

RECORDS UPDATE

306th BOMB GROUP ASSOCIATION

(Please complete as much of this form as you wish to, fold and mail as per address on reverse side. Or, if obtained at a reunion, hand to Russ Strong)

LAST NAME: MCKAY, ~~IB~~ FIRST NAME: MACK TITLE: MAJOR  
STREET ADDRESS: 3161 BOSTONIAN DR TELEPHONE: (213) 431-4910  
CITY: LOS ANIMITOS STATE: Calif. ZIP: 90720

DATE JOINED 306th ASSOCIATION: DAY 1  
REUNIONS ATTENDED: (Years) FORT WORTH, DAYTON, WASH D.C.  
WIFE'S NAME: Joyce BARBARA  
LAST EMPLOYMENT: BERRY HOLDING (oil)  
COLLEGE(S) ATTENDED: COMPTON DEGREE(S): AA DATE: 1938

SERIAL #: 0-421269 SQDN: 423 MOS:  
368  
DATE ARR: CREW:  
DATE DEPARTED: HIGHEST RANK IN 306th: MAJOR  
SERVICE RETIREMENT DATE: 4-16-44 RANK or GRADE: MAJOR  
DECORATIONS WITH 306TH: Silver Star, AIR MEDAL  
TOP SERVICE ASSIGNMENT AFTER 306TH:  
SPECIAL ASSIGNMENTS WITH 306TH:

QUESTIONNAIRE

CATERPILLAR CLUB - IRVING CHUTE COMPANY

NAME:

COMBAT JUMP DATE & MISSION:

HEIGHT WHEN BAILED OUT:

ANY PROBLEMS WITH PARACHUTE:

306th Bombardment Group. SQDN:

RECORD UPDATE

306th Bomb Group Association

(Please complete as much of this form as you wish, and return to  
Russ Strong at the reunion, or mail to Russ Strong, 5323 Cheval  
Place, Charlotte, NC 28205) Little Rock 1989

Date completed \_\_\_\_\_

LAST NAME: McKay FIRST NAME: MACK TITLE:

Street address: 3161 BOSTONIAN DR. Telephone: (213) 431-4910

City, state, zip: CALIF. 90720

Date of Birth: 4-22-19

Wife's name: Joyce B.

College(s) attended: Compton

Degree(s): A.A. Year(s): 2

Last employment and job title:

Tool Pusher Berry Oil Co.

Reunions attended: (by year or location)

0-421269

Serial #: 573-07-6980 Squadron: 423 Specialty: Pilot  
368

Date joined 306th:

If combat, what crew:

Special duties or assignments w/306th:

Pilot Sq. Com.

Number of missions flown: 17

Date of last mission:

Date left 306th:

Highest rank/grade with 306th: MAJOR

Other 8th AF units served with: \_\_\_\_\_

Top service assignments after 306th:

USAF retirement date:

4-16-48

Rank/grade:

MAJOR

Copies of old 306th orders, either from the Group or Station 111, or any of the squadrons or other units, will be welcomed by the secretary.

If you know of other 306th people who do not appear in the directory, please add their names and current or former addresses to this sheet so that we may search further for them.

McKAY, Mack

Original Group member

Capt. Pilot. 423rd

Led experimental low level flight 10/22/42

AMolc 2/22/43 *o/c 3/31/43*

C.O. 368th 1/20/43

Major 2/25/43

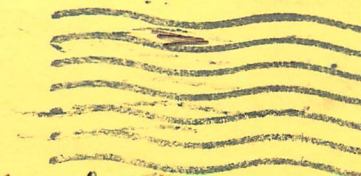
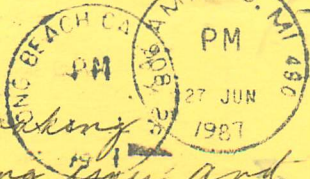
AM 1/2/43

