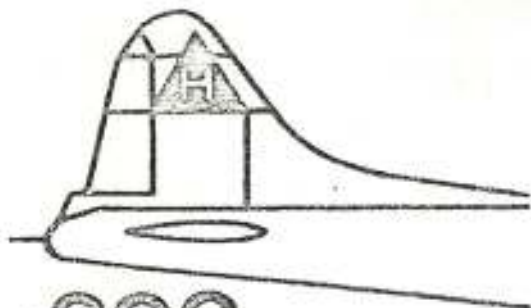
Details of the actual profit achieved compared with the estimated profit made by the board in January were:

	Actual	Estimate
	£m	£m
Profit before Tax	26.4	26.0
Tax	0.0	0.5
Profit after Tax	16.4	15.5

Hanson Trust now control more than 90 per cent of the company's equity. The three non-executive directors — Mr. K. McAlpine, Mr. D. E. St. A. Harney and Miss R Harris — have decided to resign.

At the extraordinary general meeting, the special resolution to effect a capital reorganisation was passed.





357th, 358th, 360th, 423rd Squadrons, and service organizations
Thurleigh, Bedfordshire, England - September 1942-April 1945

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Jan 2 1985

Dear Bill

Here's a new member for the association.

ADD.

*George C. Bass
1024 Brookstone
Del Ray Beach
Florida 33444*

(1st Lt.)



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Nov. 23, 1984

Dear Bill

Came across some old 306 addresses that I can't connect to anyone in our directory, so maybe somebody else might have a lead on them, - here they are

Joseph Blumenthal (LT.)
Margaret and James Sts
Bridgetown,
Phila, Penn.

G. L. Blaise (LT.)
4045 Edwards Ave
Oakland, California

Albert E. Bradbury (LT.)
Granston, Wyoming

Robert Sibley Jr. (LT.)
38 Fernwood Ave
Haverhill, Mass

(There is a Henry A.
also at Haverhill
in the directory
relative?)

Louis B. Hartzell, (Maj) (Believe
Anacosta, Montana (deceased))

Hope you received my note of about a week ago sending addresses to you. Let me know if you didn't.

As usual it was a pleasure seeing you again in Ft. Worth. Coming down this way, always have room for a friend!

Bill Carille



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

August 4, 1985

Dear Bill -

Saw this letter in "Air Force" magazine. Why not send Mr. Saunders the latest "Echoes". Looks like we have found another 306er. Will drop him a note and have him contact you.

Was talking to you last week, did not get to England - Dad became ill and died June 19. See you in Colorado Springs.

306th BG/622d AREFS

I am a former member of the 369th Bomb Squadron, 306th Bomb Group, stationed at Thurleigh, England, from May 1945 to September 1945. I am interested in hearing from anyone who might know of future reunion plans for either the 306th or the 369th.

Also, I would like to hear from former members of the 622d Air Refueling Squadron who served during the period 1955-59 at Alexandria AFB, La. Are there any reunion plans for this outfit?

Please contact me at the address below.

Earl R. Saunders
13452 Gable Hill Dr.
Sun City West, Ariz. 85375

Regards
Bill Carlile



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

November 21, 1985

Dear Russ -

Was having lunch the other day with a friend who happened to be a former P.W. from the 92nd B.G. at Podington. My friend indicated he had obtained considerable information about his last mission and subsequent capture. He was kind enough to bring his papers over and give the following addresses -

- 1- Mission Report (Free)
HQ USAF Historical Research Center
Research Division
Maxwell AFB, Alabama 36112-6678
2. Individual Plane report (Small fee - about \$5.00)
Modern Military Field Branch (MMFB)
Military Archives Division
National Archives
Washington National Records Center Bldg
Washington, D.C. 20409

On the first one he received the mission report from

ALWAYS FIRST

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2

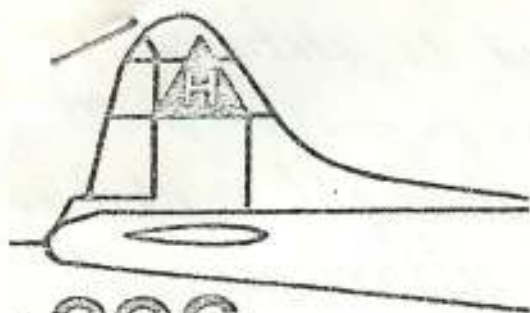
both his group (92nd) and several others which listed losses ~~by~~ by groups, pilots etc. Furnishing much of this information to the second listed (pilot's name, etc number, target etc.) he received considerable information as to what happened to him, the rest of the crew, including graves registration information, German army and air force reports, P.W. camp listings and considerably more. The information gotten by him was in the form of "MICRO-FISCHE", a form of microfilm I think, which for a nominal cost he had reproduced.

My friend John Kitzner, indicated he had picked up these addresses from the 8th AFHS paper and passed up on it. Since many of our guys do not belong to the 8th AFHS, you might want to include it in a future "Echoes".

Nice to have seen you in Colorado, looking forward to Dayton

James

Bill Carlile



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

306TH BOMBARDMENT GROUP ASSOCIATION

March 7, 1984

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

712/434-5937

Dear Bill -

Am enclosing two photos from Wayne Stulick (IOWA) of what happened when a B-17 and the checkered caravan ~~home~~ into contact. As you can see both sustained damage, I can well imagine the caravan operator did a rather fast ~~swim~~ dive just before the collision. The date on the ball turret photo seems to be June 15, 1944, don't know the % number as it is partially blocked in the lower right-hand part of the snap. I know as tower officer my duties took me out there for landings and take-offs many times. The landing could be quite scary if the mission had been rough and you more than once both the caravan operator and I took a flying leap to safety. As far as I know this is the only time the caravan was hit. That's Wayne with the bicycle and assume he was on duty at that time. Wonder if the pilots are still around? Think this would be an excellent little article for Echoes, told Wayne I would try to have it put in.

The other picture is from my collection of photos. Must have been taken in the latter days of the conflict, note the ~~late~~ type of tail insignia and the fact % has a cheyenne tail turret. By the way this snap was taken from the

general area where the caravan would be stationed
 The planes are lined up on YW 24 in preparation for takeoff
 and what seems to be a road off to the right is what we
 referred to as the "cut-off"; where the taxi way cut
 across YW 24 about 300 yards from the end. Had lost
 this negative for many years and it came to light while
 cleaning an old drawer in a table just the other day.

Received my Echelon and shall send in my
 Ft. Worth registration this coming weekend. Jeanne can't wait.
 Am looking forward to the routes mentioned and
 fuel \$5.00 is rather cheap.

A Maryland chapter of the 8th AFHS is opening
 up and a dinner is scheduled at Bolling AFB O-club
 on March 24th. Since 306th seems to have the most members
 in this area, Willy Bill Carlile was elected a V.P. of the chapter,
 not that I particularly wanted the job, but what the heck
 could be fun. Jim Clements (351st) is organizer and president.

About all for now, let me know when you
 will be around for the hand ball tournament.

Yours friend
 Bill Carlile



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

June 1, 1985

Bill -

Saw this notice in "The Retired Officer" - June 85. Can't find this man's name in our roster book. Could he be we have located another lost soul? Guys to play with!

Didn't get to England as planned, my father is ailing and I had to cancel out. Still hope to get to Colorado in Sept. - see you then.

Regards
Bill Carlile

368th Bmb Sqdn (H), 306th Bmb Grp (H)—Anyone who was in the 27-vehicle convoy which departed for Istres Army AB, France, from Gievelstadt, Germany, contact: LCol F.W. Schlager, 8260 S.E. 61st St., Mercer Island, WA 98040.



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Oct. 4, 1986

Dear Russ -

Was grand seeing you again at Dayton.

Here's a new address and name for you

5855

William B. Kerner (SGT.) 4th
128 Vista Playa
Odessa, Texas 79761

Sgt. Kerner was head NCO of the tower flare path crew. Right now I can not tell what squadron he was in, but assume it to be either the 4th Stalomp or the 449 ~~sub~~ sub depot

Have not found Woodrow Thomas' new address but don't hope yet.

Regards
Bill Carlile



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Jan. 5, 1987

Dear Dale -

I usually make my contribution to the 306th in two doses, but this year decided to make it in one lump. So here's my check for \$50.00 for the association's use, particularly to keep the Echoes flying.

Would suggest future Echoes have a coupon, as in the past, where contributions can be sent, notⁱⁿ the last couple this was missing. Jan and I both know that we all forget once in a while and a gentle reminder should help keeping the \$ coming in.

Best regards for the New Year and hope to see you next September. By the way General Rader had a couple of us Baltimore people working hard on that coming reunion.

Yours

Bill Carlile



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

306TH BOMBARDMENT GROUP ASSOCIATION

March 2, 1987

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Dear Russ -

Just to confirm my two phone calls to you today here is what I have - recovered lost souls.

- 1- Edward Szulbelski (Irish no doubt)
226 Reamer Ave
Wilmington, Del 19804 (302) 994-1759
367TH Sqd. Ball Target Gunner 35 Mission DFC - Air Medal

and

- 2- Walter J. Kobecko
2427 Foster Ave
Baltimore, Md 21224 (301) 327-1148
HQ SQD (?) Medic at Thurleigh 1943-45 - first aid
man in the ambulances.

Mr. Kobecko indicated that a friend of his in the 306TH - Howard Trenton (he thinks this is the correct name) from Minnesota died approximately ~~5~~ 5 year ago. Cannot find this name on your outstanding list.

Regards
Bill Carlile

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P.S. Going to order DeCals with Chuck Hill tomorrow.



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

306TH BOMBARDMENT GROUP ASSOCIATION

June 21, 1987

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Dear Russ:

Enclosed are my notes as taken from the Flying Control Logs concerning a/c down for various reasons. Some are direct quotes and some are extractions due to length of the specific entry at the time. The logs open about the beginning of 1943, and the first entry of interest was May 1943. Very few a/c numbers were listed in our logs prior to that time, perhaps Group Operations was the record keeping source up to them.

Most of the notes are without unit reference, I tell you this because I realize that the 94th BG was at Thurleigh for part of 1943. Also please realize that many a/c were scrapped for parts right on the base, removed from the roster of a/c. In these cases, of course, no record would be in our logs. Over the period of time I noted an occasional duplication of numbers, ie, 099 is an example.

Bill Peterman called me today concerning disposition of the logs when I finish with them. Good news for you. He agrees the logs will be most valuable in the 306th archives. Therefore when I finish with them I shall give them to you.

I am planning to take one book to the reunion for display purposes, hopefully no one will remove it for their own use. Would you agree this might make an interesting display?

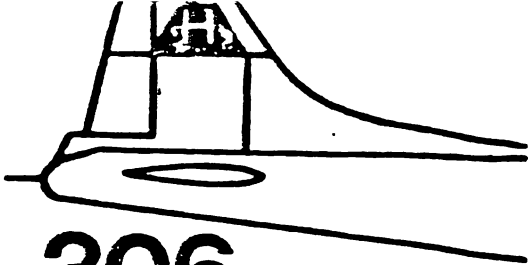
On a separate sheet is a notation made by Capt. W.W. Peterman, Senior FCO on 18, April 1945 - I also thought this man was quite a leader in his quiet way.

↑ Col. Sutton

If you have any questions be sure to call.

