

Furman L. Henry
6117 W. Berridge Lane
Glendale, Ariz. 85301
369th - 42 - 45

Dear Bill,

12-23-79

In going thru the list of missing
306th members from the combined states
at 8th re-union in Phoenix ch find
several people missing

- 369th 1 - Roland (Jack) Cameron - Zanesville, Ohio
? 2 - Frank Hoover - Zanesville + Steubenville
369th 3 - Haggerty (can't remember 1st name) South Boston, Mass.

368th Walter Friest or (Faust) Conby, Oregon

423rd Frank Kiedly - Brooklyn, NY

The Le Roy (Pee Wee) Whitman from Ruthwood
LA. 369th was a close friend + drove an
oil truck. His family was very wealthy
Rice knowers in the Ruthwood area
+ he had some Bros + sisters. I lost
contact with him in 1948 when ch was
in school. Somebody in his town should know him
ch had Camerons address, + wrote him
for awhile thru 47 + finally had a letter

returned. He owed me money & I kept dunning him for it. Cameron & Hoover were Oil Field workers before the war. Both are retiring age.

The Henry V Percie from Cleveland, Oth. was a Jeep driver until late in the War & then went on the line helping ground crew a plane. Henry was prone to trouble & spent some Guardhouse Time & lots of K.P. duty (5 foot tall Polack) Don't know if you remember the race around the Perimeter between a Jeep & a P-38 from a running start at the Tower. The P-38 Pilot was a friend of ~~the~~^{our} Base C.O. & challenged him a \$50.00 bet that a good Jeep driver could get around faster than the P-38 (5 laps eh think) Percie was the driver in the only Ford built Jeep on base & won the race by several hundred feet. The P-38 flew Right Engine feathered, Wheels & Flaps down. with Cowl flaps & Canopy Open. The P-38 of course was covering more distance than the Jeep so the Jeep had an advantage. Later the P-38 had to leave, we had a B-17 taking off on flight test & slow Engine time - the P-38 taxied close in behind the

B-17 + when it started to roll the P-38 used the Prop blast for lift & was off in about 100 feet, he reeled wheels & flaps, went over the 17 and down on the deck in front to climb out in Victory rolls. Percie said Our C.O. gave him a good Tip, but would never say how much.

Bill, do you know if Major Stanbo 369th Ground Exec. is still alive? He had the controlling interest in ~~State~~ Schlitz Beer Brewery. I understand his wife was in charge while he was with us & was about to loose control thru some kind of stock split. He couldn't get leave to come home so out of frustration he attempted suicide with a Service 45 after a Volley Ball game one afternoon. The shot didn't kill him & after recovering in the Hospital in Cambridge or Oxford he was sent home. I've often wondered what ever become of him.

It'll be damned, what luck (You had a Floyd Williams Jr. from Phoenix on your wanted list. I interrupted the letter to call a Williams by his name, his wife answered saying he was in a Mechanic in a Bomb Dep. in England

42'-45. She couldn't remember what outfit.
 He is in Hospital recovering from some
 ailment & will be home tomorrow 24th
 He is to call me when he gets home.
 Could be the Floyd Williams ~~was~~ we are
 looking for.

You have a Richard L. Hesser from
 Winslow AZ. listed - I'll try to locate him
 after the 1st of Year early.

I sent Tom's Cards⁺ to several people
 I knew from the July 78 Computer list
 and have reced. Cards & letters from all but
 two. & expect to hear from those soon.

The Edward G (Eddie) Barron you had
 listed having his Echoes returned from
 306 Orchard Terrace, Pittsburgh, PA. 15238
 was a very close friend, he drove Refueling
 Trucks. His family was well-to-do Farmers
 12 Miles west of Pittsburgh before the War.
 Eddie married an English girl about a year
 before we left over there. I corresponded
 with him for about 10 years & finally
 lost contact. He & Wife used to spend 2 or 3
 months a year with her family in England.
 He had Brothers & Sisters ⁱⁿ the Area, hope contact
 can be made again.

V 368th I think

There was a Crille Jordinan from Litchfield, AZ. employed by the Goodyear Farms Division of Goodyear Rubber + Aerospace. He married an English Girl. She become home sick after 10 years + he returned to England with her - transferring from Goodyear over here to a Goodyear Plant in England. around 1956. Perhaps our Contact in England can Locate him.

Well! Bill, guess I'd better close for this time + Wrap some Xmas. Gifts
Sometime after 1st of year will send some Photographs + related stories.

I'm enclosing a stamp for your answer on Major Stanke if you have any information on him would enjoy receiving it.

Please accept this belated Wish for a Merry Christmas + a happy New Year

Keep up the Good work.

