

PERSONNEL RECORD UPDATE

306th BOMB GROUP ASSOCIATION

Date

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:

FIRST NAME: **Wilbur** MI: **A** TITLE:

NELSON
Street Address:

Telephone: **(218) 948-2678**

214 STATE ST.
City, State **Box 266**

Zip + 4: **56326** - - - - -

EVANSVILLE, Minn. 56326
Winter Address:

Telephone: **(218) 948-2232**

SAME
City, State

Zip + 4: - - - - -

Date of birth:

Wife's name: **FLORENCE Vivian** #c #gc #ggc

MARCH 24, 1921

College(s) attended:

Degree(s), & when:

Last employment & job title & retirement date:

Self employed MERCHANT JUNE 1987

Serial #(s): **17113954**

Squadron: **367** Specialty: **Radio OPERATOR**

Date joined 306th:

JUNE 10, 1944

If combat, what crew? **Different crews!**

Special duties or assignments w/306th:

Lead Radio OPERATOR

No of missions flown: **30**

Date of last mission: **Feb. 3, 1945**

Date leaving 306th: **MAR. 1, 1945**

Highest rank/grade w/306th: **T/Sgt.**

Other 8AF units served with, and when:

Top service assignment after 306th: **AAF Redistribution STATION #2 Miami Beach, Fla.**

USAF retirement date: **JUNE 13, 1945**

Rank/grade: **T/Sgt.**

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 secretary, 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 implemented to add them to our present 306th roster.

Evansville, Minn.

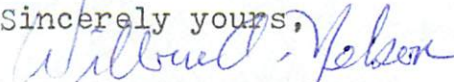
March 28, 2008

Dr. Vernon Williams
ACU Box 2803
Abilene Christine Universsity
Abilene, TX. 79699-8203

Dear Sir;

I have been a member of the 306 th. Bomb Group for many years. I was a radio operator with the 367 Bomb Sqd. 306 Bomb Group competing 30 missions. My last mission was to Berlin, on Feb. 3, 1945. Our group was one of the leads, so I am enclosing a copy of the original report. On this raid was the Rose of York, so I am enclosing a report of what happened to the plane. I am enclosing a few pictures of the Rose when she was on our base. I hope you can find these interesting.

Sincerely yours,



Wilbur A. Nelson



Mr Wilbur Nelson
PO Box 266
Evansville MN 56326

Wwill you please return to me the pictures of the Rose of York ?

FEBRUARY (con't)

ily. Unable to keep up with the formation, The Rose began to lag. When the group was about two-thirds of the way across the Channel, Daley was heard to say that he thought he could make England. That was the last word ever heard from the plane. With Daley was Guy Byam, a reporter from the B.B.C., recording this greatest 8th AF raid. Byam was a veteran of many major actions of the war, having once been torpedoed at sea and rescued. He was in France on D-Day and later jumped with the British at Arnheim, Holland. All other a/c returned. Other pilots for the 367th were: Lts. William B. Turner, William Wear, Dale R. Lenn, Jesse L. Patten and Walter W. Brasch,

6 FULDA, GERMANY - The 306th flew 36 a/c as the 40th B Group. Our squadron sent seven a/c, as follows: Lts. Dale R. Lenn, William Winslow and William Wear; Lt. Jesse L. Patten returned early, unable to find the formation, and Lts. William Turner, John K. Field and Walter W. Brasch flew the high element of the high squadron. Weather was the chief enemy on this mission from the outset. Assembly altitude was lowered to 6,000 feet and even so, several a/c were unable to find the group. Just before takeoff the PFF secondary was scrubbed, and before the I.P. was reached Buckeye reported the primary was overcast. The lead then picked a target of opportunity and a PFF run was made on Fulda, bombing through 10/10ths clouds with unobserved results. Considerable "stooging" around was done and all a/c were running low on gas when they returned. Low clouds and poor visibility coupled with this fuel shortage forced five of our a/c to land away from our base. In all, 22 planes from the 306th landed elsewhere, some in France. The only flak encountered was at the Dutch coast on the route in, when meager, but accurate, tracking flak was met. None of our a/c were damaged. No E/A were seen and our fighters gave good support until we left the bomber stream to attack Fulda. After this none were seen. All a/c landed safely and no personnel were injured.