Regards

Bill Carlile




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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
 1304 DARTMOUTH AVE
 BALTIMORE, MD.
 21234

-2-

Harry McClellan (Virginia Beach, Va.) indicates the aircraft was at Thurleigh during General Armstrong's tenure - Jan./Feb. 1943, and the pilot was Ken Reeher (LA, Maryland and now living in Oregon). Looking at the photos I find no  on the tail - believe the group indicators were added during the latter part of 1943. Also I note the lower part of a letter on the side of the fuselage that looks like it could be an "X" - the only other letter that it might be would be a "K" but it looks like an "X" to me. Did the 367th have an "X" during Jan/Feb. 1943. Also it appears the first two numbers on the tail were either 23 or 22

The Baltimore Sun no longer allows peons such as I to get into the paper's back issues. However, they did inform me that our local library has micro films of all the old Sun papers. I shall go down next week and take a look.

Your favorite detective will see you both in Alexandria next September.

Bill
 Bill C

Copy - Harry McClellan

See if you can't make at least Saturday night at the reunion. Thanks a lot for your letter and the photos of the tower gang.

Bill



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

July 2, 1987

Dear Russ -

Here they are, "gawns to have and to hold" - take care of them - As you read them you will appreciate the sweat that went into our work in the tower. Though you may find the reading a bit dull, remember the entries were made by people probably dazed, tired, probably cold and/or wet. To me, who made many of the entries, they weren't dull, then or now.

Would suggest, if you care to reproduce a book for the reunion, do the one beginning June 1944 (our field telephone book is in that one). Have marked some interesting items for your review, suggest you look at Nov. 16th & 17th 1944 as a typical "duty" weather day or Dec 24th 1944, the Battle of Bulge mission where every body spent Christmas away from Thurleigh. Why not just reproduce selected parts for the reunion display - some of the entries are sort of humorous.

Regards

Bill Carlile

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P.S. Let me know when the books arrive - Thanks



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Harry A. McClellan

Virginia
804 - 464 - 5368

W. T. Puckham

Kansas
316 - 975 - 2633

Alm. W. Peterman

Wisconsin
(414) 351-6810

Mayne Stellich

Iowa
712 - 434 - 5937

Herbert Vetterman

New Jersey
609 - 877 - 7774

These were good numbers, of course, some may have changed - think most are correct.

Please don't forget my "Satan's lady" photo, I'll be sure to return it.

Regards

Bill Carlile

2 February 1989

LTC William Carlile
1304 Dartmouth Avenue
Baltimore, MD 21234

Dear Bill:

Writing for myself, and for Don Ross and Reg Robinson,
let me express our thanks and appreciation for your re-
cent gift to the 306th BG Project Fund.

Your concern for the Association as evidenced by your
gift, is much appreciated, and you will be hearing further
from us on this matter.

Sincerely yours,

William F. Houlihan
President

Amount received: \$150.00

Dale

Hope this is enough for
starters

Bill Carlisle

1/22/89



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

306TH BOMBARDMENT GROUP ASSOCIATION

March 3, 1989

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Dear Russ:

A couple things that may or may not have an interest to you, but as an interested 306er, thought I would write to you -

I'm a member of the Air Force Museum Foundation and as such receive their quarterly bulletin. From time to time I notice articles taken from various publications of WWII units such as ours (Echoes). Do we send a copy of Echoes to the Museum at Dayton? If we don't you might consider sending them a copy for their reading, A little more 306 publicity couldn't hurt.

You indicated to me that we might have our reunion at San Antonio, Texas in 1990. A couple Legion buddies of mine were down at their ~~reunions~~ reunions in 1988 about the time we were in Las Vegas. Both indicated that a downtown location is the best. My friend from the 92nd B.G. (Podington) stayed at a hotel called the Wyndham-San Antonio - not too good - bad location (out of town) and the elevator service was terrible particularly when everyone was trying to get to a meeting, etc. I gathered this was not a very nice place for a reunion. My other friend (2nd Sqd. 52nd Ftr. Grp. 15th AF) stayed at a brand new hotel the Marriott Overwalk (or something like that) right on the canal and had a great time. Good food, fantastic location, good price. They would, of course, have a smaller attendance than us, but understand room was available for a much larger crowd.

Just thought I would give you these few words for whatever you would care to do with them. This paper is not too good for the outhouse!

Regards,

Bill Carlile

PS Am still looking for new members
will keep trying.

6 March 1989

Dear Bill:

In answer to your letter of 3 March, received today, -copies of the Echoes go regularly to the research division at the Air Museum. They also go to the Air Force Academy Library, and several other similar depositories.

Dale Briscoe is working on the San Antonio site. He and I, and our wives, reviewed the situation in person after the Las Vegas reunion and are agreed that we want the reunion site in a downtown hotel.

I'll send along another search list for you in the near future. I'll expand it a bit, but you may be able to use your local libraries for some more looking.

I am now nearing the end of a project to index all of the Ebbess. Of course, I just skipped over your name any time I saw it! Well, maybe some people, but not-you. Have about 900 entities in it so far and am about halfway through 1984. It takes me a couple of days to do a year, so I expect to be done before the end of the month.

After that we will publish it on microfiche, along with the 1988 copies of Echoes. In that way it will be available to anyone who wants it. It is far too long to publish in Echoes.

Always good to hear from you,

921 So. 14th St
Rogers, Arkansas 72756
14 November, 1983

William R. Corliss Jr.
1304 Drottmouth Ave
Baltimore, Md. 21234

Dear Bill

I hope I am writing the
right person - If I am, We
Met in Omaha shortly before
or during the figure taking session
at the 36th reunion

We went down from the 369th
on our first mission - It
was to Saarbrücken on
11 May 1944 -

There were several things
odd about it - late take off etc
and you thought you might
be able to fill me in on
the details of that mission -
If you're the one I hope you
haven't forgotten -

I apologize for forgetting
your name but I did meet
someone who thought he could
find me some information
about the target (Rail yards and
Machine Shop) and the mission

Sincerely yours
Cleo H. Dark



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

July 18, 1989

Dear Russ -

Many thanks for the photo of the Saubon's lady. Have had it reproduced and gave a copy to 306 us here abouts. Dick Trotter (369th) said he did a couple rides in her. Also sent a copy to my buddy Edgar Smith in Texas. Ed was a 369th pilot and may have had a ride or two.

Incidentally Ed and Irene Smith ~~with~~ will celebrate their 50th Wedding Anniversary on Oct. 2. A sentence or two in Echoes might be nice.

Again thanks for the photo. Haven't made up my mind about little Rock reunion as yet. At this time it leans toward no. Doesn't sound very interesting place to go.

Regards

Bill Carlile



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

306TH BOMBARDMENT GROUP ASSOCIATION

December 15, 1988

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Dear Russ -

Concerning Woodrow Wilson Thomas (Pilot 367th)
(March 43 - December 43): Mr. Thomas died on November
27, 1988. I called today to inquire of his health
and his wife informed me he had passed on.
Apparently he got an infection in the remains
of his amputated leg and it spread rapidly
throughout his body. One more 306th sole seats
in heaven.

Even though deaths are "bad news" let me
wish you and your wife some good news
Merry Christmas

Bill Carlile

P.S. Please don't forget my copy of "Satan's Lady"
at your convenience
B.

RECORDS UPDATE

306th BOMB GROUP ASSOCIATION

(Please complete as much of this form as you wish to, fold and mail as per address on reverse side. Or, if obtained at a reunion, hand to Russ Strong)

LAST NAME: *CARLILE, JR* FIRST NAME: *William R.* TITLE: *Retired*
~~Engineer~~
~~Officer~~
STREET ADDRESS: *1304 DARTMOUTH AVE* TELEPHONE: *(301) 668-1577*
CITY: *BALTIMORE* STATE: *Md.* ZIP: *21234*

DATE JOINED 306th ASSOCIATION: *Charter Member (197--)*

REUNIONS ATTENDED: (Years) *1983 Thru 1987 -- plus several 8th & 7 reunions prior to 1983*

WIFE'S NAME: *NONE*

LAST EMPLOYMENT: *CEO/BEORR - Financial Analyst*

COLLEGE(S) ATTENDED: *Balto Coll. of Commerce* DEGREE(S): *ABA* DATE: *1957*

SERIAL #: *0-2044748* SQDN: *HQ* MOS: *22 MOS.*

DATE ARR: *JAN 1944* ~~CREW~~ *Flying Control OFFICER (TOWER)*

DATE DEPARTED: *Oct 1945* HIGHEST RANK IN 306th: *1st LT.*

Reserve SERVICE RETIREMENT DATE: *AUGUST 1980* RANK or GRADE: *LT. COL*

DECORATIONS WITH 306TH: *Unit Citation*

TOP SERVICE ASSIGNMENT AFTER 306TH: *- Air Del. Command - 1951-1953*
Rank Captain

SPECIAL ASSIGNMENTS WITH 306TH: *- None*

QUESTIONNAIRE

CATERPILLAR CLUB - IRVING CHUTE COMPANY

NAME:

COMBAT JUMP DATE & MISSION:

HEIGHT WHEN BAILED OUT:

ANY PROBLEMS WITH PARACHUTE:

306th Bombardment Group, SQDN:

Russell A. Strong
2041 Hillsdale
Kalamazoo, MI 49007



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Mr. Carl Crozier
Earle Goodwin
Howard Hodges
William Horner
Ronald McAuliffe
Harry McClellan
Wayne Stellish
Herbert Vetterman

I thought you would want to know that Captain William Peterman, Senior Flying Control Officer, of our tower at Thurleigh passed away on January 17, 1990. "Pete" had heart disease complicated by diabetes. He also underwent by-pass surgery in September 1988.

Personally I was quite happy to work for Pete, he was an excellent officer and leader of our tower group. Unfortunately it took quite a long time to locate him, and I did not get out to Milwaukee to visit before his death.

Hope to see some of you at San Antonio. If you know of any other tower people that I have missed, please let me know.

Yours

Bill Carlile

✓ CC- Mr. Russel Strong, Sec. - 306th BG Assn.

Pete came to Thurleigh about mid 1943. He succeeded Major Hartzel spring 1944 as head of the tower. He stayed at Thurleigh until after I left about October 45. Promotion to Captain - spring 44



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

306TH BOMBARDMENT GROUP ASSOCIATION

February 24, 1992

President

Donald R. Ross
P.O. Box 307
Omaha, NE 68101

Vice President

Forrest J. Stewart
21 Doe Run Drive
The Woodlands, TX 77380

Secretary

Russell A. Strong
5323 Cheval Place
Charlotte, NC 28205

Treasurer

C. Dale Briscoe
7829 Timber Top Drive
Boerne, TX 78006

Assistant Treasurer

C.F. (Casey) Jones
136 Coventry Drive
Henderson, NV 89014

Directors

Rex C. Barber
2252 South 1000 West
Syracuse, UT 84041

William R. Carlile
1304 Dartmouth Avenue
Baltimore, MD 21234

George G. Roberts
49 30th Street
Gulfport, MS 39507

Victor L. Rose
Rt. 2, Box 238A
Vestal, NY 13850

1992 Reunion Chairman

Donald R. Ross

Dear Russ:

I received your note of Feb. 14th, with a copy of the post card concerning the Tamarack Travel offer for a September 40th CBW trip. Since I am locked in with Witte, I discarded their offer. However, there are some questions that come to mind concerning our trip - - -

- 1 - Why did we choose August when it would be cheaper in September? The weather is still OK in September.
- 2 - Tamarack's plan seems to offer a lot more value for the dollar than Witte - evening dinners, extra nights, less cost.
- 3 - I am paying \$200+/night at Bedford (no UK transportation involved) for quarters at the Swan. This seems quite high for the Bedford area. Yes, I am considering the extras, trips, etc. involved. What is the price for a night in London? Are they about the same?
- 4 - I know there is considerable animosity toward Tamarack by our Officers - past and present - so-be-it. But, was any other travel group asked to submit a bid for our trip? If not, why not? Competition usually causes prices to go down.