Sincerely
Leroy Henry

MR. F.L. HENRY
6117 W. BERRIDGE LN.
GLENDALE, AZ 85301

Dear Bill,

Will take this opportunity to drop you a note & send a few Photos of 306th history. I'm layed-up in bed with the damned virus flu & have been away from work for a week & the inactivity is running me nuts - so too speak.

You may ^{have} Photo's similar to these, if so, use what can and PLEASE RETURN ALL to me when finished with them.

Pictures are numbered on the back to correspond with the description of each.

1 & 2 are Photo's of the 1st people to arrive in Wendover, Utah, ~~January~~ ^{March} 1942, The Sand Bag revetments were built by civilians from Salt Lake & Hill AFB soon after the Japs bombed Pearl Harbor to protect B-18's & later our incoming B-17's from Jap bombers. There were few buildings then HQ, Chapel, theater B.O.C. Combination Mess Hall, Motor Pool, MP Shack and a large Tent City for Personnel
(OVER)

We dismantled all the sand bags in April & used them to build a Gunnery track in Salt Mud on the S.W. Corner of the Base. The C.O. on our arrival was a Capt. Smith for the Ground contingent. There was 2 or 3 Air Corp ~~of~~ Pilots there who were qualified to fly a B-18 and a old vintage A-~~17~~¹⁷-A attack Fighter Dive Bomber used by the Navy & Air Corp. (Northrop I think)

We were the 43rd Bomb Grp₁₇ then.

③ The B-18 - it & the A-~~17~~ were the only Planes there when we arrived.

That's me standing Guard duty. In April May, June & July we put the 306th together under Overaker who took us to England.

④ P-47 Jug visited ~~our~~ Thurleigh one day & ignored Barricade & tower Red lights & landed in Freshly poured concrete on the North end of the main-runway. Some Colonel was the pilot. Wit concrete packed the nacelle - made it so nose heavy it would ^{not} rest on tail wheel until Engine & Cowling were removed.

(5)

III

This is the A-20 that was parked near The Tower at Thurleigh. It was seldom flown but on occasions Group Crews who had completed Missions were allowed to Joy ride in it. It was damaged by some Crew members from the 368th buzzing their Sqdn. Area. They hit some huge Cottonwood + Chestnut trees. Only one injury - that was to the man in the Nose

The Plexiglas nose was crushed, so was Cockpit Glass, one prop blade broken, belly ripped from nose to tail, left wing tip + aileron damaged, left stab sheared off + damaged nose gear. The fellows were lucky to survive + it took a skilled Pilot to land it. (I watched it land)

(6) This is I believe the 1st B-17

to make a one wheel landing on our base. It had been hangered for some Battle damage + also 500 or 1000 Hr. inspection. Don't ^{know} the Sqdn. or Crew Chief but was test hopped one morning after repairs + while Airborne they learned the left gear would not extend - it couldn't be cranked down either. They flew the Fuel down low + landed on the Grass
(OVER)

IV

with the roll-out going toward the opening between 368th & 423rd parking area. It was damaged beyond repair, was salvaged for parts. This may have been the ship with some C.A.F. Lancaster crew members on a guest ride. We had several come in one time from ~~the~~ near the Scotland Border off a night mission. Their base was weathered-in so they spent the ~~late~~ afternoon, night & following day on our Base - some of the crew wanted to ride a B-17. They weren't pleased with ^{our} hospitality from the one wheel landing.

⑦ This is a 368th ship with Blast damage. It was the nearest ship to the bomb dump when ~~some~~ ^a time delay bomb exploded that couldn't be disarmed - or softyed for removal. A new crew aborted one day & didn't drop their time-delay load in the Channel.

~~The~~ ~~was~~ The bad bomb was buried deep in the dump awaiting the Explosion which came very early the following morning. The concussion really shook things. Our barracks

radio was blown off its shelf & the stove tipped over - pictures & nick naks over our bunks were scattered. My barracks was near the Danger line on the South end. where all Special Equip Operators & other Specialist people lived. I understand the Pilot was ~~was~~ given some kind of punishment for returning time delay bombs. I can't remember the Sqdn. he belonged to - but the 17 was a wash-out (Photo) and was salvaged.

⑧ This 17 returned from a mission shot-up badly & landed without brakes. It over-ran the runway off into some rubble which had been removed from broken runway concrete & dumped at the North end of the Main runway by English repair crews. The plane received more damage from the sudden stop. The crew was still unloading when I took the picture & there was some wounded. There is a comical note unseen ⁱⁿ the picture. The left wing tip struck one of the Out door privies that were placed here ~~over~~ there around the line & knocked

(OVER)

the roof off + several of the top bricks layers. It happened to be occupied by some hapless soul + he received cuts + bruises + one hell of a scare. He was seen bursting out the door with Cover-all down around his knees trying to run from the scene.