Led group to Wilhelmshaven 3/22/43

Relieved from assignment and duty 4/8/43

41-24460

Dear Russell,



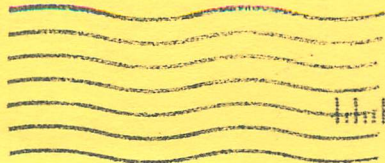
We, too, are looking forward to seeing you and "The Doc". Our plane had no name. Chip + I argued. I contended it wouldn't last long enough to waste the time. after 9 missions - 3 new engines. It looked like Dally Parton - Cost of many colors all from patches. Chip was right though for publicity certainly followed the name planes. Just the bluff "Grand-Kids Duck up" Bright was C.C. He and his assistant took back later planes to 100+ missions. See you in Sept - Best regards  
 Mack McKay



MACK MCKAY  
3161 BOSTONIAN DR.  
LOS ALAMITOS, CA. 90720



Russell A. Strong, Secretary  
306th BG Association  
2041 Hillside  
Kalamazoo, MI 49007



8 August 1979

Mr. Mack McKay  
3161 Bostonian Dr.  
Los Alamitos, CA 90720

Dear Mack:

It seems like only yesterday that we spent reminiscing about the 306th. I appreciated all the time, and the picture copying came out well.

From your place I went on to see JW Wilson, John McKee, and then to San Antonio to see Del Wilson. Also saw Robert W. Smith, an original pilot.

I'm still trying to track down information, and hope that you can fill in some few things from memory. I'm working on a complete rundown on the original crews, and what happened to them.

From your crew, I've questions on Gerald Kruszynski, Harry Alleman and Conrad Pascual. Did they fly, POWs, etc? I know they weren't killed, but do not know what ever happened to, them.

We've added Roy Gibson to the roster. He is at Rt. 1, Box 396, Warrenton, OR 97146.

You might also be interested in the fact that I'm being considered for a job at Pomona College. So, I may get out that way again for an interview, although I am not sure that I am really interested in it, unless the pay is a lot more than I now think it might be.

Other names out of the 423rd I can't trace are: David Goldberg, Van Dycke McKelvey, Bert Puckett, Roy Knudsen, George Owens,  
WydaxxHaxnesyxRzadaxiekxNemitekx

Any clues will be appreciated.

Interview with  
MACK MC KAY  
16 June 1979 at Los Alamitos, CA

We didn't fly any worse formation than anyone else.

Wilson was a smart squadron commander. He gave worst crew to best pilot and best crew to worst pilot.

Leading, once, and lost <sup>two</sup> engines, ran others at 72" inches and 2750 rpm.

Wright-built Wright engines were best because of heat treating.

50% of losses occurred in first five missions.

Led 1st 100% mission. Flew for slowest plane, with Gibson in tail keeping track of stragglers for him.

Cranmer was flying off to one side before being finally attacked. Formation made no effort to cover him.

One could barely crawl through a plane because of the ammunition.

Raper had a reputation for abortions. One day he came home again, McKay got in plane with him and flew it without difficulty. On returning, ordered engineer out of plane, and then chewed out Raper for 30 minutes. Never aborted after that.

Gene Pollock invented gunnery procedure, invented line of pursuit method of firing. Proved current methods wrong.

Williams on Nov 42 mission to St. Nazaire was fired on by coastal guns. Aulenbach was hit in the face.

Ely's plane went into straight dive, could see skin peeling off wings. Pulled out, stalled and then into final dive.

Brady flew a B-17 under the Cape Cod bridge, with 6 inches of clearance on either wing tip.

McKay brought back at Arnold's request. Had flown 17 missions. Arnold wanted two majors, one a B-17 pilot and one a B-24 pilot to talk with people in Pentagon and elsewhere about what combat flying was really like.

On his last mission, Brady was off lzte and joined another formation. His crew may have been killed in their chutes.

Wendover had a population of 50, was a railroad junction with repair shops.

Maurice Salada did not know how to drive A CAR. Knocked nose out of plane on a low level practice mission when leader led him into a tree.

McKay (con't)

Col. Walter E. Peck was the field commander at Wendover.

Learned how to fly formation at Wendover, but formation flying really evolved in England.

Wonders if Leahy blew up when he hit IFF button in plane. Could it have been sabotaged? Warner's plane went down to look but only found an oil slick.

At Prestwick one plane came in from wrong direction, hit runway, saw plane coming from the other direction, so gave it the gun, and bounced over second plane before completing landing.