Russ, these are just some thoughts that come to mind. Our trip seems to be well planned, but any comment you care to make would be appreciated.

Bill Carlile

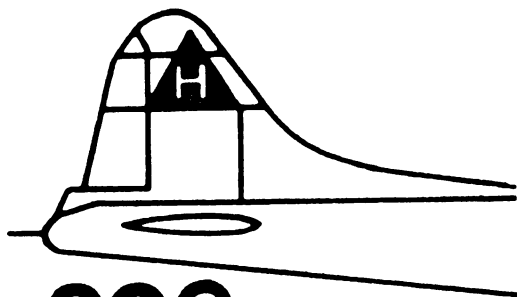
William R. Carlile Jr.
Director

Cy - Don Ross & Directors

1992 Reunion
24-31 August
Bedford/London, England

ALWAYS FIRST FIRST OVER GERMANY

Letter to Bill Carlile



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

306TH BOMBARDMENT GROUP ASSOCIATION

Secretary/Historian

Russell A. Strong
5323 Cheval Place
Charlotte, NC 28205
704/568-0153

27 February 1992

Author

First Over Germany
Command and Staff
Officers, 8th Air
Force, 1942-45

Editor

306th Echoes
306th Directory

Dear Bill:

Since receiving your letter of 24 February yesterday, I have tried to reach you several times. As my time is growing short before leaving for Florida, I have decided to write you instead, and take a flyer at answering your questions.

1. We originally selected the second week in September for the England reunion, but quickly found out that we could get no accommodations within about a hundred miles of London because of the great Farnborough air show. This is in England every other year. So, we backed off into the last week of August, feeling that this was a better solution than waiting until late September.
2. We think we are offering a good value for the money expended. Remember, the competitor's offer does not include air fare, and we have locked that in. If there is any gain for our side that would be reflected in a rebate to those who are traveling with us. I have just compared our prices with a very similar trip at much the same time of year and find that we are only pennies apart.
3. Last year we found that Bedford and London hotels are much the same in pricing. I think the major problem here is that the Swan and Moat House have no competition to encourage them to hold their prices down. My suspicion is also that business is not what they might like, and that they may well have cash flow problems that they are trying to ease with groups like ours. We might have done better in Cambridge, but that would have been a poor second to staying in Bedford for our people. Quotes from the London Cumberland Hotel and from the two Bedford hotels were much the same. The Cumberland is a very large hotel, good location, and has excellent food services.
4. We considered three travel agencies: one very helpful small agency was discarded because we felt they could not properly staff a trip of our size; a second was discarded when we found that they wanted to dictate schedules, locations and program without much consideration for our plans; and we chose the one we did because they made a good proposal, they work through a very experienced and good wholesaler, and they have been prepared to handle the details according to our specifications, and they are prepared to expend all the staff needed to handle our group.

I have every confidence that these travel professionals will do an excellent job for us from beginning to end. From my experience with travel groups, I know that there will be hitches, but I think we will go home having had a good time, and a great 306th reunion.

See you in Bedford,

ALWAYS FIRST

FIRST OVER GERMANY

LT. COLONEL BILL CARLILE

ENLISTED AS AVIATION CADET, MARCH 1942

PROGRESSED THROUGH PILOT TRAINING UNTIL INJURED AND ELIMINATED OCT 42

PICKED TO BE SENT TO 8TH AIR FORCE TO STUDY FLYING CONTROL WITH RAF

ARRIVED IN ENGLAND APRIL 1943 WITH 74 OTHER SELECTREES

STARTED TRAINING WITH RAF MAY 1943

GRADUATED FROM WATCHFIELD SEPT 1943
(50% OF THE CLASS FAILED THE COURSE)

COMMISSIONED AS 2ND LIEUTENANT

PROMOTED TO 1ST LIEUTENANT SEPT 1944
(THANKS TO GENERAL RADER)

RETURNED TO U.S DEC 1945 REMAINED IN RESERVES

RECALLED KOREA AUG 1951
SERVED AS CAPTAIN OM AIR DEFENSE COMMAND

TRANSFERRED TO RETIRED RESERVE FEB 1969



(6MISC-306-1373)(212-44)(CONTROL TOWER)



National Capital Area Chapter of
The Eighth Air Force Historical Society

SPRING CHAPTER MEETING
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FORT MYER OFFICERS' CLUB

MAY 22, 1992

CASH BAR 7PM DINNER 8PM

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GUEST SPEAKER: LT. COL. BILL CARLILE, USAF (RET)

CHICKEN _____ FILET OF SOLE _____

NAME _____

ADDRESS _____

11/9/92

Russ -

Here are the photos we talked about - take what you want, please return the rest to me. Have pulled a couple including Geo. & Norma Roberts.

Hope you noticed I opted for Myrtle Beach for '95. Think about it - we have never done something like that - Sun and fun would certainly be a change from being in a city

Regards

Bill Carlisle

P.S. When you have time would like to discuss the disposition of our Thunberg Memorial should the field close. Just some thoughts of mine - good ones.

Record: 2564

Last Name: Carlile, Jr
 First Name: LTC William R
 Name Display: LTC William R Carlile, Jr
 Company:
 Address 1: 1304 Dartmouth Ave
 Address 2:
 City: Baltimore
 State: MD
 Zip Code: 21234-5938
 Phone: (410)668-1577
 Fax: (-)
 Country Code:
 Title Code:
 Gender Code:
 Selection Code: GP
 Memo 1: unm
 Memo 2:
 Memo 3:
 Memo 4:
 Date Entered:
 Date Updated: 16 JUL 92
 Followup date:

TOWER OFFICER

Good idea
Will keep your
current & old
addresses

WRC
9/2/92

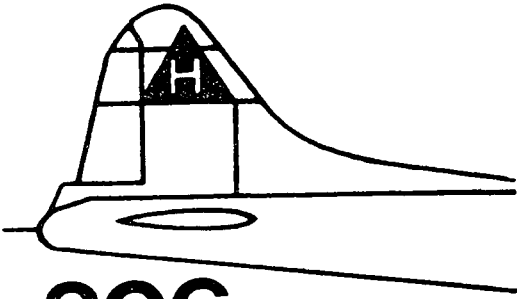
Can we put this in Echoes
and save the mail cost?



Russell A. Strong, Secretary
306th Bomb Group Association
5323 Cheval Place
Charlotte, NC 28205



OCT 26 1992



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

306TH BOMBARDMENT GROUP ASSOCIATION

Sept 20, 1992

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21 Doe Run Drive
The Woodlands, TX 77380

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702 Cravens Avenue
San Antonio, TX 78223

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5323 Cheval Place
Charlotte, NC 28205

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1993 Reunion Co-Chairmen

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Tacoma, WA 98406

1993 Reunion
9-11 September
Seattle, WA

Dear Forrest -

Sorry I have taken so long to confirm my thoughts about the increase in salary to our Secretary which we discussed on the 'phone. As you know I am not in favor of that increase.

First let me say I think Russ has been doing an excellent job. I feel, however, he has taken much upon himself that should not be part of the Secretary's duties. He seems to be deeply involved in every reunion. Do we need more of these "Mission Reports" or whatever they are called?

You realize that at the average age of our associative members we will have only about 5 more really active years remaining. At that time many of us will be pushing 80. I would much rather see us put our resources into something we could all be proud of - perhaps scholarships for some of the off-spring and families of our members.

When the 50th anniversary trip to Britain was first brought up a couple of us raised the roof that only London was involved. (see my letter attached).

Later we heard we would be housed in Cambridge - again I spoke up. Finally we did get to Bedford. I spoke up that little travel costs seemed rather high in relation to other programs I heard about - they come down shortly thereafter (coincidence - maybe). I had the feeling then (and still do) that Wittes was a "done deal" before anyone else was canvassed.

Mission Reports - do we really need anymore. Could not the address and procedure for obtaining them be put in Echoes and let anyone who might desire a special report go after it on his own. Personally I have my doubts that the papers the 306th BxM. finally leaves (to whomever) will not be used very much - if at all. Let's face it the air war of one bomb group 50 years ago won't offer much in tactics to our missile age air force of today and tomorrow. Historical yes.

You might want to examine the duties of the office of Secretary. To my thinking what we need is the continued excellent publication of Echoes and an current listing of members - all else is extra and should be dictated by you.

About all I have now Forrest - hope you will involve us all during your administration as "Pres". Last year we were just names on a list.

James
Bill Carlisle

I am writing this only to you no copies to anyone else. I do know Larry Jones has some thoughts similar to mine concerning the pay of Pres.

WRC



WILLIAM R. CARLILE
1304 DARTMOUTH AVE.
BALTIMORE, MD. 21234

Dear Russ -

2/1/93

Inclosed is the 306th/369th reunion
announcement in the Feb. 93 American
Legion Mag. If and when you solve
the mystery - let me in on the solution.

Couple of my buddies up here are
working on a new number or so -
they will report them.

At your convenience don't forget
to send me the old tower log books.
Law will be taken and return quickly
is promised -

all the best

Bill Carlile

Mohave Station Hq. Sq. (1942/56) #21035
 Mojave Desert Marines (All Base Personnel-Male & Female WWII) #11730
 NAS Antigua, Leeward Islands 1941/42 Mar Det. #14820
 Pelelu Survivors (1944/94) #30080
 VMD-254 (WWII) #11710
 VMF-115 Pilots & Crewmen #14732
 VMF-121 (WWII) #11731
 VMF-123 (WWII) #11732
 VMF-213 (WWII) #11712
 VMF-215 #30007
 VMF-218 (WWII) #11707
 VMF-225 (WWII) #11705
 VMF-324 (WWII) #11717
 VMF-451 (WWII) #11714
 VMF-452 (WWII) #11715
 VMF-511 (WWII) #11718
 VMF-512 (WWII) #11719
 VMF-513 (WWII) #11722
 VMF-514 (WWII) #11723
 VMJ-3 (1953/55) #14770
 VMD-251 (WWII) #11709
 VMO-351 (WWII) #11720
 VMO-VMF 155 Fr Sqd #14747
 VMSB-231 (WWII) Ace of Spades Sq #10940
 VMSB-235 & VMSB-236 (WWII) #14332
 VMSB-236 (WWII) #11705
 VMSB-332 (WWII) #11713
 VMTB-134 1st MAW (1943/46) #17150