Bill, I wish I could remember Sgdne. + names of people in the Number 8 Photo but 35 years have wiped them away.

Perhaps, if ^{you} publish these Photos in Echo's you will receive feed-back about details from people directly involved.

For 2 1/2 years I was a Fuel and Oil truck Operator. I knew Ground crews but very few Flying crews.

Hope these will help our 306th cause.

Sincerely,
Laway Perry

1281

MR F. L. HENRY
6117 W. BERRIDGE LN.
GLENDALE, AZ. 85301

Dear Bill,

Inclosed is a money order
for \$12.00 as a contribution
for the 306th Echoes
News Letter. I enjoy it
very much + want to keep
it coming.

I had a great time
at the Mini-re-union in
Phoenix along with the 8th
AF re-union and only wish
more of the re-union could
be held in the Western
States

I would like to have
back issues of our News Letter

II

if available and will send
more money after January
1st

Will send some 306th
Photos later on in 1980
with related stories, some
are quite amusing + some
are sad but may be of
interest to other 306th
members.

I can also furnish some
names that were not on
the wanted lists in Phoenix

Sincerely
Ferman Lacey Henry

MR FERMAN L. HENRY
6117 WEST BERRIDGE LANE
GLENDALE, ARIZONA 85301

Dear Sir:

I very recently received the reservation applications for the 8th Air Force re-union in Phoenix, which is only 5 miles from my home in Glendale.

I had to join the 8th Air Force Historical Society to become eligible to attend and of course with my membership Card I received the 3 back issues of their news letter.

I was amazed & pleased to learn of the organization and to learn of the re-union so close to home. I plan to attend, and hope many people from the 306th attend as well as I'm looking forward to re-newing old acquaintances and friends if any are present.

In all these years I was never aware that an organization for the 306th existed so you can imagine how surprised & pleased I was to find your address in The February issue

II

of the 8th Air Force News. Your address was given by the editor on an inquiry of a man from Holland wanting to learn of two crew-men shot down over Holland, one was strafed in his chute & the other taken P.O.W. ~~from~~ possibly from the 306th

It was a ground crew-man the whole length of the War in the 369th Sqn. from Sept. 42 thru August 45 till such time the High Point men were transferred into a 51 Mustang Fighter Sq. near Oxford to be transferred home and discharge. He was released on Oct. 5th 45

He bought the 306th History when Author P. Bove had it published in early 46 and believe me its worn a bit thread bare from being shown to relatives, friends and Young Jet pilots from Luke Air Force base so many times.

While in England he had available a Kodak 620 Bellows Camera bought in London & had the good fortune of being

III

^{able}
^ to keep a good supply of film on hand both from home & the Black Market. Thus was able to expose lots of film both on the Base & off. Unfortunately ch no longer have any negatives as ch loaned them to another 369th member who re-sided in Zanesville, Ohio and they never were returned. ch still have all the Photographs in good condition.

My reason for writing of course is a request to be put on the 306th News Letter mailing list. ch can't think of anything ch would enjoy more than ^{to} be able to reminiscence with our News Letter and since I'm un-aware of any charge or costs involved please inform me of the details and ch will oblige with the necessary money to cover the charges.

I will be willing to share my Photographs providing of course that they can be returned to me in good condition. My children & Grand children would never forgive me if they were lost.

IV

ch attended School from 46 thru 50 with a Gunner from the 388th Grp. and we are employed by the same Company. We talk about the past WWII years quite often. He is out of touch with his old Grp. also.

We also have a fellow that belonged to the 56th Fighter Grp. - a Mustang A + E whose C.O. wrote the book *Big Friend, Little Friend* - all about escorting 17th + 24th over Germany + strafing runs on the way home.

I've suggested they contact A.F.H.S. to get in touch with their old Units

ch joined the Military Book Club many year ago + have aquired a nice collection of Books over the years about all the Air Force Units that flew the world over.

Russell, I've rambled on for several pages - hope ch haven't bored you to much but its nice to remmence old times. Hope to hear from you soon

Sincerely
Ferman L. Henry

P.S:

OVER

Ch joined the 305th at Wendover,
Utah, in February 42 fresh out of Basic
training when it was still the 43rd
Aerial Re-con Photo outfit (Not sure
about the 43rd) memory doesn't recall.
Our History would reveal the outfit
of course and it was stationed at
Tucson, Arizona and became the 305th
at Wendover. Ch went to School from
there.

Once again
Sincerely
Henry