

PERSONNEL RECORD UPDATE

306th BOMB GROUP ASSOCIATION

Complete as much of this form as you wish, and return to Russell A. Strong, Secretary, 306th BG Association, 5323 Cheval Place, Charlotte, NC 28205.

Date completed 5-1-92

LAST NAME: LINGWALL FIRST NAME: ALLAN MI: H. TITLE: PILOT

Street address: 3411 OLD COLONY RD. Telephone: (214) 337-0723

City, State, Zip: DALLAS, TX. zip + 4: 75233 - 3111

Date of birth: 1-19-1923

Wife's name: LAYONNE

College(s) attended: NONE

Degree(s):

Year(s):

Last employment & job title & retirement date: US POSTAL SERVICE NOV. 1980  
LETTER CARRIER

Reunions attended: NONE

Serial #: 0-759696 Squadron: 369 Specialty: PILOT

Date joined 306th: JUNE 1944 If combat, what crew: A. LINGWALL

Special duties or assignments w/306th:

Number of missions flown: 35 Date of last mission: OCT. 14, 1944.

Date left 306th: OCT. 1944 Highest rank/grade w/306th: 1ST LT.

Other 8th AF units served with: NONE Adv Pilot Trng Class: 43 J  
Site of Adv Pilot Trng: FORT SUMNER N.M.

Top service assignment after 306th: FERRY PILOT, AIR TRANSPORT CORP.

USAF retirement date: NOV. 26, 1946 Rank/grade: CAPT. (RESERVE)

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 Federal files:

If you know of others who served with the 306th who do not appear in the current 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.

1 Lt. JOSEPH G. SCHWET NAVIGATOR  
HARRISBURG, PA.

~~717~~

1 Lt SAUL (STEVE) SOIFER BOMBARDIER PURPLE HEART  
NEW YORK, N.Y.

1 Lt EARL F. SHOOP CO-PILOT ENLISTED IN AIR CORP  
BOSTON, MASS. WHILE A SENIOR AT BROWN UNIV.

THIS MAN KEPT A CONCISE DIARY DURING HIS  
TOUR AT THE 306<sup>TH</sup>. IT WAS CONFISCATED BY THE  
MILITARY WHEN HE LEFT FOR THE STATES.

SGT. LEROY SCHOLLER <sup>617</sup> BAIL TURRET  
VALLEJO, CA. ~~707/642 7011~~

I KNOW THESE MEN TO BE DECEASED

HARRY HOLMS SGT. W. GUNNER

EDWIN IRWIN SGT. TAIL GUNNER

ALL THE ABOVE WERE MEMBERS OF ALLAN  
LINGWALL'S CREW, 369 SQUADRON.

8 May 1992

Dear Allan:

Appreciated receiving your completed biographical form today, along with the notes on the back.

I have tried to contact Schwet and Shoop, without success, and have updated my records concerning Holms and Irwin. Also missed on Schuller.

Saul Soifer died in July 1980, I learned some months ago from one of his sons. He lived on Long Island, NY.

If you have your 201 file, would you be so kind as to copy any of the orders you received at Thurleigh and send them along to me? These make much better copies than off the microfilm I have, and frequently are easier reading.

If you have your Form 5, and there is a copy of your pilot graduating class, I would also like to receive a copy of it as well.

I'm glad we finally located you, having added quite a number of pilots to our roster in the last six months. I still figure there must be about 3,000 living men out there who served with the 306th in one capacity or another. My card file numbers nearly 11,000 men who served between 1 March 42 and 30 April 45.

There is also a rather large contingent located in Dallas, as you may have noted. We also had a reunion some years ago in Fort Worth.

All the best,

6-24-99

Dear Russell,

With your help, I have traced my crew up to the present except for my navigator Joseph G. Schwet and my co-pilot Earl F. Shoop.

From letters I had written my mother during my service time Jan. 10, 1943 to Sept 1946 I have learned Schwet was at Ellington Field Tex. for pilot training in Jan. 1945.

On the 29 of January, 1945 Earl Shoop was assigned to the Office of War Information in Midland Tx.

I do not know if you are still in the process of looking

into the whereabouts of the  
306 Bomb Group family.  
You may already have this  
info but I'm sending it  
for what it is worth.

Please know that I deeply  
appreciate all the work the  
officers of the Association have  
done through the years in  
keeping the 306 family  
together.

I do agree that ten dollars  
is a small price for the  
directory and please send  
me the current issue.

