

Rae and Robert Dorin
251 S. W. 132nd Way, H-217
Pembroke Pines, Florida 33027

306BG

Kindly send a list of reunions
for the 8th Air Force.

I was in 368 Bomb Sq N. &
306 Bomb Group, 1st Air
Division - stationed in
Thurleigh, England. (8th A.F.)
Thank you very much for your
attention to this request.

Sincerely,
Robert Dorin
(see above address)

251 S.W. 132 Way;H217
Pembroke Pines, Fl.33027
Nov. 21, 1986

Mr. Russell A. Strong
2041 Hillside,
Kalamazoo, MI
49007

Dear Mr. Strong:

I read with interest, (in 306th ECHOES) the article,
"A Message from England".

In the spring of 1987 my wife and I are taking a
one month tour through the British Isles and would like
to visit Thurleigh. The above mentioned article written
by Connie, Gordon & Lloyd Richards was of particular in-
terest to me.

Would you be good enough to mail me their address, so
I can contact them regarding our proposed visit.

Thank you for your kindness.

Sincerely,

Robert Dorin

Robert Dorin

r

6 May 1987

Dear Bob:

My apologies for not hav-ing answered you more promptly.

Having made a decision to retire in a few months, I guess I am proving I am over committed on things at the moment. I hope retirement lets me work more on the 306th and with less outside interference.

Our group will be leaving May 18 for England, and we will return to the U.S. on 2 June, so I guess we won't cross paths.

I'll straighten out the squadron alignment for you shortly.

For your information, I am also enclosing a copy of our tour folder, although I may have sent one earlier. This shows where we will be visiting along the way.

Have a great trip.

2nd letter sent
about 2 months ago.
This is third request (letter)

251 S.W. 132 Way; #217
Pembroke Pines, FL. 33027
Feb. 8, 1987

204/ Mr. Russell A. Strong
~~Hilldale~~
Kalamazoo, MI 49007

Dear Mr. Strong:

On page 4 of the current ECHOES is a request from an ex-RAF officer who would like to correspond with any 369 Squadron member who flew on the mission to Cologne, 15 October 1944. I did. I was a navigator.

Secondly, my wife and I are going to Britain for 32 days on a Saga Trip. We will be in London, FREE June 18, 19 and 20, 1987. If your group will be there at that time, please let us know.

I look forward to your reply and please accept my thanks for your reply.

Sincerely,

Robert Dorin

P.S. I WAS WITH THE 368th Squadron NOT THE 369 SQUADRON HOWEVER AT THAT TIME WE WERE HAVING MAXIMUM EFFORTS AND IT COULD BE THAT THE GROUP OF 12 PLANES THAT I WAS IN COULD HAVE ACTUALLY COMPRISED OF 368 and 369 SQ.

ON THAT MISSION, I WAS IN THE LEAD GROUP OF 12 PLANES AND THE LEAD OF THE LGW GROUP OF THE LEAD GROUP AND BOTH OF OUR WING SHIPS WERE SHOT DOWN.

A MEDICAL OFFICER WHO WAS WITH US ON THAT SHIP WAS WAVING TO THE BOMBARDIER ON OUR PORT SIDE AND HE TOLD ME THAT THE ENTIRE NOSE OF THE SHIP DISINTEGRATED. MOMENTS LATER, OUR OWN SHIP TOOK A FLAK HIT NEAR THE OXYGEN TANKS WHICH WAS RIGHT NEXT TO MY STATION. THE SWIRLING AIR & WIND AROUND THE OXYGEN TANKS LOOKED LIKE WE WERE ABOUT TO HAVE AN IMMINENT CATASTROPHE. AT THAT MOMENT I ASKED THE PILOT IF HE WANTED A HEADING & GAVE HIM A HEADING OF 115.

IT IS THE ONE MISSION I REMEMBER MOST VIVIDLY BECAUSE IT WAS MY 13 MISSION. I WAS ASSIGNED. THE NEXT DAY TO CHECK OUT THE INSTRUMENTS OF ANOTHER SHIP, IN A TRAINING MISSION AND FOR THE FIRST TIME IN MY LIFE GOT THE "SHAKES". I HAD TO GO INTO THE PLANE THROUGH THE WAIST GUNNERS ENTRANCE TO CONTROL MY FEAR OF FLYING, ON THAT DAY. FORTUNATELY, IT NEVER REOCCURRED.

251 S.W. 132 Way;H217
Pembroke Pines, FL.33027
Feb. 8, 1987

Mr. Russell A. Strong
24 Hillisdale
Kalamazoo, MI 49007

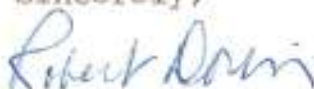
Dear Mr. Strong:

On page 4 of the current ECHOES is a request from an ex-RAF officer who would like to correspond with any 369 Squadron member who flew on the mission to Cologne, 15 October 1944. I did. I was a navigator.

Secondly, my wife and I are going to Britain for 32 days on a Saga Trip. We will be in London, FREE June 18,19 and 20, 1987. If your group will be there at that time, please let us know.

I look forward to your reply and please accept my thanks for your reply.

Sincerely,



Robert Dorin

P.S. I WAS WITH THE 368th Squadron NOT THE 369 SQUADRON
HOWEVER AT THAT TIME WE WERE HAVING MAXIMUM EFFORTS
AND IT COULD BE THAT THE GROUP OF 12 PLANES THAT I
WAS IN COULD HAVE ACTUALLY COMPRISED OF 368 and 369 SQ.

ON THAT MISSION, I WAS IN THE LEAD GROUP OF 12 PLANES
AND THE LEAD OF THE LOW GROUP OF THE LEAD GROUP AND BOTH
OF OUR WING SHIPS WERE SHOT DOWN.

A MEDICAL OFFICER WHO WAS WITH US ON THAT SHIP WAS WAVING
TO THE BOMBARDIER ON OUR PORT SIDE AND HE TOLD ME THAT
THE ENTIRE NOSE OF THE SHIP DISINTEGRATED. MOMENTS
LATER, OUR OWN SHIP TOOK A FLAK HIT NEAR THE OXYGEN
TANKS WHICH WAS RIGHT NEXT TO MY STATION. THE SWIRLING
AIR AND WIND AROUND THE OXYGEN TANKS LOOKED LIKE WE
WERE ABOUT TO HAVE AN IMMINENT CATASTROPHE. AT THAT
MOMENT I ASKED THE PILOT IF HE WANTED A HEADING AND

GAVE HIM A HEADING OF 115,

IT IS THE ONE MISSION I REMEMBER MOST VIVIDLY BECAUSE IT WAS MY 13 MISSION. I WAS ASSIGNED, THE NEXT DAY TO CHECK OUT THE INSTRUMENTS OF ANOTHER SHIP, IN A TRAINING MISSION AND FOR THE FIRST TIME IN MY LIFE GOT THE "SHAKES" . I HAD TO GO INTO THE PLANE THROUGH THE WAIST GUNNERS ENTRANCE TO CONTROL MY FEAR OF FLYING, ON THAT DAY. FORTUNATELY, IT NEVER REOCCURRED.

*P.S. This was returned to me,
as I had typed an
incorrect number on
the envelope.*