

3-28-96

Mr Russell Strong,
5323 Cheval Pl.,
Charlotte, N.C. 28205

Dear Russ-

Reference the January '96
Issue of 306th Echoes, I can
furnish the names of my crew-
(picture identification line 6 @)
from left - William Nash, P; Joseph
Shepherd, CP; Paul Heller, TS; Robert
Stevenson, N; Scottilino, R; Paul
Anderson, B; "Pop" Kelley ^{crew chief} TT (Eng).
We arrived at 306th in early
May 1944, after an eventful trip.

2.
we were weathered in at Goose
Bay, Lab, for 9 days & then
proceeded on our way to Keflavik,
Iceland. Enroute we ran into
weather over the North Atlantic,
and inasmuch as our pilot (Wagner
Erwin) disliked flying in
weather on instruments, we flew
below, around & above the clouds
and finally got hopelessly lost -
Bob Stevenson, the navigator,
kept his log up to date, but
the pilot elected to do his own
navigation. Needless to say we
got lost & just flew around
for several hours. Finally, the
fuel gauges showed close to
empty so the pilot decided to
descend through a hole in the
clouds and ditch in the North
Atlantic (a rather chilly thought

3/13 April). As we peered through
the cloud break, the navigator
stated that Keflavik Air Base
was ahead of us, so we literally
dived ~~to~~ toward the air
strip and landed down wind.
We taxied to the end of the
runway & the engines died—
No more fuel.

We flew as a crew for a few
missions & things with the pilot
got worse, so we decided
to visit the Squadron Commander,
L. Col Salada - we told him of
our dissatisfaction with Erwin
& asked that he remove him
from the crew. Col Salada said
he had never heard of such a
request & would think it
over. As a result, our crew was

disbanded and each crewman
I flew as extra in many crews.
One day we ran across Willie
Nash, a pilot ~~br~~ who had lost
his crew over France (Willie
was in the hospital at the
time). We asked him to take
over our crew & he reluctantly
said he would, and permission
was given by the C.O. We
became a happy crew and
completed our tour (30 at that
time - I had 32). The break
up of our crew can be verified
by Don Ross, our squadron
Bombardier at that time.
He is the one who advised me
of the decision. Don & I remained
friends until I left the U.K.,
however there has been no

5/ contact since.

I'm not telling you this sad story to get the story printed, nor to get sympathy. This is water over the dam - the crew members all returned safely from the U.K., & I have not been in contact with most over the years. I hope to get to one of the reunions before it is too late - the "Obit" column seems to be growing.

Thanks for many years of reading the "Echoes" and for the video & the book you wrote - Great job.

P.S. Retired from Sincerely
S.A.C. July '64.

Paul H. Anderson