Sincerely,

Allen H. Ligwell

Shot 369 "FITIN BITIN"

6-15-44 - 10-14-44

PLEASE SEND MISSION REPORTS TO  
ALLAN H. LINGWALL  
3411 OLD COLONY RD

DALLAS, TX. 75233

June 1944

21 BERLIN *no crew list*

25 JOIGNY - FRANCE

JULY 1944

8 BRIDGES AT AMIENS

11 MUNICH

13 MUNICH

16 MUNICH

18 PEENEMUNDE *no crew list*

20 KOTHEN - RUDESTADT

24 ST. LO

25 ST. LO

21 MISSIONS

AUGUST 1944

3 MERKWILLER

4 ANKLAM *no crew list*

6 BRANDENBURG

8 CAEN

24 MERESBERG

26 GELSENKIRCHEN

SEPTEMBER 1944

3 LUDWIGSHAFEN

12 RUHLAND

19 UNNA

OCTOBER 1944

3 NURNBERG

14 KOLN

35<sup>00</sup> ENCLOSED

PA 9/2/94

11/30/94

**ALLAN H. LINGWALL**

**Decorated World War II pilot**

By **JOE SIMNACHER**

Staff Writer

Allan H. Lingwall went to England in 1944 as a B-17 Flying Fortress pilot, never expecting to return alive.

He survived 35 bombing missions over Germany and France, for which he received numerous decorations.

On one mission, the nose of his bomber was blown off.

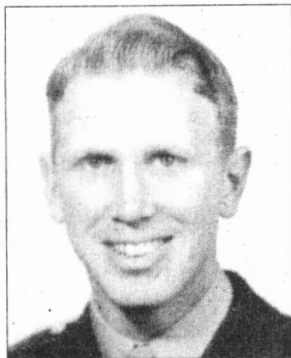
After the war, he had a long career with the U.S. Postal Service as a letter carrier in Oak Cliff and Cockrell Hill.

Mr. Lingwall, 83, died Sept. 12 of cancer at the Lennwood Nursing and Rehabilitation facility in Dallas.

Graveside services will be private. Family and friends will gather in his honor at a yet-to-be-determined date.

Born in Ruthton, Minn., Mr. Lingwall grew up in nearby Edgerton, where he graduated from high school.

"He loved to regale people with his stories of growing up in Minnesota," said his son, Chris Lingwall of Cedar Hill. "I heard the stereotypical stories about walking three miles to school in the snow; it was



uphill both ways."

Mr. Lingwall worked on his grandmother's farm and at a rendering plant and assisted his father with his carpentry trade before joining the Army Air Forces in 1942.

On Jan. 19, 1944, his 21st birthday, he was certified in Hobbs, N.M., to fly four-engine aircraft. On June 21, 1944, he flew his first mission from Thurleigh, England, to Berlin, his only sortie as co-pilot.

"Dad was very matter-of-fact and very focused," his son said. "When he got there, he never expected to come back, so he just didn't worry about it.

"He said he already considered himself to be dead. The number of missions they had to fly ... was a big

number. They went about every three days. He didn't worry about it."

Mr. Lingwall flew his sorties from Thurleigh from June through November 1944. The missions ranged from two hours and 25 minutes, for one aborted mission, to 10 hours for four others.

He received the Distinguished Flying Cross, the Air Medal with three oak leaf clusters and a Bronze Star.

There was little resistance on some missions, while other flights encountered heavy anti-aircraft flak and numerous enemy fighter planes.

On his 20th mission, Aug. 8, 1944, his B-17's nose was blown off, and the ship returned to England with 52 holes.

"There was shrapnel flying all around the cockpit," his son said, and some of the hot shrapnel went under his flight jacket and burned his back.

"He never felt like he had a close call," his son said.

On another occasion, Mr. Lingwall returned to England with only two of the B-17's four engines functioning.

"Once they made it across the channel, it was just a matter of being able to handle the plane," his

son said.

Mr. Lingwall was discharged as a captain. After the war, he stayed in the reserves and was stationed at Dallas Love Field and Hensley Field.

"Pilots at the end of World War II were a dime a dozen," his son said.

He became a mortician but became frustrated with ambulance duty. At the time, funeral homes provided ambulance service, scurrying from accident to accident, his son said.

Mr. Lingwall decided to apply for a position as a part-time clerk with the Postal Service. He became a letter carrier, first for the Love Field area. He spent most of his career with the Beverly Hills Station in Oak Cliff and in Cockrell Hill. He retired in 1982.

In addition to his son, Mr. Lingwall is survived by his wife, La Vonne Lingwall of Cedar Hill; a sister, Lois Lingwall of Edgerton, Minn.; and two grandchildren.

Memorials may be made to the Canterbury Episcopal School, 1708 N. Westmoreland Road, DeSoto, Texas 75115.