Del Wilson was an administrator, and did not try to be a combat flier. A gentle soul.

Youree brought plane back from Wilhelmshaven on one engine. Came in over coast, dumping everything overboard.

Near mutiny 12-20 Dec 42 because of bad food and briefing every day for missions that could not be flown because of weather. McKay became aware of situation, got JW Wilson involved, and then Overacker. Solved problem by switching cooks between officers' mess and enlisted mess. Took new crew two weeks to get EM mess in shape, mud everywhere, during which time they fed troops sandwiches.

Felts had nose blown off before going down. Navigator survived.

On low level at St. Nazaire, flew two-ship formations, six-plane



1 December 1981

Dear Joyce and Mack:

It was certainly nice of you to put up with for that extended period. It made the whole trip a lot nicer.

After I left on Monday morning I stopped at USC to see a friend and had a good visit before heading for my plane to SF. Arrived there without difficulty and had a better meeting than those I had in the LA area.

Since being back home I have been extremely busy, and then take off Thursday morning for Florida and the opening of the 306th restaurant.

I am enclosing a picture which you may not have, Mack, and which you may keep. I am also sending along a xerox copy of it in hopes that you can identify some of the group of men. I can only positively label you and Thurman Shuller.

Hope to see both of you before too long, and I won't be so pushy the next time.

Sincerely yours,

Russell A. Strong  
Director,  
Alumni Relations

# 7th Photo Group Association

"The Eyes of the Eighth"

UNIT CONTACT/TREAS.  
Claude Murray  
1933 E. Marshall  
Phoenix, AZ 85016



19 August 1985

Russell A. Strong  
Editor 306BG Echoes  
2041 Hillside  
Kalamazoo, MI 49007

Ref: July 1983 Echoes  
Reprint of Air Force Times article

Dear Russ,

I'm curious to know if Bill Collins ever relayed this info to you - I believe I gave him copies at Houston.

Also curious to know of the picture of "Mack McKay" (which I say is R. C. Milliken) actually appeared in Air Force Times. I am virtually certain that the picture labeled McKay is Bob Milliken who was in my Primary Class 43-J at King City. As a matter of fact, P. M. McKay appeared on the same page of our class book.

Sincerely yours,

Claude Murray  
Unit Contact 7PG

Did either of the above-named arrive at 306BG base for assignment?

# Aviation Cadets, As We Knew Them, No Longer Possible in USAF

This "Commentary" on the aviation cadet program appeared in the 30 May 1983 edition of Air Force Times, and is used by permission.

By Bruce Callander  
Managing Editor

GEN. DAVID C. JONES was the first officer to become chairman of the Joint Chiefs of Staff without having graduated from a service academy.

He was only the second officer not graduated from West Point to become Air Force chief of staff (Gen. Curtis E. LeMay earned his commission through ROTC).

Jones became a second lieutenant in February 1943 after graduation from the aviation cadet program. That curious institution produced most of the pilots, navigators and bombardiers for World War II, survived into the early 1960s, and is unlikely ever to be reinstituted.

It began almost exactly 42 years ago.

The Army had trained flying cadets before that, but they were schooled in-house by military instructors. The Army had only a relative handful of pilots, and until 1939, turned out no more than 300 new per year.

That was the year, however, when Hitler moved into Poland and Britain declared war on Germany. By the end of 1939, the Army had raised the annual training rate to 1200 pilots per year, and within a

bag. Some schools were converted from thriving civilian institutions. Some were set up at WW I flying fields. Some were instituted at what had been little more than peapatch airports with a few light planes and a handful of part-time instructors. And some were carved from scratch on farm land and stocked with imported operators and instructors.

Almost literally overnight, miniature military airfields sprouted along the southern states from Florida to California. Barracks, mess halls, hangars and offices were thrown up where necessary. The Army supplied administrative officers. NCOs and military check pilots. Lines of yellow training planes—Stearman biplanes or Fairchild PT-19s—appeared, often along grass airstrips. And the civilian instructors, many of them former Army pilots, put on military-style uniforms, sans rank insignia, and got used to being saluted.

The first contract school students still were called flying cadets and the program was only roughly defined.