9 LUTZKENDORF, GERMANY - The 306th flew 36 a/c as the 40th A Group to bomb the synthetic oil plant at Lutzkendorf. The Clay Pigeon Air Force flew eight a/c in the lead squadron and low element of the low squadron, Capt. Robert A. Cogswell leading. There was a 7/10ths overcast covering the target when the formation arrived. The lead could see the target and made a visual run. As we approached the target was open but a malfunction of the bomb bay doors made it impossible to drop even with the emergency release. After this was corrected, we made a PFF run on Nordhausen. At the last minute a break showed in the clouds showing the bombs would be over. The bombardier held them and made a visual run on Menteroda. Photos show direct hits. Moderate, inaccurate flak was encountered at Lutzkendorf. Meager flak, both going and returning, was observed north of Frankfurt. No E/A were seen and our P-51s gave close support all the way. All 367th a/c returned to base with no personnel injured. Other pilots for the Clay Pigeon Air Force were: Lts. Walter W. Brasch, William B. Turner, William Wear, Jesse L. Patten and John K. Fields.

10 DULMEN, GERMANY - The 306th flew 39 a/c as the 40th C Group to bomb

~~28~~ 29
FEBRUARY

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MANNHEIM, GERMANY - The 306th flew 39 a/c as the 40th A Group to bomb a railroad bridge at Mannheim. Our squadron sent nine a/c with Capt. Robert A. Cogswell leading the lead flight and low element of the high squadron. Major Earl W. Kesling, our C.O., led the group, flying with a 369th crew. Lt. William Winslow, flying spare, filled in the #3 position and flew the mission. Lts. William Wear and Raymond Overstreet, unable to find our group, flew and bombed with the 379th BG. The target was completely overcast and all a/c dropped on the lead with unobserved results. On the route to the target very difficult conditions were encountered, particularly during assembly. It was necessary to fly above 27,000 feet in order to get over a front while crossing the Channel. No E/A were seen and our P-51s gave meager area support from the IP to the target. A very meager low barrage was observed at Mannheim and none of our a/c suffered flak damage. No personnel were injured and all a/c returned safely. Other pilots for the 367th were: Lts. William B. Turner, Roland A. Lissner, Walter W. Brasch, Jesse L. Patten, Dale R. Lenn and Vernor J. Daley.

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BERLIN, GERMANY - Today's mission has been described as the most devastating raid ever run on the German capitol. The entire 8th Air Force threw its whole weight against the disorganized and panicky city. The aiming points were concentrated in that part of the city where the buildings which house the administrative agencies of the German government are located. At this time these agencies were swamped with the many problems connected with stemming the Red onslaught which threatened to engulf them, and the handling of the vast civilian population evacuated from the east. From this nerve center emanated the direction of the whole German war effort and soon through it flowed the bulk of material and troops for the Eastern Front.

The 306th flew 36 a/c as the 40th C Group. Our squadron, with Capt. Edward W. Magee leading and Lt. Col. Eugene A. LaVier, 423rd C.O., riding as air commander, flew nine a/c as the lead flight and low element of the lead squadron. The trip to the target was flown without incident. Buckeye reported that the target was open and when our group arrived at the target the bombardier was able to pick up his aiming point miles away. Photos show our strikes in the vital area mentioned before amid a scene of destruction such as few men have seen before. The German Air Force was unable to stop or frustrate the stream of bombers, and our crews report no E/A seen. Under these visual conditions, however, Jerry was able to throw up a wall of intense, accurate flak.

Just at bombs away Lt. George Lockett's a/c received a direct burst of flak in the right wing that tore off the wing. Up to four chutes were reported from the plane before it disappeared in flames. Lt. Roland A. Lissner's a/c was hit and a fire started in the #3 engine which later went out and he was able to land in Sweden safely. Sgt. George W. Beck, Jr., tail gunner for Lissner, was hospitalized in Sweden with a slight flak injury, the nature of which was not reported. Lt. Vernor F. Daley's a/c, The Rose of York, was hit and lost an engine. A gas tank was also hit and fuel was leaking stead-

(Tactics of E/A)

(Color, markings, etc. of E/A)

10. FIGHTER SUPPORT: (include time, place, and color markings:)

0950 hrs - p51 just inside coast - excellent - white + black horizontal stripes on tail - red nose, green nose, no gaps

C L A I M S

DESTROYED _____

PROBABLE _____

DAMAGED _____

(Fill out immediately separate CLAIM FORM for each claim.)

11. OBSERVATIONS: Give TIME, PLACE, HEIGHT, (List any observations of military importance such as balloons, decoys, dummies, camouflage, smoke screens, enemy signals; activity at airdromes, ports, water-ways, roads, railroad yards; concentrations of vehicles, troops, vessels; landmarks, new enemy installations.)

12. INJURIES TO CREW: (Give name, position in A/C, type of injury, how received, PLACE and TIME.)

W. gamma Murray - minor flat wound in shoulder

13. DAMAGE TO A/C: (Briefly)

flat damage

14. TECHNICAL FAILURES:

none

15. CREW COMMENTS: (Any unusual incidents? any suggestions?)

16. ROUTE: (Note especially any deviations from briefed route. Did Squadron or A/C come back with Group or alone?)

S-2 OFFICER

Mistha

TIME COMPLETED _____