

'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:

Name Nelson Ake

Address 18 Glen Forest Drive

City, State and Zip Code Boxford, Ma. 01921-1914

Telephone #, with the correct area code 508 - 887-8059

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 Kathryn Breon Ake

Your birthdate ~~XXXXXXXXXX~~ XXXXXXXXXX Martinsburg, Pa.

Social Security # 181 14 6009

Retirement date/place of employment/job title 5-30-82 ITT

SEMICONDUCTORS PROCESS ENGINEER

Send the above to Russell A. Strong

5323 Cheval Place
Charlotte, NC 28205-4937

704/568-0153

367th

June

20 April 1924

379-12-7272

January 1988/Western Michigan University/Senior Development
Officer & Director of Research for the WMU Foundation

Bafford Ma
July 2 87

Dear Russ & June

It was good to hear from you. I too had a problem with the 35 mm camera — I had no film in it! I took some after I discovered it and will send you one of the Coaches. I thought I had loaded the camera before I left home. The roll of film was still here at home. You can keep these prints I got 12 of Ed printed.

The camcorder pictures are very good. I will bring them along to Washington and anyone who wants to see them can do so in my room. I guess I took too many through the side window while the coach was moving — kind of makes you dizzy sometimes.

I had a bad case of jet lag when we got home. Ed Kathryn & I were playing cards around

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9 P.M. (our time) and I actually went to sleep between plays and was winning). I finally ran to bed after the game. If I hadn't run I would never have made it. Ed stayed with us 3 days to rest up before heading back to Fla.

I enjoyed the trip very much and ^{it} was nice meeting and enjoying the company of everyone on the tour.

Kus you sure have a cutl. wife! I did enjoy ^{both of} your company!

Fondly

Orson Ake

186 CENT FOREST DR
BOX FORD MA
01921

JAN 7 1991

Dear Russel,

I have a Cousin in Pittsburgh who sent me this Article. I thought perhaps you may be interested in it and may use it in the Echoes. It is recent and the Lawrence Foster mentioned from (Pittsburgh) is in the directory of the BOG and apparently from the 369th. I did not know him as I was in 367.

This B-17 may be another to add as flyable to your list "Where are today's B17s" in the Echoes of Oct 30/90.

We plan to be at the Reunion in Pittsburgh and look forward to seeing you there

(over)

Yours Truly
Nelson E. Cole

I would like to find the
following people from 367

Fred Fuller (my assistant & chief)
He was from Scranton Pa

Marvin L. Armstrong (went to Russia)
He was a Crew Chief

I'm So Busy I Haven't Got Time To Get Organized.

Oct 7 '93
Burlington

Hi Russ,

I ran into a guy today at my Therapy Maintenance Program from 306. I was wearing my 306 "T" shirt and he said I was the first guy he ever saw since he came home. I got all the info from him he could remember and I will write it down for you. I told him you would send the latest news paper etc. over

name:

(368)

Ben Scribner PHD

53 CENTRE ST.

DANVERS MASS 01923

TEL: (508) 774-5793

(BALL TURRET OPERATOR)

FINISHED
30 MISSIONS

(Bill) HAROLD TREASE - PILOT
ADDRESS UNKNOWN

CO PILOT: JACK SNOBBLE

NAV. GEORGE KEY

BOMBARDIER:

BILL MURRAY

AIRCRAFT NAME

"SALVIN' SACHEM" (368)

There is a picture of his crew etc
in Author P BOVES BOOK he has.

I could find none of the above in my
Directory.

2 March 1989

Dear Nelson:

June and I want to thank you for the copy of the tape of our England trip together.

It certainly brings back a lot of memories, and I particularly like having the voices with it, as it serves as a great refresher.

I know that you mentioned the tape at Las Vegas, and nothing was said as to cost. Not-knowing what I ought to send you, I am initially enclosing a blank tape, which I am sure you can put to good use.

As to the master sergeants certainly not all crew chiefs by any means were master sergeants I have come across quite a few names in my records that are not on the master sergeant list, and I think that at some time in the future I will run a list of crew chiefs. I am sure this would be of considerable interest to a number of people.

Thank you for the copies of your own papers, and I have corrected the zip code on my records, so that future issues of Echoes ought to go to the right places. We will publish a new directory in 1990, and that will have the update as well.

My current project is the indexing of all the issues of Echoes. This is quite a job, but I should have it completed within a couple of more weeks.

