

DALE BRISCOE
7829 TIMBER TOP DRIVE
BOERNE, TX 78006

MARCH 19, 1989

DEAR DALE:

I READ ABOUT THE 306TH PROJECT FUND IN THE JAN, 89 EDITION OF 306TH ECHOES.

TEN DUCKS, I KNOW, ISN'T MUCH FOR NOW BUT I HOPE TO BE ABLE TO SEND MORE AS TIME 'GOES ON'.

I ALWAYS ENJOY THE ISSUES OF 306TH ECHOES THAT I RECEIVE AND LOOK FORWARD TO EACH ISSUE. THIS IS ABOUT THE ONLY CONTACT REMAINING TO ME SINCE LEAVING MY INVOLVEMENT WITH THE AIR FORCE IN 1952 AFTER 6 POST-WAR YEARS AS AN AIRCRAFT MAINTENANCE SPECIALIST AT TRAVIS AFB & NORTON AFB. THE LURE OF ROCKET PROPULSION WAS A GREATER ATTRACTION AND THE NEXT 16 YEARS PASSED RATHER QUICKLY AT AERODJET GENERAL CORP. IN AZUSA & SACRAMENTO, CALIF. THERE I HAD THE GOOD FORTUNE TO PARTICIPATE IN MANY OF THE 'LIQUID ROCKET' PROGRAMS FROM THE 'NIKE' THRU THE TITAN SERIES, GEMINI & THE APOLLO SERVICE MODULE PROPULSION SYSTEM. THIS LATER EXPERIENCE WAS A 'STAFF' ASSIGNMENT UNDER HERMAN CORLEN, AERODJET'S CHIEF ENGINEER.

IT WAS A STORY-BOOK WORLD THEN, BEING INTIMATELY INVOLVED IN THE DEVELOPMENT OF THE 'ENGINES' THAT WOULD EVENTUALLY TAKE MEN TO THE MOON AND RETURN THEM SAFELY TO EARTH. IT WAS A BIT OF A CHANGE FROM THOSE DAYS AT THURLEIGH, AFTER THE DEFEAT OF GERMANY, WHEN I WOULD UTTERLY ENJOY

CONT'D

THOSE 'SLO-TIME' FLIGHTS AS THE 367TH SQUADRON TECH. INSPECTOR / TEST FLIGHT OBSERVER. MY FAVORITE POSITION WAS IN THE BOMBARDIERS BOMBSIGHT SEAT AS IT HAD, BY FAR, THE BEST VIEW. ESPECIALLY ON TAKE-OFFS AND LANDINGS. I REMEMBER BEING THERE ONE HAZY MORNING, RETURNING FROM GLASGOW, WHEN THE PILOT (NAME NOT REMEMBERED) GAVE UP AFTER 4 ABORTED APPROACHES AND LANDED ON THE GRASS ABOUT 150' TO THE RIGHT OF THE RUNWAY. I WASN'T SO SURE I WAS WHERE I WANTED TO BE WHEN HE "FIREWALL'D" THE ENGINES AND SLID PAST THE RUNWAY IN A 60° BANK. THE GRASS LOOKED MIGHTY CLOSE TO THAT LEFT WING TIP. OTHER THAN BEING "LAUNCHED" BACK INTO THE AIR AS WE HIT THE RISE OF THE 'CROSS' RUNWAY THE REST OF THAT LANDING WAS UNEVENTFUL. IT DIDN'T CURE ME OF RIDING THE NOSE EITHER.

MY PRESENT EMPLOYMENT AS SR. PROJECT ENGINEER WITH POWER-ONE, A MANUFACTURER OF ELECTRONIC POWER SUPPLIES, HAS ALMOST SHUT ME OUT OF 'AEROSPACE'. TO COMPENSATE FOR THIS, I BECAME INVOLVED WITH THE TIMING AND SCORING CREW AT THE NATIONAL CHAMPIONSHIP AIR RACES IN RENO THESE LAST FOUR YEARS. THE RACES LAST YEAR WERE TIMED USING A TEN-CHANNEL TIME CLOCK THAT I DESIGNED AND CONSTRUCTED.

THE ACTIVITIES AT RENO, IN THIS CAPACITY, PROVIDES A MAXIMUM EXPOSURE TO THE "ACTION" AND THE REALLY ENJOYABLE ANNUAL RENEWAL OF CONTACTS WITH THE ANTIQUE AIRCRAFT AND PILOTS (RACING YET!) OF "OUR DAYS" WITH THE 8TH AF.

CONT'D

BACK TO THE SUBJECT OF PROJECTS, THERE IS A 'LONESOME' B-17 BEARING THE YELLOW FRAMED TRIANGLE 'K' OF THE 397TH B.G., SITTING ON DISPLAY AT THE TULARE CALIF. AIRPORT. IT IS IN CUSTODY OF THE LOCAL 'AMUETS' ORGANIZATION & THEY HAVE ONLY LIMITED FUNDS/CAPABILITY AVAILABLE FOR ITS UPIKEEP WHICH IS MAINLY CONCERNED WITH STAYING AHEAD OF VANDALISM. THIS BIRD WAS FLOWN IN TO TULARE PERSONALLY BY GENERAL MAURICE 'MO' PRESTON (RET) FORMAL CO OF THE 397TH B.G.. IT DESERVES BETTER THAN IT HAS BEEN GIVEN. IF YOU ARE AWARE OF ANY FUNDING OR GRANT PROGRAMS AVAILABLE FOR RESTORATION OF SUCH AIRCRAFT, PLEASE FORWARD THE DETAILS TO ME AND I WILL TURN IT OVER TO THE TULARE AMUETS.