Air Force

2nd AF Hq. & Hq. Sq. Officers/EM (WWII GUAM) #14806
 2nd AF Hq. & Hq. Sq. Officers/EM/Civ (WWII) Spokane WA, CO Springs) #14807
 5th AF, 69th Fr. Bn. Sq., "Wrensches" Assn. (Korea) #15068
 5th AF, 17th Recon. Grp., 71st Recon. Sq. #22057
 5th AF, 35th Fr. Cntr. Grp. #28407
 5th Mobile Comm. Gp., Vehicle Dispatch (Vietnam) #22562
 7th AF, 19th Trp. Carrier Grp. (Hawaii WWII) #28383
 8th AF, 306th Bomb Grp., 369th Sq. #22318
 8th AFHS (Pennsylvania State Chapter) #14737
 8th Tac. Fr. Wing, Avionics Maint Sq (USON) #13774
 9th AF Assn. (AAF/AF) 1942/Present #10800
 9th AF, 352nd Fr. Grp. Assn. #14743
 9th AF, 394th Sq. Co. Assn. #28415
 11th Air Force Assn. (including AAF) #15074
 11th Bombardment Grp., (H) Assoc. #15172
 13th Bomb Sq. Assn (Korea) "Grim Reapers" #10387
 13th Fr. Intercept. Sq. #11405
 1520th Weather Sqs. DEAF #21375
 15th AF, 2nd Bomb Grp. Assn (1921/47) & 2nd Bomb Wing (1947/91) #15138
 28th Bomb Sq. (B-29 CD Okinawa, Korean War) #21638
 42nd Bomb Sqdn, WPAFB, B-52 Crew #14734
 47th Top Carrier Sq, 313 Top Carrier Grp #28354
 50th College Training Det, Middle Ga College, 1944 #28370
 54th Air Despatchment Sq, WWII Lechfeld, Germany #14736
 55th CA Rgt., B Btry., Ft. Kamehameha HI (WWII) #12004
 55TH Strat. Recon. Wing (M) 14th Air Postal Unit #21448
 65th TC Sq. #14741
 66th Fr. Interceptor Sq. 10th Air Div. #28376
 69th Fr. Bomb Sq. (Korea) #28350
 75th Air Dpt. Wing (1962/58) #15060
 95th Bomb Grp. (B-17s over Berlin) #28357
 99th Bomb Grp. (H) #15147
 301st Air Serv. Grp., HQ & HQ Sq. #22298

319th Fr. Int. Sq. Bunker Hill, Korea, Homebased #15094
 330th Bomb Grp. Assn #21842
 418th Bomb Group WWII #28422
 444th Fr. Inter. Sq. #10045
 500th Bomb Sqdn Assn., 349th Bomb Grp #14775
 525th F.I.S. (Bilburg Germany) #14792
 623rd AC & W / 2152nd Comm. Sq. (Nats. Okinawa/AF Yrs.) #11471
 775th AC&W Sq. 1950/70 #28330
 861st Av. Engr. Bn. A Co. #28353
 1897th Engr. Avn. Bn., C Co. #21642
 2152nd Comm. Sq. #11007
 3060th Avn. Opt. Grp., Caribou AFB Maine, #11981
 3350th Tech Trg. Gp. Radio Ops #76601 #28365
 4050th Strat. Recon Wing (ALL SQUAD-RONS) #15190
 6415th Inst. Sq. (APO B15, Iwo Jima 1953/55) #21754
 6925th Radio Grp. Mob. (Philippines 1962/63) #11368
 7300th Mat. Ctr. Sq. (MDAP), (France/Germany 195 US) #21495
 7470th HQ Support Sq., NATO Florence, Italy (1951/54) #22286
 Aero Med. Evac. Assn. (Including Attached Units) #15134
 Air Force Postal & Courier Assn. #10869
 Class Of 44-A Luke AFB #14729
 Foster Field Assn. #21473
 Foster/Alice Fields, Matagorda Gunnery Range #15099
 GEEVA/MDA #14715
 JAG Vietnam Vets Bar Assn. Inc. #22285
 Lone Forgotten Squadron Of England / 15th Bomb Sq. #28337
 Sewart AFB, AF Personnel (Smyrna, TN 1948/70) #11922
 USAFE DI Organization, Schierstein South #14733
 WAF Veterans Assn. #21518

Army Air Force

1st IAD (Mary Ann Site 1942/45) #22797
 2nd Airborne Sq. (WWII) #11269
 2nd SAD (Strat. Air Dpt.) Assn. #16861
 2ND SAD #21343
 3rd Emer. Rescue Sq. 3rd Emer. Rescue Grp. (S.W. Pacific) #16861
 5th AF, 433rd TC Grp., 69th TC Sq. (1942/45) #22796
 5th AF, 69th TCS WWII #14767
 5th AF, 13th Bomb Sq. Assn WWII, 3rd Bomb Grp. #22224
 5th AF, 1130th Avn. M.P. Co. (WWII) #28430
 5th Bomb Grp. (H) Assn. (WWII) #11647
 5th Bomb Grp., WWII South Pacific #16912
 6th AF, 29th Bomb Sqdn. (Galapagos 1943/45) #20210
 6th Aviation Cadets College Training Det, Bucknell Univ. #28329
 7th AF, 13th Serv. Grp., 489th Serv. Sq. #22668
 7th AF, 1124th Gunnery School (Hickam Fld HI 1943/44) #30130
 7th Aircraft Maint. Unit (Floating) #22328
 7th Tech. Sch. Sq. Barracks 1456 (Thux Field 1943/44) #22511
 8th AF, 469th Bomb Grp. Assn. #21888
 8th AF, 357th Fr. Grp. Assn. #20294
 8th AF, 92nd Dpt. Repair #14265
 8th AF, 320th Sq. (WWII) #21446
 8th AF, 83rd Bomb Grp. (H), 409th Bomb Sq. #22529
 8th AF, 2006th Ord. Maint. Co. #12057
 8th, 12th & 15th AF, 97th Bomb Grp. Assn. (WWII) #10435
 9th AF Assn. (AAF/AF) #12045
 9th AF, 394th Bomb Grp., 584th Bomb Sq. (WWII) #16831
 9th Photo Tech. Sq. (Guam 1945/46) #28427
 13th AF, 42nd Bomb Grp. (M), 100th Sq. #22666
 19th Bomb Grp. Assn. #10508

30th Bombardment Grp. (WWII) Assn. #16829
 32nd Photo Sq. 5th RCN Grp (Texas) 1942-44 USS Hambleton #14800
 47th Bomb Grp. (WWII) #10790
 55th TC Sq. #11515
 60th TC Grp. WWII #15760
 68th Air Serv. Grp. (China WWII) #16894
 69th Station Comp. Sq. (ETO WWII) #14277
 73rd Bomb Wing, Assn, B-29 Grps., Assigned Units/Saipan - (WWII) #17001
 81st Airborne Squadron (WWII) #11587
 95th Bomb (H) Grp. (WWII) Assn. B-52's #16819
 98th Bomb Grp (B-24) WWII #14824
 114th Avn. Co. "Knights of the Air" Assn. (Miamia/Panama) #14809
 136th Radio Security Det #14835
 149th Army Airways Comm. Sys. Sq. #14815
 301st Bomb Grp., 419th Sq. #21648
 307th Signal Co. Wing - (WWII) #10212
 325th Fr. Grp. "Checkmate" Assn. (WWII) #22757
 334th Fr. Interceptor Sq., 4th Fr. Wing. (Ompo Air Base) #28412
 344th Signal Co. Wing (Caserta, Italy 1944/45) #20122
 345th Bomb Grp., 500th Bomb Sq. #20946
 370th Bomb Grp., 515th Sq. #28419
 382nd Bomb Grp., 536/537/538/539th Bomb Sqs (WWII) #16885
 394th Bomb Grp., 589th Bomb Sq. #14274
 394th Bomb Grp., 587th Bomb Sq. (WWII) #12032
 413th Fr. Grp., 34th Fr. Sq. #16896
 432nd Signal Const Bn #14778
 442nd TC Grp (WWII) #16833
 448th Bomb Grp., 712th Ord. Sq. (Nonch 1943-45) #28448
 458th Bomb Grp. Assn. #21723
 474th Fr. Grp. Assn (WWII) #11931
 613th AC&W Sq. (Misawa AFB Japan 1947/50) #28390
 651st Avn. Engr. Bn. #16893
 677th AC & W Sqdn. #11956
 677th Sq. Co., 16th ADG #22353
 904th Signal Co. Dpt. Avn. Assn. #16830
 929th Signal Bn., 1717th Signal Co. #22962
 1304th Bengal Wing (CB/Barakpore, India) #22858
 1409th AAF Base Unit, Members of ATC (Fresno, Scotland) #28395
 1901st Engr. Avn. Bn. (Okinawa WWII) #11826
 3718th Sq., Ft. 3405 (Air Trng. Cntr./Lackland AFB 1946) #12040
 3718th Sqdn., Ft. 3407 #12042
 Altus Army Airfield 50th Aniv. Assn. #11943
 ATC, 1252 AAFBU (Casablanca, North Africa) #14713
 Aviation Cadets #16820
 B-24B-29 Marac CA (WWII Vets) #16936
 CTD Concord College #21724
 Liberal Army Airfield (WWII) #14826
 Marac Air Base, California, 421st #22754
 P-47 Thunderbolt Pilots Assn. (WWII) #16839
 Pamps Army Airfield #18707
 Pilot Classes 44-H-J #10068
 Pilot Class 43-D (All Commands) #16822
 Pilot Class 45-B (Marfa, Tx & Luke Field, Az) #14305
 Pilot Class 43-B (Luke & Williams Fld, AZ) #21649
 Pilot Class 45-C (W. Coast Trng. Cntr.) #22861
 Pilot Class 45-C (Marfa TX) #11513
 Pilot Class 44-J (Avn. Cadets-Tulane/Merced/Palos 1944) #30013
 Pilot Class 45-B Luke Field, Az #28351
 Pilot Class 42-B #15141
 Tonopah Army Air Field (1941-45) #18708

Coast Guard

Aux. Tug Sailors Natl Assn #14740
 Combat Units #28326

Galveston Aux. Coastal Patrol (1943) #12012
 Galveston/Texas City Pilot Boat (1943/44) #12013
 Horse/Jeep Patrol, High Island TX (1941/43) #12016
 LORAN Station, Simeri Crichi, Italy (All years) #22500
 LST-202 (WWII) 50th Anniversary #11421
 LST-202 (WWII) #11454
 LST-763 10838
 Rescue Flotilla 1 (Normandy 1944) #22659
 Rescue Tug Sailors Natl Assn (Includes Navy) #14736
 US Army FB 344 (1945) #12014
 USCG 80489 (1942) #12011
 USCG Cutter Papaw W-308 (WWII) #11424
 USCGC Chambers WDE-491 #17047
 USCGC Citrus W-300 (WWII) #28433
 USCGC Courier WAGR-410 #22359
 USCGC General Greene (1942/45) #21760
 USCGC Modoc W-45, N. Atlantic Convoys (1941/45) #17038
 USCGC NIKE WPC-112 (INCLUDES WPC SAILORS) #14791
 USCGC Rockaway WAGO-377/WAYP-377 #22355
 USS Admerial W.L. Capps AP-121 #11386
 USS Centaurus AKA-17 #11772
 USS Harveson DE-316 (1943/47) #10081
 USS Key West PF-17 #10431
 USS Key West PF-17 WWII #21837
 USS Lowe DE-325 #21731
 USS Thetamin AKA-63 WWII #14773
 USS Woonsocket PF-32 (WWII) #10637

Merch. Marines

SS Bunker Hill (Tanker) 1942-44 #22597
 SS James Jackson #11894
 SS John Marshall (Liberty Ship 1945) #11873
 SS Lounsdale (Liberty Ship WWII) #11895

Miscellaneous

14th Air Postal Unit (Ramey Air Base, Puerto Rico & Korea 1950/54) #28378
 Allied Staff, Berlin (USCOB) #22661
 American Defenders of Bataan & Corregidor #17303
 China-Burma-India Veterans Assn. (All Branches) #17256
 China-Burma-India Vets Assn Of Iowa #21736
 China-Burma-India Vets Assn Of Indiana #14834
 CINCPAC Staff (Marines/Army/Navy) #11638
 Dakota (Navy/Marines/Coast Guard) Bull Season IV #21683
 DCA-Europe #18697
 Great SW Vietnam Vets (All Branches) #14803
 Kentucky Med Corps & Combat Medics (All Branches of Service) #14788
 Korean War Veterans Assn. - Eddie Lynn Chapter of FL #17246
 LZ Bluegrass Inc. (All Vietnam Vets) #28432
 Pearl Harbor Survivors Assn. (Invited All 1942 Men & Women Vets) #17288
 Persian Gulf Command Vets (WWII) Org #21738
 Rot. Officers-FL Assn. Military/PH Serv./NOAA Officers (TROA) #11567
 Shomya Veterans Assn. (All Branches) #22945
 St. Anthony of Padua Grammar School (Brooklyn NY) 1953 #14818
 U.S.T.C. #14827
 Underside Service Veterans #22043
 Vietnam Helicopter Pilots Assn. #17258

Remember when it all seemed so simple!