June and I again thank you for your hard work in taping our meanderings across England. We both look forward to seeing you again in Little Rock.

All the best,

Feb 23 1989

Dear Russ.

Bedford MA

Enclosed please find a copy of the V.H.S. I made during the trip to England in 1987. Also at the end I copied some shots of 2 B-17 I made in an air show in Manchester N.H. in 1986. I would have made you a copy sooner but my VCR was down for repairs for several months.

Also I talked to you about the April 88 Echoes article under "Master Sergeants" which makes it appear that all crew chiefs were master Sergeants.

I know I was a crew chief for a long time but never made more than S/Sgt. I suppose there were others too but I don't know of any of them. I had 2 aircraft B-17. One was "duration Plus" which had 54 missions in it when it was lent to 423 Squadron and didn't

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return. ~~The~~ ^{367th} Ben Peters was the pilot and
his crew finished their missions with it.

I then had a new B-17 called Sargein Saw.
I can't recall the pilots name but met
several of the crew for the first time since in
Las Vegas. The tail G was Joe Hammer.

Bill Neilson and Dick Schneider were
also there. I only talked with them a little while at
the end of the banquet - the plane was left over after the war.
I was going through some of my old
Army papers and made a couple copies
for you - enclosed.

Also my Zip Code is mis printed
in the 1988 Directory I should be
01921. I received a Christmas card
in the end of Jan because of that.

I am enclosing two photos one of "Duration
Plus" and one of Sargein Saw.

Haps to Sargein in Little Rock

Very truly
Bill Neilson aka

367TH BOMBARDMENT SQUADRON (H)
Office of the Squadron Commander
United States Forces

(A/L/rho)

APO 557,
28 June, 1944.

SUBJECT: Recommendation for the Bronze Star.

TO: Intelligence Officer, 306th Bombardment Group (H), APO 557.

1. For exceptionally meritorious achievement and outstanding devotion to duty and performance of assigned tasks as crew chief of a B-17 Aircraft which completed 26 missions without an abortion or mechanical malfunction over Germany and enemy occupied Europe during the period between 24 March, 1944 and 23 June, 1944. Sgt NELSON E. AKE, 13030986, 367th Bombardment Squadron (H), 306th Bombardment Group (H), APO 557, is recommended for award of the Bronze Star.

2. Sgt AKE was assigned as crew chief of B-17G _____ upon its arrival in the Squadron. Though handicapped by a serious shortage of airplane mechanics, Sgt AKE and his crew, have, by working assiduously and tirelessly, kept his aircraft ready for the next mission. Sgt AKE, to whom passes and free hours are of secondary importance, has performed his duties with the skill that is reflected in the high degree of perfection of his maintenance. The efficiency and capacity which characterizes Sgt AKE'S performance of duties reflects great credit upon himself, his Squadron and Group.

3. It is with enthusiasm that I recommend Sgt AKE for award of the Bronze Star.

ROBERT C. WILLIAMS,
Lt Col., Air Corps,
Commanding.



EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

This
CERTIFICATE OF MERIT


is awarded to

SERGEANT NELSON E. AKE
13030986
Air Corps, United States Army

IN RECOGNITION OF CONSPICUOUSLY MERITORIOUS AND OUTSTANDING PERFORMANCE OF MILITARY DUTY

Citation

While serving as Maintenance Crew
Chief of B-17 Aircraft in the 367th
Bombardment Squadron (H).



H. H. UPHAM,
Colonel, Air Corps,
Commanding.

CONFIDENTIAL

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Commanding Officer

The 1st Bombardment Division has been awarded a Presidential Citation for "extraordinary heroism, determination and esprit de corps in action against the enemy on 11 January 1944." This award is the highest that can be given to a Unit. It is equivalent to the Distinguished Service Cross, which is the second highest award that can be given to an individual.

The targets of the 1st Division on 11 January were the Focke Wulf assembly plant at Eschersleben and the factory supplying parts for Junkers fighters at Halberstadt, both in central Germany, about 300 miles inside enemy territory. The 306th Group, flying its 104th mission with Colonel Robinson leading, led the attack on Halberstadt. The other Divisions were scheduled to hit aircraft plants in the same area.

Two hundred seventy five Fortresses, including 33 from the 306th Group, comprised the 1st Division. Shortly before the Division reached its target areas, a recall was sent out from headquarters because increasingly bad weather threatened to close the home bases. At that time some of the bombers of the other Divisions and some of the fighters which had been assigned to our force returned to their bases. The 1st Division Air Commander, however, because of the extreme importance of the assigned targets, decided to carry on the attacks. Both targets were hit visually with excellent results.