GETTING 'WRITERS CRAMP' FROM THIS LONG-WINDEN LETTER SO WILL SIGN OFF FOR NOW.

KEEP UP THE GOOD WORK

Regards
 Roland Harper
 1732 MONTE VISTA DR.
 CAMARILLO, CA 93070
 805-388-1495

Robert N. Houser, Treasurer
306th Bomb Group Association
P.O. Box 13362
Des Moines, IA 50310

DISK 10A
ROLAND94
306BGA01.WPS
JUNE 2, 1994

Hello Bob:

Enclosed is my check #1497 in donation to the 306th BG Association.

Also, please update my listing in the 306th Directory:

1. Roland P. Harper --was-- Roland R. Harper
2. 435 Catskill Dr. --was-- 21995 Rodeo Ct. City & zip code same.
3. Telephone: (916)637-5141
4. My wife's name is Ruth K. Harper
5. Assigned to the 367th BS Aug-Dec. 1945 as Sqdn. Technical Insp., Engineering Operations. Under the Sqdn. Engineering Officer. This duty was, post-VE Day, on the Casey Jones Project.

It has been my good fortune, thru the years, to have maintained an involvement in various aspects of military aviation, rocket propulsion systems development & civilian aviation. My archive files include over 2200 related photographs & I am always looking for new sources.

Re; Your search to locate & I.D. 306th veterans, I will pole my various organization contacts for new name contacts. It seems like time is catching up with a lot of WWII vets. The 'obits' are getting longer every year & there is a lot of history out there that should be told & recorded. I have been working on my WWII experience recollections & hope to have it roughed-out this year.

Many thanks to you guys for the work you are doing to collect and publish the history of the 306th & its support squadrons.

Best regards



Roland P Harper
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Colfax, Ca 95713
(916)637-5141

cc: Russell A. Strong, Secretary/Editor

Russell A. Strong 6
5323 CHAUVIN PL
CHALOTTE, NC 28205 (704) 568-0153

JUNE 20, 2001

Hello Russ: < russell.a.strong306@worldnet.att.net. >

GOOD TO HEAR YOUR VOICE AGAIN,
RE: THE CASEY JONES PROJECT BOOKLET.

MY CHECK # 1003 FOR \$20 IS ENCLOSED IN
PAYMENT FOIL (2) COPIES.

I WAS GLAD TO LEARN THAT IT IS STILL AVAILABLE.
MY LAST 6-MO OF ASSIGNED ACTIVE DUTY WAS AS
~~367th AS~~ SQDN. TECH INSPECTOR UNDER THE 367th
FLIGHT OPERATIONS ENGINEERING OFFICER. (306 BGN)

IN THIS POST BELIEVABLE RESPONSIBILITY, IT WAS MY
GOOD FORTUNE TO STAMP-IN AS FLIGHT-ENGINEER
ON MANY TEST & SLO-TIME FLIGHTS. ALSO ON A
FEW "JOY RIDES". MY ONLY "MISSION" TO GERMANY
WAS FROM OUR BASE AT TAVELIGHT TO STUTTGART
TRAIN FROM TAVELIGHT VIA A WEEK RAIL JOURNEY
IN A MWI 40+E BOX-CAR TO CAMP LUCKY-STROCK
NEAR ROVEN. HENCE ON TO LEHARDE &
ABOARD THE VICTORY SHIP MADANUSKA TO N.Y. CITY-
TRUCK TO NEWARK N.J. AIRPORT / A 14 HR "GOONEY-
BIRD" ADVENTURE & A FINAL LANDING AT McCLUREAN
FIELD, SACRAMENTO WHERE MY UNIT AIR CORPS STAY
WEGAM IN AUGUST 1943 AS I FOUNDEN A TROOP TEAM
AT "SPRINGFIELD CITY" FOR A TRANSEON JOURNEY

TO CAMP FORT PATRICK HENRY & THEN
ABOARD THE SS CHRISTOPHER (PANAMA) TO GUEOC,
SCOTLAND, THEN BY RANGER TO GLASGOW & RAIL
TO LITTLESTRAUGHTON, EAST AGLIA.

PRICK TO MY WONDERFUL 6-MO WITH THE 306th
I TOURER MOST OF ENGLAND THEN OUT OF
SOUTHAMPTON VIA L.C.T. BOAT TO ONNIDA PITCH
HENCE TO PARIS & ALL POINTS NORTH & EAST.

THAT DUTY WAS AS ASSIGNED TO AN MR FR SPON
CRUEL OUT OF NEWVILLE, FL (5th S.A.D.) WE TOURER
WESTERN & NORTHERN FRANCE, BELGIUM & HOLLAND
IN THE REPAIR & REPAIRMENT OF BATTLE DAMAGED
B-17'S & B-24'S & CRASHES.

AS THE BATTLE OF THE BULGE PROGRESSED TAKEN DEC
1944 INTO JAN 1945 I FOUND MYSELF FIRING MY
COLT 45 AUTOMATIC AT ME-109'S & FW-190'S
WHILE STANDING IN A DUTCHMAN'S BACK YARD.
AT THE BRITISH-CANADIAN AIRFIELD B-53 IN
KIND HOVEN. THE OCCASION WAS JAN 1st 1945
WHEN THE LUFWAFFE LAUNCHED ITS 'LAST HURRAH'
OPERATION BODEN PLATE BOAT AIRCRAFT ATTACKED THE
ALLIED FORWARD AIRFIELDS, THEIR GREATEST
SUCCESS WAS AT KINDHOVEN.

Richard P. Taylor
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