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And now you could get on with life. And look after your kids ... and promise you would never leave them again.

Where have the years gone?

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YES! Please send me more information about the Term Life Plan from The American Legion. I know there's no obligation.

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...nsive Guide to Better Bal-
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HOW TO USE VETS

This month there are 1,008 military reunions listed on these pages. However, VETS has information on more than 10,000 other reunions. For information on reunions for any military unit or ship, call

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(900) 737-8387)

If you know the VETS five-digit number assigned to the ship or unit, please give it to the operator. The number is printed immediately after the unit in the magazine. If you don't know the VETS number or haven't seen the ship or unit listed in the magazine, VETS opera-

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**OUTFIT
REUNIONS**



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Dec 14, 1992

Russ -

Here's a little something that you might want to use to fill a spot in a future Echoes. I wrote it for a publication put out by the Capital Area 8th B.G. chapter. Originally it was written on VE+1 as a poem (I entitled "Peace"), long since lost. The thoughts have forever stayed with me. Several people have asked my permission to use it so I thought I'd send it on to you.

May you and your wife have a Merry Christmas and a Very Happy and Healthy New Year.

Bill Carlile



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Nov. 17, 1994

Dear Russ -

Many thanks for the picture of 877-S, certainly is one beat and battered plane - a true likeness of an 8th AF bomber. Our letters apparently passed in the mail - again many thanks, it will ultimately end on my wall with my many other 306th shots.

Bill Cavaness and I were talking about this % while in Des Moines. He was pointing out some extremely interesting facts about maintenance, time to change a part, how it was done. Get him on a tape recorder talking about the marvelous maintenance at Thurleigh, it would be a great article for a future "Echoes". Not many people know what a fantastic job was done at our base, and, I am sure, at many other 8th fields.

Again thanks,

Bill Carlile

PS - What was the cost? Shall I just send an extra \$ to our Treasurer?



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

306TH BOMBARDMENT GROUP ASSOCIATION

Nov. 14, 1994

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Dear Russ:

Many thanks for returning my snapshots, now I can send them to a couple friends who want see them. A couple comments on the excellent issue of Echoes -

1. The picture of the "rechristening" is printed backwards. Look at the letter E on the tail and the writing (script) on the nose is slanted the wrong way - note the capital letters are on the end of the name instead of the beginning of each word.
2. Right hand top picture page 6, you are almost correct about the colors but not quite. The yellow indicates (along with the triangle H) that this is a 306th A/C. The horizontal stripe does indicate 40th CW, but the color says 306th. 92nd had same stripe only red and 305 had same stripping only green, both had their group letters in the same place we did, Triangle B 92nd and Triangle G for the 305th.

Anyway it is a great issue and my compliments to the chef for producing another masterpiece.

If you find time, please send me a copy of that photo of 897 S, that we had in the reunion gallery. That is one battered old plane and a true picture of what a WWII bomber actually looked like, not the nice shiny jobs depicted in a movie. Any expense to the Assn. will be gladly paid by me.

Take care, and stuff yourself with a lot of turkey next week, a couple glasses of vino goes well also.

See you

William R. Carlile

PS Boy has my typing slipped.

ALWAYS FIRST

FIRST OVER GERMANY

'92 Directory Is Coming (from page 1)

pounded by the explosion of FAX machines and other devices demanding many more phone numbers in metropolitan areas.

So, both of these essential services have been playing "upset the fruit basket," and it raises hob with everyone, especially mailers and list keepers.

New Directory Due

Our 1992 directory should come out in May, and we need your help!

The Postal Service has been good about sending us changed numbers, but we need more data from many of you.

We also need to have you check your listing in the 1990 directory and to let the editor know what you need changed.

If we don't hear from you we must assume that the data we have is correct as far as your directory entry is concerned.

Check the form below:

GRP. HQ S&D FLYING CONTROL OFFICER

Name WILLIAM R. CARLISLE JR (LTC)

Address 1304 DARTMOUTH AVE

Telephone (410) 668-1577 (note new area code)

City, State and Zip Code Baltimore, Md 21234-5938

Telephone #, with the correct area code Baltimore, Md 21234-5938

Can you give us the four-number addition to your zip code? (Look on one of your utility bills for this, if you can't remember it).
On that street address, please designate whether it is St., Ave., Blvd., Road, etc. Rural routes AND box numbers need to be spelled out. In the alpha listing of the Directory, be sure your unit designation is correct. That's the one that counts. (If you were placed in the wrong listing under organizations, don't worry about it. We plan to get it right this time.)

Other data we will store away for possible later use:

Wife's first name _____

Your birthdate AUGUST 20, 1920

Social Security # 201-09-1755

Retirement date/place of employment/job title 8/1/1980 @du/BRO ER
Financial Analyst

January 1992
Vol. 17, No. 1

Non-Profit Organization
U.S. Postage
PAID
Permit No. 34
Charlotte, NC

LTC William R Carlile, Jr
1304 Dartmouth Ave
Baltimore, MD 21234-5938

1992 England Trip

Reunion Sets Big Schedule For Thurleigh and London

Fifty years ago next September, the 306th Bomb Group flew into history, with its arrival in England for combat duty with the U.S. 8th AF. That signal event in aviation lore will be recalled once again in August when the men of the 306th, their spouses families and friends will join in a reunion visit to Bedford, the old base at Thurleigh, Madingley cemetery at Cambridge, and to the venerable city of London.

Specific details of the trip were

Two options are being offered for those participating in the main trip: A. being to spend two nights in Bedford, at either the Swan or Moat House hotels, which lie across the Ouse River from each other at the bridge; or, #2. to spend four nights at Bedford and the remainder in London. Group A will go on to London after the visit to Duxford, a WWII airfield that served both the RAF and USAAF and which has been restored as a WWII field.



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

306TH BOMBARDMENT GROUP ASSOCIATION

December 10, 1994

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Dear Russ:

Fifty years ago the Battle of the Bulge occurred - this was a very emotional period for our aircrew personnel. As I recall the Officer's in the Junior Officer's Mess and I am sure in the GI and Senior Officer's messes - were all wondering when we would get off to help the people on the ground. As you know that happened on Christmas Eve and just about everyone involved in the operation knew Christmas dinner would be delayed. So in hopes you might want to include something in the next issue of Echoes, here's the ledger contents of that mission from the control tower outlook. I have taken the liberty of "digesting" it for sake of space. Hope you approve:

William B

SUNDAY DECEMBER 24, 1944 (Lt. Haworth on duty)(Carlile at 0800)

- 0630 Hrs. - Briefing - 51 aircraft (4 squadrons plus 3 spares)
Takeoff times 0946, 0956, 1002 and 1008 - call signs Foxhole Baker (12 A/C) and Foxhole Dog (36 A/C)
- 0800 - On duty Lt. Carlile
- 1118 - Last Ops A/C off - 423rd "B" and "M" failed to take-off.
- 1525 - Diversion airfield is Framlingham - our weather will decide if diversion field to be used - per ~~IBD~~ 1st BD.
Note - several fighter a/c landed at this time due to bad weather.
- 1640 - Airfield weather ~~Red~~ ^{Burns} - Divn. and Ops informed.
- 1705 - Foxhole Baker a/c to Framlingham ^{for DIVERSION,}
Foxhole Dog a/c diverted to Great Ashfield ^{Ward}
- 1740 ^{367th} A/C 407 P (pilot Roper) and ^{368th} 604 A (pilot Fowler) landed at Cranfield - Primary bombed with bombs right on target. Intelligence, 1st BD and Grp. Ops. informed.
- 1805 - IBD informs 368th #250 N landed Wattisham, slight flak damage. All concerned informed. (Lt. Klein now duty ~~FCO~~)
- 1900 - 367th Q A/c 683 Pilot, Martin landed at Wing, A/C shot up, crew OK. A/C 323 - pilot, Woelner landed Ridgewell - a/c OK.

Edwin Robert

2300 All a/c accounted for as follows - per Lt. Carlile

2300	
Bury St. Edmunds	11a/c
Debach	18
Framlingham	11
Cranfield	2
Wattisham	1
Wing	1
Ridgewell	1
Hornham	2
Great Ashfield	2
	<u>49</u>

December 25, 1944 (Christmas Day)

0915 - Grp. Ops. requests we call all stations where our a/c are with exception of Cranfield, Wing and Debach, and tell crews to remain at stations where they are. Requested LBD to make these calls for us - they will.

December 26, 1944 *Anthony's 1400B/W*

- 0800 - Airfield ice covered.
- 1000 - Col. Mustoe advises return ops a/c - divn. informed - called Bury St. Edmunds and Framlingham.
- 1400 - 14 A/C have landed
- 1625 - airfield closed due to weather - called grp. ops and divn.

December 27, 1944 -

- 0730 - Field ice covered - visibility about 1300 ~~yards~~ yards. *Richard*
- 0805 - Called LBD (per request of Capt. Nickleoff) to alert crews at Framlingham, Debach and Bury St. Edmunds to **T** at our call. *Home*
- 0900 - Maj. Witt says return all a/c to station - LBD informed.
- 1655 - All 306th a/c have landed that are returning.

(Note- will stop here - but the log records that not all a/c returned at this time due to weather at diversion stations, battle damage, etc. - those that could apparently returned later. We must have gotten enough a/c back because a mission went off on December 28th, ~~1944~~ 1944 at 0937 hrs.

Russ-hope you can use some of this for Echoes, it was a most interesting period at Thurleigh, with the British Weather at its worst and our people - both air and ground - at their best.

Bill Carlile

Excuse the typing errors - seem to have mislaid my typing erasure

*Merry X-Mas
to you & yours*

4000
RMA

Dec 23, 1994

Dear Bob -

Here's an additional check
(# 94/932) \$40.00 to add to the
Treasury. Bill Cavanaugh and Russ
Strong extended some above and
beyond kindness during '94 and
both refused any consideration. This,
then, is account of both of them

Happy Holidays and
a great 1995

Gill Casile

EX FCO Control Tower



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Jan 23 1995

Russ -

This seems to be the last that I could find in the Log Books. Books will be returned to you via "Priority Mail". Please advise if and when they arrive.

The logs are a great history of the 306th and should be preserved. Time and use have taken a toll. Can you find some way to protect them?

Thanks again for letting me see what I did 50 years ago.

Enclosed are the last two items I found.

