

RECORD UPDATE

306th Bomb Group Association

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

Date completed NOV 13 1988

LAST NAME: Houghton FIRST NAME: Russell Title:
Street address: Rt #1 Box 739 Telephone: (207) 833 6695
City, state, zip: Orrs Island Maine 04066 - 9722

Date of birth: 8 Aug 1922 Wife's name: none

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

Last employment & job title: USAF Maintenance Superintendent

Year joined 306th Association: 1981

Reunions attended: (by year or location) 1981, 1982, 1983, 1984, 1985, 1986,
1987, 1988,

Serial #: 11016991 Sqdn: 368 Speciality: Aircraft Elect.

Date joined 306th: May 1942 If combat, what crew?

Special duties or assignments w/306th: Specialized Maintenance: Internal
Wing Repair

If commissioned w/306th, date & specialty:

Date departed: Oct. 1945 Highest rank/grade w/306th: S/Sgt

Other 8thAF units served with:

Top service assignments after 306th: SAC: 509 BW, 506 AirRef Sqd, 3rd Air Di
95 BW, 6th BW, 12th TFW, 58th Wear Recon Sqd,
USAF retirement date: 1 Feb. 1974 Rank/grade: Chief Master
Sargent

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

The many cold nights working on the flight line, The inside of a
B 17 wing making repairs, The mess kit we all ate out of, The
biscuit mattress we slept on, The bomb dump blowing up, Always
standing in a line for something. The A R C Club,

In the continuing search for 306th people, please inform the secretary as to any

RECORD UPDATE

306th Bomb Group Association

(Please complete as much of this form as you wish, and return to
Russ Strong at the reunion, or mail to Russ Strong, 5323 Cheval
Place, Charlotte, NC 28205) Little Rock 1989

Date complete 20 Sept 89

LAST NAME: HOUGHTON FIRST NAME: RUSSELL TITLE: CMS RET.
Street address: RT#1 BOX 739 Telephone: ()
City, state, zip: ORRS ISL MS 04066

Date of Birth: 8 AUG 22 Wife's name: ---
College(s) attended: --- Degree(s): --- Year(s): ---

Last employment and job title: USAF AIRCRAFT MAINTENANCE
SUPERINTENDENT

Reunions attended: (by year or location) FROM 1982 TO 1989 HAVIANT
MISSED A ONE

Serial #: 11016991 Squadron: 368TH BS Speciality: AIRCRAFT MAINT.

Date joined 306th: JUNE 1942 If combat, what crew:

Special duties or assignments w/306th: CASEY JONES

Number of missions flown: Date of last mission:

Date left 306th: OCT 1945 Highest rank/grade with 306th: S/SGT

Other 8th AF units served with: ---

Top service assignments after 306th:

USAF retirement date: 1 FEB 1974 Rank/grade: CMS E-9

Copies of old 306th orders, either from the Group or Station 111, or any of the
squadrons or other units, will be welcomed by the secretary.

If you know of other 306th people who do not appear in the directory, please add
their names and current or former addresses to this sheet so that we may search
further for them.

BILL ROUSSIN OF S. BERNICK DIED IN 1979 UNK CAUSE
368 BOMB SQ D

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: HOUGHTON FIRST NAME: RUSSELL TITLE: "HOOT"
STREET ADDRESS: RT #1 BOX 739 TELEPHONE: 207833-6695
CITY: ORRS ISLAND STATE: MAINE ZIP: 04066

DATE JOINED 306th ASSOCIATION: 1981

REUNIONS ATTENDED: (Years) 5 YEARS

WIFE'S NAME: _____

LAST EMPLOYMENT: USAF

COLLEGE(S) ATTENDED: DEGREE(S): DATE:

SERIAL #: 11016991 SQDN: 368 MOS: ? A.C. FLEET

DATE ARR: SEPT 1942 CREW:

DATE DEPARTED: OCT 1945 HIGHEST RANK IN 306th: S/SGT

SERVICE RETIREMENT DATE: 1 FEB 1974 RANK or GRADE: CM3GT-E9

DECORATIONS WITH 306TH:

TOP SERVICE ASSIGNMENT AFTER 306TH: A.C. MAINT. SUPERINTENDENT

SPECIAL ASSIGNMENTS WITH 306TH:

QUESTIONNAIRE

CATERPILLAR CLUB - IRVING CHUTE COMPANY

NAME:

COMBAT JUMP DATE & MISSION:

HEIGHT WHEN BAILED OUT:

ANY PROBLEMS WITH PARACHUTE:

306th Bombardment Group. SQDN:

900 Howard Avenue
Space 63
Escondido, CA 92029

15 November 1991

Russell A. Strong
5323 Cheval Place
Charlotte, NC 28205

Dear Mr. Strong,

I am a new proud Family Addition to the 306th Bomb Group Historical Association in that my father, Russell G. Houghton of the 368th Eager Beavers, submitted my name for membership. I am delighted he did so and am hoping to make the functions of the 306th a part of my life.

I am interested in obtaining a copy of the Directory, whether it be the 1990 issue or whatever. I have enclosed \$5.00, cash, for the directory. If I need to send more, please let me know and I'll do so right away. I would also be interested in obtaining some information regarding the window decals and the patches of the Association. Your assistance would be greatly appreciated if you could forward me price lists and any other information which you might think I would be interested in. I am very proud of my Dad and am so grateful that he thought to include me in this part of his life. He supplied me with three decals, the 306th Association patch and an "Eager Beaver" patch and I would like to get more.

Although I will not be able to attend the reunion in Bedford this coming year, I will be there in spirit. I have been to the Thurleigh area as well as Bedford a number of times and have felt the "aura" of being there where it all happened.

Again, thank you for any assistance you might be able to render to me.



Danny R. Houghton

9 Mar 72

Dear Russ;

I hope this is the info you need
for the new directory.

This first info will be good
from May until Oct every year.
The second info will cover from
Nov till April each year OK

RUSSELL G HOUGHTON (HOOT)

RT # 1 730 X 739

ORRIS ISLAND ME 04066-9722

TEL # 0-207-933 6695

368

8 AUG 1972

007-18-9596

FEBRUARY 1974 USAF CMS

Second info

RUSSELL G HOUGHTON

4444 E BENSON HWY #259

TUCSON AZ 85706 - 7939

NO PHONE

As you know I am going to
England on Program "B".

Do you have any info on

inviting English guests to the
"Welcome to Bedford" reception on Aug.
25th and also to the Hamper Dance
AT RAF Bedford on Aug 26

I would appreciate any
info you can get for me on
these two functions.

All the best Paul and I
will see you in England

"Hot"

PERSONNEL RECORD UPDATE

306th BOMB GROUP ASSOCIATION

Date. 14 SEPT. 94

Complete this form and return to Russell A. Strong, Secretary, 306th BG Assoc.,
5323 Cheval Place, Charlotte, NC 28205, to be filed with 306th records.

LAST NAME: HOUGHTON

FIRST NAME: RUSSELL MI: 6 TITLE:

Street Address: RT 1 BOX 739

Telephone: (207-833-6695)

City, State ORRS ISH ME

Zip + 4: 04066 - 9722

Winter Address: 4444 E. BENSON HWY Telephone: (602-574-3830)
#244

City, State TUCSON AZ

Zip + 4: 85706-7937

Date of birth: 8 AUG 1922

Wife's name: NONE

#c 1
#gc 3
#ggc 2

College(s) attended:

Degree(s), & when:

Last employment & job title & retirement date:

Serial #(s): 11016991

Squadron: 308 Specialty: ELECT

Date joined 306th: MAY 1942

If combat, what crew?