By June 1941, however, the pilot training goal was up to 30,000 per year and the cadet program was mushrooming. That month, the Army Air Forces came into being and the grade of aviation cadet was established. Six months later, Pearl Harbor was attacked and recruiting offices, already doing a

lower class system, and until the Army decided it was counter-productive, hazing.

By 1942, the Army had abandoned the requirement that cadets have at least some college and was taking high school graduates. Applicants had to be single and agree not to marry during training, but even this restriction was dropped eventually. Since graduation included commissioning, they were to receive not only flight training but the equivalent of the three-month course given officer candidates. Although their total training took the better part of a year, graduating cadets were known to the regulars as "90-day wonders with wings."

Officer training was confined largely to a preflight phase. For cadets trained in the Southwest, it was given at the San Antonio Aviation Cadet Center, a sprawling complex of two-story barracks and one-story officer and classrooms broken up by parade grounds, athletic fields and a miniature jungle used as an obstacle course.

The emphasis in preflight was largely physical: athletics, drill, stiff-chinned formations, and guard duty with ancient rifles and no ammunition. As officer trainees, cadets were not supposed to do menial labor, but when the mess hall was short of KPs, a few cadets detailed there for additional training in "mess management."

On the more constructive side

306TH FIGHTERS JULY '85  
R.C. MILLIKEN - 43 J



Mack McKay as a cadet

NO! IT'S

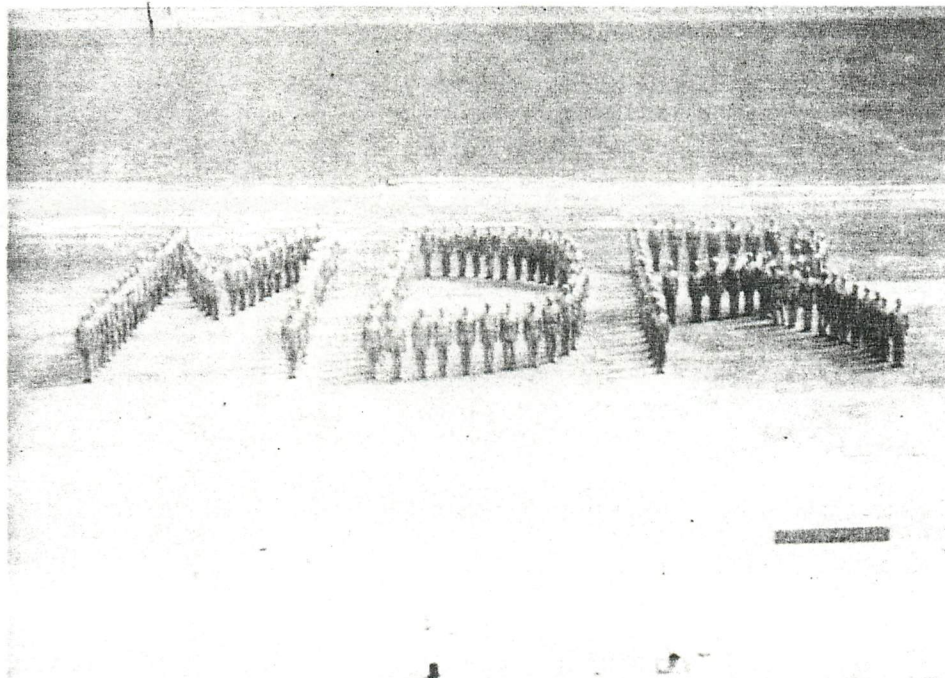
visit San Antonio by day. No cadet was allowed off-base overnight for anything short of a major emergency.

The transition from preflight to primary was an abrupt one. Most of the civilian schools were small and only semimilitary. The change of pace was intentional. The shift was from soldiering to flying, from military discipline to flight discipline.