The gunnery mission over "the Wash" on 3/7/45 was quite sad, but would make an interesting article

Regards
Bill Carlile

FATAL GUNNERY MISSION - MARCH 7, 1945 - AT "THE WASH"

Following is the recorded event as written up in the Flying Control log book for that date. Officer's on duty in the tower at that time were Lts. Carlile and Blaise.

- 1620 Hrs. - Subject Leader of practice formation informs that one crew had bailed out at Position 53:13N - 00:46E. Division and Group Ops informed. Instructed one of our a/c to circle and transmit on air-sea rescue channels. A/C circling is 443 M of the 367th Sqd.
- 1635 Hrs. - Divn. requests we have a/c circle and transmit on D-Dog Channel. Eating L-Love was contacted and he is going to circle spot. A PBY is supposed to be on the way.
- 1640 Hrs. - Eating L Love reports a boat is headed toward position firing flares. Ops informed. They want entire crews to Intelligence Library.
- 1800 Hrs. - Last formation a/c landed with exception of 908 J who was circling 302 Z. "J" contacted and is returning to base,
- 1820 Hrs. - Division informs us 3 crew members have been picked up by Catalinas. No further details. Group notified.
- 1900 Hrs. - Crew of a/c 908 J reported to tower. Information obtained as follows - It appeared that a/c 302 Z was fired on by another B-17. When 302 went out of control 10 chutes were seen to open. They followed ship until it crashed in the water. A group of five men were seen parachuting together, but could not follow them down to the water. After circling scene, two men were seen in the water. A/C 908 dropped dingys to them, taking notice that one man did reach dingy. After circling for 15 minutes an air sea rescue craft picked up two (2) survivors. Radio contact was made to rescue craft from a/c 908 and they said pilot Stanley Burns and Bombardier Johnson were picked up. Immediately after observing crash, coordinates were sent to "colgate" - 53:07N - 00:49E. Catalina was observed landing in the area. Before 908 left, they searched area thoroughly seeing no one. At this time there was a thick haze near the water. 1st Bomb Division notified.
- 1920 Hrs. - Crew of 908 reported to Grp. Ops.

Russ - As I recall 908 was circling low and 443 was circling high to maintain contact with Thurleigh. I know we had two a/c circling. Bill C.

Bill Carlile

*The % shot down seems to be 302 'Z'
Don't know the SqD.*

Feb. 11, 1945

- 1035 - 908 J landed on continent - Reported by Division (note this was only one of about five that landed away on this date)
- 1315 - 908 J - 367th Sqd. - Pilot Field attempted to return to field from continent. Signal Mortar, all kinds of flare fired - A/C tried to home in on beam but was unable to do so. Division gives Denethorpe as diversion station. Major Witt OK'd diversion.
- 1355 - All information concerning Denethorpe given to A/C, coordinates, etc. Division to notify us on landing.
- 1445 - Division informs 908 has not yet landed at Denethorpe, asks we send message to A/C in clear asking him to switch to "A" channel VHF. Message given to HF/DF for transmission.
- 1523 - 908 J returned here and landed. A/C landed very long and ran off end of R/W 24, and hit two high light poles damaging left wing and flap. Capt. Nicklehoff in tower at time. Wind ESE 13, viz 2500 yards and cloud base 300 Ft. A/C was told to "go around" but could not. All concerned notified, crash crew and ambulance sent when A/C was seen to nose up. High lights and sodium lights on, magnesium flare burning in front of tower.
- ~~1620~~ 1620 - A/C 908 had landed at Lille Ven Vevrelle, an RAF Mosquito base. WX report given to the A/C before he left was as follows - 2 to 4 mile visibility 6/10 cloud at 2000 ft. Division asked for and was given this weather report.

3 February 1995

Dear Bill:

I should be chastised for not informing you that the box of Tower books arrived very quickly, as I would have expected them too I was surprised that they made it so quickly, but I do have a lot of faith in the Priority Mail idea. I use it for new members and for other things and am always happy with the results.

You will note in the January issue of Echoes, now in the mail, a tribute to the Control Tower stuff from an outside expert. He thought it was great reading.

I have a number of items that have not been used, so you will be seeing them from time to time in Echoes.

It gives all of us, who dared not venture up the steps, a glimpse of another corner of Thurleigh. My old pilot, Milton Adam, was penalized once for calling Dinwiddie Fuhrmeister "a goddamned liar" in a crew meeting one afternoon. He had to work nights in the control tower for a week and couldn't fly combat(!). He thought it a great experience, and said he'd often wondered how a control tower worked.

Hope to see you in Knoxville. There are problems at the moment in Las Vegas, with a big battle going on between two major gaming corporations as to who is going to buy the Hacienda Hotel, where we have the contract for '97. Hennessy is monitoring the situation.

April 12, 1945-

Russ -

Here's the "obit" on Andy
Gallagher of Newark, Delaware.

He was a member of the 369th
Squadron, flew with crew of
'Miss America' - believe pilot
was Ray Schick of Michigan

Regards

Bill Carlisle

P.S. Was the photo of Thurlough
what you needed? Thanks
for returning same.

Reply + thanks
15 Apr 45



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

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

July 12, 1995

Russ -

Tried three times today to call you and all I got was the FAX message and a bunch of squeals followings. Wasted the cost of three LD calls, can't something be done so the people of the 306th can get through the old fashioned way - by regular telephone?

Anyway a death Report as follows -
William B. Harner, Santa Anna, Tex., on July 5, 1995.
Bill was a SGT. (FORGOT WHAT GRADE) worked in the tower and was NEO in charge of tower flare path crew. Think he was in the 11th Station Complement Sqd. (Per his wife) (you took 367th). His wife was so broke up I could hardly understand her. Apparently death was sudden and painful

See you in Knoxville
Bill Carlile

P.S. - Got the bloody 'phone fixed!!!



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

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WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

12/7/85

Dear Russ:

Here's the photo I spoke to you about. George Roberts sent this to me many years ago. I'm standing on the left and George is standing on the right. The two sitting in the center (?). May George can tell you. Might be fun to see if they are still with us, put the picture in Echoes with request they write you.

Please return photo when it serves your purpose

Bill Carlile

P.S. Note we all have "Tall Drunks" in hand



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WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

February 20, 1996

Russ -

Saw this in Air Force Magazine - Feb 96, thought I'd send it to you. Looks like a kangaroo at far left and possibly the building in the center is HQ. This could be the view directly behind the control tower. — ☺

Did you get my last mailing that included the training of a flying control officer?

Regards

Bill Carlile



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

306TH BOMBARDMENT GROUP ASSOCIATION

Jan. 30, 1997

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Dear Russ:

Many thanks for sending the information on the coming Thurleigh trip to me. Unfortunately, since receiving the package it looks as though I will not be able to make it. As you know I am going to move into a retirement complex, and ~~like~~ the selling of my present home, the settlement, etc., all of which will come about that time. I haven't given up the idea and if I can make it, believe me, I will. I imagine a last minute arrangement could be made, as you know I have a dear friend in England and we can always go up to Bedford and find a B&B.

In the last Echoes, just received, you state the Orlando thing will honor all of us ground pounders. Don't forget the group in the control tower. My group of GI's worked 24 hours a day and in all kinds of weather, both in the tower and out on the airfield. A fantastic group. If you want me to supply some names, give me a note and I'll do whatever possible. Believe there is about two dozen of us now on your roster.

My physical problem is about the same. Just had another implant in the stomach, somekind of hormone that deters the spread of the prostate cancer. At the cost of each implant (1500.00) it should do something good. I go through this every three months, and is sometimes followed up by a bone scan and/or an MRI. Suggest you stay away from this type of illness, very sneaky. I can only say to you get your annual check up along with the PSA blood test, might just save your life.

Take care

regards

Bill

Bill Carlile

3 February 1997

Dear Bill:

Got your letter today, and hasten to reply. I don't know why, but that's one way of getting it off my desk!

Yes, I imagine you could join our trip at the last minute, but you might have to supply your own air transportation, and meet us in Bedford. You know the way. They close out our air transportation pretty fast.

Please send me the list of your people on the mailing list, so we can be sure to target them for the reunion. Hope you can make it. We will include all ground personnel, and let the flyboys cool their heels a bit. We also need to pick up some stuff that should have been done at Las Vegas, but wasn't. Hennessy, et al, dropped the ball a bit there, and made a few people made.

Was interested in your physical problem. My brother-in-law had cryosurgery in Pittsburgh about three years ago. His cancer spread elsewhere, but they were able to control that, at least at the moment. We will be going to Florida shortly to spend wifew days with them and will probably find out more about how he is doing.

At my annual physical I ask for the PSA, and someone always says, "but they won't pay for that." To which my response is 'Who the hell cares?' just do it, and I'll gladly pay the cost of it just for the peace of mind. My scores to date have been pleasingly low. My oldest brother, now 82, had some problems about three years ago, and they treated him with chemo (probably because he was a chemist in real life), and he seems to be doing o.k.

Sherman said "War is Hell," but at that time he didn't know what growing older was all about. He found out later, I imagine.

Hope all good things come your way in the months ahead,



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Thurleigh, Bedfordshire, England - September 1942-April 1945

306TH BOMBARDMENT GROUP ASSOCIATION

WILLIAM R. CARLILE
1304 DARTMOUTH AVE
BALTIMORE, MD.
21234

Feb. 10, 1997

Dear Russ:

Many thanks for the quick answer to my letter. I will also answer quickly so I can get on with making the IRS happy by sending them my 1996 Form 1040.

Here are the people on the 306th roster that I can recall as being in the Control Tower - Al Bradbury (FCO), Paul Campbell (CLK), Ralph Cain (CARAVAN OPR.), Wm. Carlile (FCO), Myron Clarke (RADIO OPR), Al Conrad (FCO), Carl Crozier (CLK), Earl Goodwin (CLK), Howard Hodges (FLARE PATH CREW), Bob Klein (FCO), Don Lawley (FLARE PATH CREW), Harry McClellan (RADIO OPR), William N. Blitt (CLK), Ronald McAuliffe (CLK), Wayne Stellish (CARAVAN OPR) and Herbert Vetterman (RADIO OPR). There was one more that was in last year's address list - George Bass (FCO) - but I could find no record in the current book - guess he's gone MIA. Of course, there are the deceased, but I shall not include them here. Checked this list with both Stellish and Vetterman, neither could come up with further names. One name we all seemed to remember, but could not say he was in the tower - Ray Overstreet (367th), you might want to look into his name, can't remember anyone from the 67th being in the tower.

This morning made my down payment for the place in the Retirement Village. Moving is scheduled late May to mid June. Doesn't look good for the Thurleigh trip in May. Am, however planning to attend Orlando in November. If things work out, my old friend from England will also be joining in on the fun.

Regards

Bill Carlile

Bill

PS: - Glad you are receiving good PSA reports - don't let that change.

February 24, 2003

W. R. CARLILE JR.
8810 WALTHER BLVD. - APT. 2312
BALTIMORE, MD 21234

Dear Russ -

Have been trying to contact you by 'phone - using the 306th number and also your personal home 'phone - you left a return call - no luck there either. Herb Titterman my town radio operator also has been trying to contact you - he's moving, new address to follow.

Received your thoughtful two copies of Echoes and the article about the church plaque in it. I haven't heard any more, but when this miserable weather breaks, if ever, I'll make another trip into town and inquire again. By the way, I have lived in the Baltimore area all my life, not just since retirement.