Special duties or assignments w/306th:

No of missions flown:

Date of last mission:

Date leaving 306th: OCT 1945

Highest rank/grade w/306th: S/SGT

Other 8AF units served with, and when:

Top service assignment after 306th: CMS A/C MAINT SUPER

USAF retirement date: 1 FEB 1974

Rank/grade: CMS

Copies of old 306th orders, either from the Group or Station 111, or any of
the Squadrons or other units serving with the 306th, are sought by the sec-
retary, as many of these do not appear in any collections of materials in
National Archives or the Air University.

If you know of others who served with the 306th and who do not appear in the
current 306th Directory, please add their names and current/WWII hometowns
or other addresses to the back of this sheet so that searches may be imple-
mented to add them to our present 306th roster.

Life in the Wing of a B-17

I arrived at Wendover Airfield on 3 June 1942 with the group of mechanics from Yakima, Washington, as an Aircraft Electrician. I was assigned to the 368th Bomb Squadron.

My first day on the flight line, M/Sgt Gunderson saw me and as I was a small, 5'5", 112 pounds, he said "You are just the man I need, Come with me". He lead me to a spot underneath the wing of a B-17. An access panel behind the #2 engine had already been removed. The M/Sgt asked me if I was claustrophobic. "I don't think so", I replied, with which he returned, "Well, we will find out real soon."

Inside the opening you could see the aft wing spar and in that spar was an opening of about 18" across the bottom, and 18" tall. There was a rib that ran diagonally from the top corner to the bottom corner. The M/Sgt pointed to it and said, "That's where I want you to crawl through, that Supercharger has to be changed and somebody has to unbolt it from the top." Pointing to some other men that were there, he said "The fellows will put you up in there, then they will put the panel back on so you can lay on it. Don't worry, I will be right here." And so they did, I was close but I was all right.

Then M/Sgt Gunderson said "Put your arms straight up over your head to make your shoulders as small as possible." I did so and got my shoulders through, but, when I got in up to my hips it was a little more trouble. I finally made it through and they took the access panel back off of the wing. That was a little nicer as removing the panel allowed a little more light and air circulation back in to the cramped space.

I was told to keep crawling through the space and I would eventually find more room to move when I reached the Supercharger. Sure enough, when I reached it, there was enough room for me to be able to turn around and put my feet toward the leading edge of the wing.

They handed me the tools needed to remove the ducting and hold the bolts so the guys underneath could remove the nuts and lower the Supercharger. It was really tight up in there but I was doing fine. Once they let the Supercharger down and removed it, I was helped down and out of the wing through the empty space left behind. That's when I finally got a chance to walk around and get my blood circulating again. The procedure's reverse soon began as I was helped back up into the wing. Next came the new Supercharger and I made all the required connections to complete the installation.

Now, to get back out of the wing, it meant reversing the procedure that had gotten me in there in the first place. I had to turn around so my feet went out first so I would end up on the access panel the correct way, then they removed the panel again and helped me down and out of the wing.

We only changed out that one Supercharger while in the 368th at Wendover, until we got to Thurleigh and started the high altitude missions. Those missions were a strain on the Superchargers and the control systems were undesirable, causing many failures of them on the "F" models.

About this time, maintenance realized we should go to a "specialized maintenance concept" where teams doing one task could work on all the aircraft in the group, not being restricted to one squadron. This would be a better utilization of available manpower and improve the commission rate. I think Bill Cavaness wrote an article about this for the Echoes some time ago.

There was a team from each squadron. Vigil- from the 367th, Houghton- from the 368th, Evans- from the 369th, and Bastida- from the 423rd. The order in which the Superchargers were replaced was based on the priority of the next day's missions and teams were assigned in that order.

It could take from four to five hours to change out a Supercharger and we just kept moving from one aircraft to the next, until all of them were replaced. We also spent a considerable amount of time in the aircraft's wings repairing battle damage, replacing fuel cells, and so on.

With the arrival of the "G" models, with the new electronic control systems, Supercharger replacements pretty much came to an end and the battle damage at that time was much lighter than before. It was about that time that I returned to the squadron to do Electrical Maintenance and modify the "F" models with the new electronic Supercharger systems.

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