

# Updating the 306th

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306th Organization: (If you prefer an organization other than that shown on the label, please indicate \_\_\_\_\_)

Military Rank: That for regular retired officers is shown as indicated in the 1972 USAF Register. If yours is incorrect or unlisted, please indicate that which is correct:  
Rank \_\_\_\_\_ Regular \_\_\_\_\_ Reserve \_\_\_\_\_

Title: Professional titles are indicated if known. If you would prefer to have one used, please indicate it \_\_\_\_\_  
If you would prefer to have no title used, check here \_\_\_\_\_

Do you know the present or former location of any 306th people whom you do not find in the current directory? If so, please list them below with last known location. This may be a complete present address, a WWII address, or only a city and a state. We will endeavor to locate such persons as time permits.

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Searching: If you care to assist in searching out information on people in your area, the secretary will be happy to send you his State Lost List. Please check

Send this form to:  
Secretary  
306th BG Assoc.  
5323 Cheval Pl.  
Charlotte, NC 28205

Col. Harold J. Rau, who commanded the 20th from 20 Mar 44 to 25 Jun 44 and from 27 Aug 44 to 18 Dec 44.

"One of the missions that I recall being a little interesting, was a mission I flew leading the Group on a 'Droopsnoot' attack. We had a bombardier named Herschel Ezell, nicknamed: 'Eze,' so our 'Droopsnoot' had the name, 'Eze Does It!' painted on the nose. On this particular day, we were bombing an aerodrome way down near the Loire River. Coming in over the target, just as we released our bombs, we took a direct hit in the left engine of the 'Droopsnoot,' which tore part of the engine completely out of the airplane and parts went tumbling down to the ground. The plane went into a spin, completely out of control and I was half stunned by the explosion. 'Eze' sat up in the nose, which was just about impossible to get out of and very calmly said, 'What are you going to do, Boss? Are you going to bail-out? I hope you don't get out and leave me sitting up here by myself.'

"At that point, I was too busy to talk; I was fighting that airplane with everything I had, trying to get it under control. We spun down about 15,000 feet with pieces falling off the airplane all the way. I finally got the thing steadied down, stopped the spin and finally had it flying level on one engine. I looked around and the whole Group had gone. At this point we were alone, 300 miles inside enemy airspace,

was flying again. It was a harrowing experience for me, but I'm sure it was ten times worse for poor ol' 'Eze' up there in the nose; not knowing what the heck was happening, what I was going to do, or how he was going to get out of there!"

"Largely the creation of Col. Cass Hough of Operations Engineering, the 'Droop Snoot' was a P-38 converted to carry a bombsight and bombardier in the nose . . . Changes involved all armament and associated equipment being removed from the nose, an escape hatch fashioned in one side, a plexiglas molding fitted to the front, Norden bombsight and

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