Enclosed is a picture taken from the February 2003 "Air Classics" magazine (Volume 39 - number 2) - great picture of your 367th Squadron - in that you in the nose of A-10.

Don't know if I told you, but I was on board British Air Flight to Britain last October and we had a terrorist scare. Kind of scary to see two British policemen in full battle gear helmets, body armor, automatic rifles - some racing down both aisles and very quickly remove two passengers - very surgical operation. Landed on time - took two hours before we could leave the TTT. Article is enclosed - flight originated in Charlotte, a burst from one of those a/cas would have wiped out half the passengers Herbert Veltman - now address

120 Chestnut Hill Dr.
 Liverpool, N.Y. 13088

I'll give you his phone as soon as he has one installed. Herb was one of the two radio operators and I believe part of the 4th Sta. Comp. S&O.

all the best

Bill Carble

P.S. I/ don't see do anything more on the plague thing got me a ring -

Herb is currently listed in New Jersey

When I was asked to talk about flying control in the 8th AF, I didn't know exactly what to tell you. Among his many and varied duties, the flying control officer was first and foremost an air traffic controller at base level. However, since most of you know that the air traffic controller is the voice from the tower telling you to go around when on final approach, at least one engine feathered and running of gasoline fumes, I decided to keep that part to a minimum. Instead I will try to tell you little of the history of British flying control as I know it, how a group of us were selected for the training, a good bit about that training, and perhaps throw in a tale or two.

Early in the war the RAF found ~~that~~^{THEY} had problems controlling their aircraft, particularly at night, due to lack of experience in night flying, black-out conditions, radio silence, German intruder aircraft, weather, etc. Many of the returning night operational aircraft were losing their way and ending up in a Brussel sprout patch instead of an airfield. Much thought must have gone into designing the system. It was fairly simple, yet did a fantastic job. The RAF people came up with a runway lighting system that could only be seen on final approach, an outer circle of lights that led you to the runway in use, an angle of glide system that permitted a pilot to make a proper landing final approach. They also had a system for navigating around blacked out Britain, called pundits and occults. These were mobile bright lights that flashed morse codes, one being red the other white. The red one, called pundit, was always within a couple miles of an airfield. Navigators were always briefed on the locations of these lights before any night flying would take place. Remember the darky system? You had temporarily lost your position, just call "Darky" using the proper procedures, and an airbase would answer you. They could then offer you landing instructions, tell you where you were, or give you a course for home. The darky facilities used a common frequency throughout

Britain. Another innovation the RAF had was the signal square in front of the control tower. This square showed the status of the field in an easily read system of signals. The field ID was indicated by a large two letter display (TL was Thurleigh). There was a landing T to indicate landing direction. A smaller bright red square was in the signal area ~~to~~ indicate the status of the field, serviceable, unserviceable, and denoted this information by yellow stripes placed on it. Beams were available for instrument approaches. Rockets, signal mortars and flares were handy to attract the attention of wandering aircraft as needed. There is considerably more to the flying control system, but as you can see the RAF came up with a workable system that was quite remarkable at that time.

How did one get selected for this type of air force duty? In my case, unfortunately, was to be washed out of pilot training with a lot of flying hours. The air force took a dim view of landing their twin engine aircraft ten feet in the air, they bend. I had lost my depth perception (temporarily) in an athletic accident and did not know it. Thought my head was harder than that. I have always felt that after being eliminated from flying training, ~~that~~ the only place the air force was going to let me go was to ^{THE RAF} flying control school. Apparently, about the time I washed out, a request for flying control candidates must have been sent to the various unassigned pools where poor souls such as we were sent. Whatever duty I tried for, the answer was NO. Navigator, bombardier, gunner, admin. officer, the answer was always NO. One day I was called before an officer, he discussed my previous training, the requests made for other air training etc., which he laughingly noted had been refused, all very casually. Suddenly he asked "would I go overseas right now?" What else could one say under the circumstances, but "YES". I was then told I would go overseas, go to

school and if successful become a 2nd Lt. The joker being he would not tell me where, when or what it was all about. Anyway 75 of us were selected, and in a very short time were on our way to England. Only after arrival did we find out what our lot was to be. Now we were about to begin our training.

After we arrived in England, our group was split up and parcelled out in pairs for some pre-schooling at the various RAF bases. With only two "Yanks" per base ^{and} with about 3000 people in blue uniforms, it was a bit lonely. Fortunately for me, a British RAF Corporal also taking the same course offered his friendship - took me to his home shortly after we met. That gentleman and I have been friends since 1943, and I'm ^{Was} ~~going~~ over to see him in ^{October 2002} ~~August~~. So we have a friendship that is now ^{almost} ~~10~~ years old - not all things are bad in war.

The first month at the RAF base was a look and see type of thing. When they thought we had learned something about flying control by doing the various duties, we were sent to school. The RAF had set up a couple of schools, and I went to a place called Watchfield, not too far from Salisbury. Incidentally a very lovely part of England. I think this was the toughest school I have ever attended.

Subjects at the school were taught in a classroom atmosphere followed by putting all our training into practical use. In these class room periods we studied flying control, navigation, weather, communications, codes and a number of other subjects. The flying control curriculum consisted of proper aircraft control procedures for local airfield control, airfield lighting, airfield inspection, use of the various documents furnished the tower (both secret and non-secret), diversion of aircraft, foul weather landing and take off procedures, ^{AND} how to use the various signalling devices (rockets, flare guns, signal mortar and signal lamps). During this part of our training we also became familiar with the codes used by the RAF (Morse, Bomber Code,

and the Q codes). All of us are familiar with the morse codes, so I won't go into them except to say we were required to read this code at a certain number of characters per minute. The bomber code was a secret code that changed every day and consisted of two letters for each letter of the alphabet, plus some two letter codes for special words that would normally be sent to a bomber aircraft - such as the word "weather" might be AB, "return to base" might be AX etc. This code was fairly easy to break, thus a new code each and every day. The RAF knew the German could break the codes, but by the time they did, that particular code/^{was} of out-of-date. The Q codes consisted of three letters, for each particular item involved. Nothing that I can think of at this time was considered secret - QDM had to do with a course for an aircraft to steer, QFE had to do with altimeter setting. There were quite a number of these Q codes and we had to memorize most of them. START

For the practical end of the flying control course, our school had a mock-up ~~of a~~ control tower. Inside were all the things that you would find in a real tower, radios, telephones, lighting panels, etc. This was the time they found out who would stay and who would be snipped out. It was bugged in such a way our instructors could hear even our most trivial conversations. All of the students had to take part, somebody was flying control officer, another the radio operator, etc. Our total class was broken down into smaller groups and led like sheep into this pressure cooker. I had the dubious honor of being the first FCO in our little group. When we first entered into this tower we were expected to go through all of the preliminary actions as taught to us in class, i.e., check with operations, weather, intelligence, etc., just to get the skift set up and running. Then the real fun began.

It started off rather slowly, an aircraft called in for landing instructions. The aircraft landed went directly to dispersal, no

problem. About that time I smelled a rat - The Royal Air Force did not put all of us through all that school room study just to tell an aircraft the proper runway to use. Was I right, because then and there all hell broke loose. A major air raid on our airfield began to take place, and with complete sound effects. You could ~~see~~^{hear} machine gun fire, bombs bursting, anti aircraft guns going off, the whole works. And, of course, there were no diversion stations available, and all aircraft calling in were either very short of fuel or damaged by enemy action - all requiring immediate landing. All the action was greatly speeded up. What would normally take ten or fifteen minutes such as changing to another runway, putting down a minimum flare path, you might be allowed two minutes. As fast as you took corrective action the enemy would bomb whatever you did. This was a no-win situation for the students, and it was planned that way. The instructors were more interested in your actions and reactions than letting you come to a happy solution.

All this action was not without a bit of comedy. I remember the sergeant out in the caravan calling in and wanting to go to the Naffi (RAF Red Cross Club) for a cup of tea. Of course, that request had to be denied. Farmer Jones called informing us that he had captured a German pilot and would we please come and get him because it was milking time. A 'phone call to the Air Police solved this problem.

We were really worked over in this mock up tower. Finally when they knew you were getting pretty "beat", a huge explosion and crash was heard, then silence. Three RAF officers came out of door laughing and informed us that we had suffered a direct bomb hit and we were all dead. Now there was an immediate critique that lasted about 30 minutes, where we found out what we did right and what we did wrong.

END

So we went back to classes for more studies until exams rolled around.

The RAF also tried to teach us to be navigators. We had considerable ground school and quite a bit of actual flying. We studied the various types of map projections, such as the Mercator, worked at plotting courses on maps, using various weather conditions as furnished by our ever present instructors. When it came time for us to fly we were put in an aircraft called an Anson. You haven't lived until you have had a flight in an Anson. It was an old fabric covered twin engine aircraft, probably one of the earliest RAF light bomber aircraft. I saw a picture of one when it was used as an operational aircraft, it had a huge big "bird cage" type turret on the rear of the fuselage, with what I surmised was a drum fed lewis gun in it. Our aircraft, of course, had been converted for training purposes and about five of us went up in these things at one time. One thing I remember about the aircraft was the vibration as it flew. If you had to draw a straight line on a map, you were lucky to get it done.

First off they took us up and let us navigate around southwestern Great Britain. This wasn't very difficult since we flew at fairly low altitudes, in decent weather, and ~~use~~ use of the excellent English maps. These maps were much better than we used when I was in pilot training here in the USA, very good and accurate details. Then we went up at night. Trying to navigate ^{AN} and airplane at night over blacked-out England, was like flying through ink. Of course, we had been briefed as to the wind direction, various navigational lights on the ground and, best of all, a pilot who probably had flown that particular course about a hundred times. This training was great and we seemed to enjoy it. However, flying late at night and school all day, makes for a long long day.

We had a pretty good weather course at Watchfield. We were required to construct weather maps from various data supplied, barometric pressures, isobars, fronts all had to be plotted. They would take us outside and show us the various types of clouds in the sky. The weather in England was so changeable, that you usually had a good selection to look at every day. The course was apparently aimed at giving us an idea what to expect from the weather, so we could be prepared to cope with it when we were sent to our respective bases. The RAF and USAAF both had excellent weather people that kept the flying control officers well informed, but knowing what the other guy is talking about always helps.

The three subjects mentioned ~~below~~^{above} were our primary subjects. I remember receiving instruction in proper communication procedures, being tested on being able to read morse code and perhaps a few other things that the RAF people felt we should know.

This brings us to the final examinations. I think we were tested on about five subjects, and all examinations were written, no multiple choice questions. The exams were long enough and thorough enough that the written portion took two days to complete, a real grind. The night before the examination period was to start, and we were all about to do some last minute review, who walks in but our RAF adviser. He took away all note books and texts, with the comment "if you don't know it now you aren't going to learn it tonight." All of us, including the RAF officer then adjourned to the local pub and had a party.

Our notebooks were returned after the tests with the suggestion it would be well to review any areas we felt needed brushing up. This was excellent advice.

Shortly after the written tests were over, and I am sure reviewed and marked as to passing or failure, we were called before a board consisting of two RAF officers and an American officer. We were given an oral examination, and sure enough the questions asked were some of ~~the~~^{our} weak

points on the written tests. Standing before a board such as this is not an easy thing to do, particularly when you realize your future probably depends on your answers, and it did. It took these gentlemen about 15 minutes of questioning before they told Corporal Carlile he had passed the course and in due time would be commissioned a 2Lt. Some of our people were in that room for almost an hour, and many of those did not pass the course, thus no commission. A little more than half of the 75 who started on the long journey that began in California made the grade.