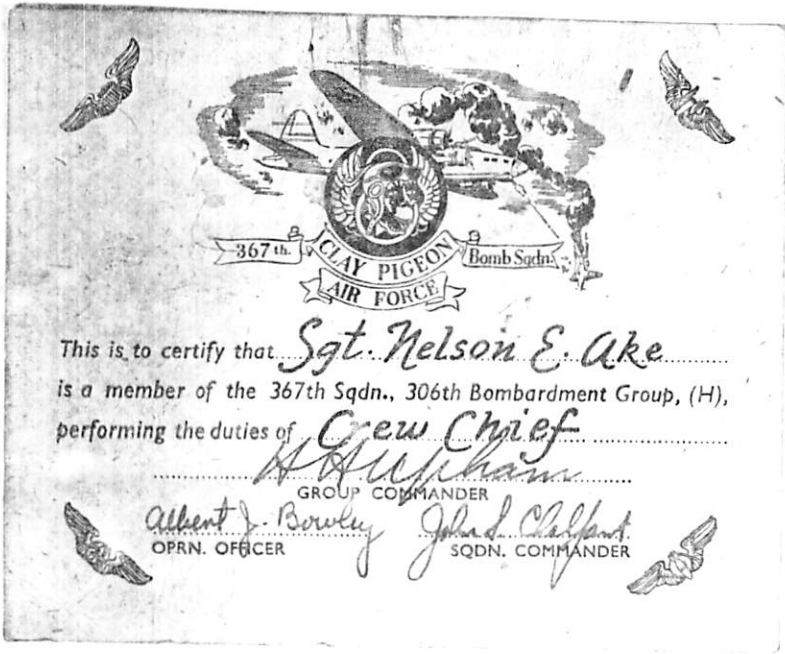
For two hours, from the target to the North Sea some 300 miles away, the Division, with its reduced fighter escort, fought its way through flak and unceasing fighter attack by FW 190's, Ju 88's, Me 109's, 110's, 210's and 410's. Of these, the Division is officially credited with having destroyed 210. This is the largest number ever destroyed by one Division on a single mission. Forty three more were probably destroyed and 84 damaged. These attacks knocked down 42 bombers of 1st Division, but there were five enemy fighters destroyed for every bomber which failed to return. The 306th Group was subjected to particularly savage attacks, during which we lost 5 aircraft in less than 10 minutes, including both of Colonel Robinson's wing men. This Group destroyed 17 fighters probably destroyed 4 more and damaged 14.

Practically all the 306th aircraft were shot up -- thirteen severely. Three were so seriously damaged that they were scrapped. One man was killed, 13 wounded. Many were recommended for and received special decorations for heroism against heavy odds and for their efforts in successfully returning damaged aircraft and wounded men to England.

This mission was one of a series of heavy and effective blows which finally broke the back of the German Air Force. Not only were a great many aircraft destroyed in the air, but manufacture and assembly of new fighters was critically curtailed. The spectacular and destructive advances by ground forces on all fronts would have been impossible without the work done by 8th Air Force heavy bombers. In these operations, the 1st Division, the oldest Division in the E.T.O., has been outstanding from the beginning. The 306th Group, one of the original Groups and the oldest in continuous combat, has played a major part in these successes, and every member of this organization, on the ground or in the air, can feel justly proud of his contribution toward the successful prosecution of the war in Europe.

A Distinguished Unit Badge identifying this citation will be issued to all individuals who are assigned or attached as members of the 1st Bombardment Division, to become part of the uniform as follows:

- a. Individuals who were assigned or attached to this command on 11 January 1944 are entitled to wear it as a permanent part of the uniform.
- b. Individuals who have been subsequently assigned or attached are entitled to wear the Badge as long as they remain with this command.
- c. This decoration will be worn with the class "A" uniform at all times on the right breast centered over the pocket.
- d. Authority to wear the Distinguished Unit Badge permanently will be noted in service records and Qualification Cards.



This is to certify that Sgt. Nelson E. Ake
is a member of the 367th Sqdn., 306th Bombardment Group, (H),
performing the duties of Crew Chief

H. W. [unclear]
GROUP COMMANDER
Albert J. Bowley John D. Chappant
OPRN. OFFICER SQDN. COMMANDER