Within a very short time we were commissioned and again sent back to the RAF base we had originally visited. It was great to go back and see some of the people you had been drinking beer with and they were all very happy we had succeeded. Unfortunately at that RAF base we were not allowed to drink beer with the EM's. About a month later I was summoned to London (8th AF Hq.) for reassignment to a base within the 8th airforce. Unfortunately to the 92nd Bomb Group.

I found out very quickly that not all American bases accepted the concept of flying control. At Podington they wanted little if anything to do with someone without a pair of silver wings on their chest telling the 92nd pilots what to do. For a couple of months all I did was waste time, we weren't even allowed into operations. The operations people would call up and tell us what runway to use, take off time. Finally one of the operations officers would hand the Senior Flying Control Officer a list of the aircraft and pilots so we could list them on the operations board in the control tower. ~~Finally~~ On one of those lovely winter days that Britain is famous for - rain, fog, etc. - everyone was just standing around doing little if anything, unfortunately we were trying to land an operational mission return. As I recall, the aircraft were having one heck of a time lining up on final approach, overshooting the final turn, undershooting the final

turn to land. I told the caravan operator to fire yellow flares down the runway when he saw an aircraft turning on final approach, which he did. This was a trick the RAF suggested we do in bad visibility to help aircraft line up for landing. As soon as the flares were fired the operations people asked who was responsible ~~the~~ ^{for} the flare firing. When they found out it was me, they proceeded to peel the skin off my back side for about ten minutes. Later I asked the Senior FCO what I had done wrong. His answer "you didn't do anything wrong, you just forgot to ask permission." The next day I received orders to be transferred away. Should have done something like that sooner. The orders sent me to the 306th BG at Thurleigh, and it was going from hell to heaven!

At Thurleigh it was just the opposite, not only did they accept the flying control concept, they insisted on it. Instead of doing next to nothing, you were required to keep a check on the weather, suggest to Operations the direction of take-off or landing, sometimes they would disagree with you, but you had to keep them advised. The 306th had a system of operational take-off that required the planes to get airborne in formation order. Perhaps some of the other groups had this same requirement. What this meant was that the FCO would go down to Operations pick up the aircraft numbers and their position in the formation, return to the tower and get down to work putting together the taxi plan. When I first started doing this early in 1944, the group was only putting up about 18 aircraft on any given mission. We would go to the general briefing and present this taxi plan orally to the pilots, by using a rather large map of the airfield. When the taxi briefing was over we continued the short briefing by pointing out the anticipated visibility, wind directions, any possible obstructions around the base, icing areas on the taxi-ways, etc., at time of take off.

Later when we went up to 36 or more aircraft per mission, we discontinued the oral taxi and take-off briefing. In its place we had a little map of the airfield printed with ample room for writing the individual aircraft taxi plans. We continued the oral briefing for wind, visibility, etc. It was amazing how well the taxi plan would work. The planes could be seen moving about the taxi track, stopping occasionally to let another craft out of dispersal then moving on. In the dark the red and green running lights could be seen with an occasional flick of landing lights to indicate a plane should come out of dispersal. Taking off in formation order, of course, made it considerably easier for the group to formate, and this also saved fuel for later on, a big plus.

We were also required to handle the various kinds of clearances for cross country flights, local flights (these were verbal), and RON's. Usually the squadron or group operations would call, give us the information needed, one of our people would make out the clearance in full (including visiting field call sign, weather at destination, etc.). Should there be any doubt as to the weather, the pilot could consult with the weather office also in the tower.

Flying Control had the natural duty to see that the airfield lighting systems were maintained and operated properly, the same for the base radio facilities. Normally the tower radios were supposed to have about a ten or fifteen mile range. Ours were a bit more powerful, many times I have held conversations with aircraft over the Wash - about 100 miles from base. One day a pilot friend of mine came back from a mission with a little piece of paper in his hand. He asked if we landed a certain aircraft at such and such time and gave me the call sign. Sure enough it was up on the "OPS" board. He was on the bombing run at Stetin when that occurred. Of course that was a freak known as skip distance.

Being a Flying Control Officer was a very interesting job, ~~being~~. Since the tower was in operation 24 hours a day, all personnel were excluded from extra duty. You got to know many of the pilots and navigators as friends. You took local flights with them so they would know you cared about the problems of flying aircraft over the British Isles. The air crews appreciated this and they knew we were always open for suggestions to improve the services rendered to them. Quite a few problems were solved down at the mess over a glass of scotch, rather than going through operations, I'm glad to say we had a very good relationship with the pilots. Many of those guys are friends of mine today.

Our biggest problem was the weather. When the weather was bad the aircraft would break formation at our buncher and return to the field on an individual basis. If this occurred, not only your airbase was returning one by one but so was everybody else in your neighborhood. It was not uncommon to see four or five different group tail markings in the traffic pattern. This led to wall to wall airplanes flying around in bad weather, a very difficult and, I am sure, quite scary for the air crews. Under these circumstances I can only congratulate the crews for superb air discipline.

When the weather was OK the group came back to the field in formation. One squadron at a time would leave the buncher on a prearranged schedule and approach the field in the direction of landing. Over the base six aircraft would peel out of formation and land, the remaining six doing a 360 degree turn coming back over the field and the also peeled off and landed. The peel off maneuver seemed to particularly please the pilots - probably made them feel a little like fighter pilots. As this second six planes peeled off, the next twelve was approaching and followed the same procedure. This action continued until the entire group had landed.

When the groups took off or landed at their base they were required

to follow prescribed corridors. I can see a resemblance of this in our American air traffic control system in use today with its use of the various airways. Or

One of the duties of the Flying Control Officers at Thurleigh was to brief new pilots and navigators on the RAF system of flying over and around the British airspace. We also had to let them know the various rules for operating at Thurleigh, and mostly they paid close attention to what we told them. We always talked to them near a map of the field so they could keep themselves oriented during our talks. I don't know what the other officers did but one of the things I pointed out was the rather large valley at the ^{SW} end of RW 24, this being the most used direction of take off. I suggested they take a look at that valley. I did this for the simple reason that should they lose an engine on take off they would know the ground was falling away from them and it was not necessary to try to climb with the possibility of a stall and crash. In the tower you could hear the engines fail as they made a take off run, in all probability before the pilots knew it. One day after we had started getting the unpainted planes, one of them started down RW 24 and ~~the~~ ^{ONE} engine started banging, engine failure. ~~Anyway~~ The aircraft continued its take off run and flew straight out over the valley and slowly went out-of-sight as it lost a little altitude. We waited, but there was no indication of a crash, no explosion, nothing. This was one of the pilots I had briefed on the use of that valley. It saved the ^{CREW'S} ~~one's~~ life and an airplane, I was very pleased at this turn of event. The only problem was the ^{bombardier} ~~bombardier~~ jettisoned his bombs in train and I don't think anyone ever found them. Later in the day I went down to the mess and ^{SAW} ~~see~~ the pilot and commented on his take off. He informed me that my valley is really beautiful when one gets a close view of it, he had remembered my briefing.

Okay folks, that's it.

(A question period followed)

THE PANIC ROOM - Training of a Flying Control Officer

I was one of the flying control officers (tower) for the 306th Bomb Grp. located at Thurleigh, England. To get this kind of duty one had to survive an extremely comprehensive and challenging four to five month course given by the RAF. The school I attended was ^{located} ~~at~~ an airfield called Watchfield (near Salisbury). The courses given were the practices and procedures of flying control, navigation, weather, communications and several other courses of lesser importance. ^{The} Subjects were taught in a no-nonsense classroom atmosphere. Practical applications were done by having students navigate old "Anson" bombers around England both day and night, you also made and used weather maps from data supplied by the weather people, etc. For the practical application of flying control the RAF had devised a mock control tower, into this tower they fed various and devious scenarios that we the students had to handle quickly and efficiently as possible.

Here's my story of my test in the "Panic Room". The time frame of this action was about 30 minutes - at the time it seemed like forever:

// For - - - - - START AT RED MARK ON PAGE 4
OF SPEECH AND CONTINUE TO BOTTOM
OF PAGE FIVE. - THIS STORY OF
"PANIC ROOM" //

And so we went back to further classroom studies awaiting the dreaded final examinations. The written finals took over two days to complete. Most questions requiring a narrative answer with very few true and false answers. If you managed to survive these exams along with your panic room stint, you then faced an oral exam before a three officer board. Here you learned your fate, pass or failure. I was lucky and passed, only about half of the original group of 75 who ~~made~~ ^{took} the trip overseas made the grade. I do not recall hearing how I made out on any of the tests, only that I had satisfactorily passed the course and would receive a commission as a 2nd Lieutenant. I do know one thing, the "panic room" weighed heavily in the final results, we were ^{now} told that.

May 6, 2003

Russ -

Apparently we had a small misunderstanding about the control tower. I was referring to my training and not our tower at Thurligh.

When I went to the RAF Flying Control School they had a mock-up control tower that made or broke us as a student. About 10 years ago I gave a talk to the Washington, D.C., Chapter of the 8th AF Assn. on the training we tower types received from the RAF. The part of my talk seemed to cause quite a bit of interest at that time.

I am enclosing a copy of that speech along with a page you might want to use leading into the "Panic Room". If you care to use any or all of the enclosed - feel free.

Hope to see you in Savannah.

P.S. Would appreciate your comments on enclosed.

Bill Culile

Dec. 14, 2005

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Russ -

Further in connection with our conversation last evening. I think the plane was from the 369th because Cassidy was the officer that made the "unnecessary" remark to me. That's the story as I recall -

The mission return was late in the day, weather was really going south very fast. Our group had dispersed at the "Bomber" and made the approach to Thurligh one plane at a time. The weather was so bad I worked the planes from the checked enroute at the end of Pps 24. When I thought all that were coming home had landed - I realized we were one short. It was close down time as the field was in a "Red" condition. Red meaning airfield closed because of weather. Shortly thereafter, I heard a B-17 overhead and feeling I might be able to assist the OC I contacted the plane. Lo and behold it was lost

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and missing plane. Well the first thing to do under the circumstances is arrange a diversion field. We did - the pilot refused to accept. Reason, no navigator & low fuel. Seems he had landed in France where he was given minimum fuel and sent on his way. That was his first mistake - should have RON'd.

At this point I had no choice but to try to help him to land. So far all the ~~base~~ in the tower offered no comments whatever - I was on my own. Apparently they agreed with my ~~decision~~ decisions.

Well I had time to me in on our D/F with his radio compass, got him flying on a 240° heading, at a very low altitude (maybe 4 or 500 ft.), on each pass as he passed over head we fired all the pyrotechnics available. ~~Finally~~ Finally after about an hour of this I got a break, a small break in the fog,

and guess what, our lost sheep was right there. Easy from there, put him on base ^{over} with his landing lights on, saw the gear through the fog. Turned him dead center to land on 24, everything seemed great - except - our birdman and his co-pilot and his flight engineer ~~forgot~~ forgot to lower the landing gear. Beautiful belly landing.

Apparently the pilot was disciplined because about a week later he tried to steal an O2 and go on a mission by himself (no body with him). Crew chief came to the tower and informed us - we blocked him from the P/O and removed him from plane. Never saw the pilot again.

That's all Russ.

Bill Carlisle

Hope you ~~can~~ can read my shaky ~~hand~~ handwriting

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