The cadet soon found, however, that the program was just different, not less rigorous. Each civilian instructor was assigned five students, and on the flightline and in the air, the nonmilitary instructor wielded the power of a five-star general in the minds of his cadets. In most cases, it was a classic love-hate relationship, light on love. The typical instructor was

# KING'S LOG

43-J  
PRIMARY



**THIRD ARMY AIR FORCES FLYING  
TRAINING DETACHMENT  
PRIMARY PILOT SCHOOL  
CLASS FORTY-THREE J  
MESA DEL REY  
KING CITY, CALIFORNIA**



M. R. LONG  
Vancouver, Wash.



R. D. LOOMIS  
Deer Lodge, Mont.



B. M. LOWE  
Lemoore, Calif.



G. B. LOWREY  
Thomaston, Ala.



F. E. LUDWIG  
Merrick, N. Y.



A. P. LONG  
Paulsboro, N. J.



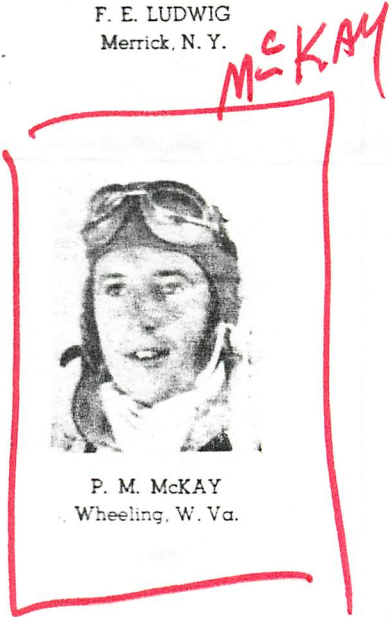
H. F. McCALLAM  
New York City, N. Y.



W. B. McCONACHIE  
Wichita, Kansas



D. C. McDONALD  
Klamath Falls, Ore.



P. M. McKAY  
Wheeling, W. Va.



G. M. McKEE  
Blairsville, Penn.



W. S. McMILLAN  
Cobleskill, N. Y.



W. MacMANNUS  
Berkeley, Calif.



W. R. MacVITTIE  
Williamsville, N. Y.



H. G. MADDOX  
Jerome, Idaho



J. F. ELLIS, JR.  
El Paso, Tex.



P. S. MARGOT  
Utica, N. Y.



G. V. MARTIN  
N. Y. C., N. Y.



J. D. MASTERS  
Kerrville, Tex.



E. O. MATTHEWS, JR.  
Sinking Spring, Penn.



S. J. MAZUREK  
Jonesville, Mich.



K. W. MELKS  
San Jose, Calif.



R. S. MERKLAS  
Verona, N. J.



C. A. MEYER  
Hoboken, N. J.



*Spain*

**MILLIKEN**



F. A. MISKA  
Pittsburgh, Penn.



C. M. MILLER  
Wagoner, N. C.



R. F. MILLER  
Indianapolis, Ind.



R. C. MILLIKEN  
Hanna, Wyoming



B. L. MITCHELL  
Kansas City, Mo.



R. E. MITCHELL  
Buckingham, Iowa



O. H. MOORE  
Robinsdale, Minn.



W. H. MOORE  
St. Maries, Idaho



A. V. MORNATI  
New Rochelle, N. Y.



W. V. MULKEY  
Toccoa, Ga.



E. J. MURPHY  
Milwaukee, Wis.



C. C. MURRAY, JR.  
Cheney, Wash.



R. D. NEAL  
Greenville, Tex.



M. C. NIELSEN  
Logan, Utah



O. E. NORD,  
Los Angeles, Calif.

6/5/87

Dear Mr. Lelini:

Enclosed, please find check for

\$25<sup>00</sup> as a contribution to the expense of

publishing "Labels". We enjoy the

paper so much. Please keep up the

good work.

Thank you.

May. Mack McKay, Ltd.

28 April 1989

Dear Mack:

I hope that you and Joyce are weathering this year well.

As we approach the one-year mark here in the Carolinas we are getting the house well adjusted to our needs. We just need a little bit more space here and there. June wanted to know today about some clothes of mine, and I said I couldn't even get into my tiny closet to see what I had.

But currently I am doing some terracing in the side yard and preparing to put on a deck, as well as a sliding door into the family room from the deck. I just take a lot of time to do things.

Tonight I dropped a note to L. P. Johnson to get him to do a little work for me, and I mentioned that he ought to come to the Little Rock reunion.

Why don't you get on his case sometime in the next several months and see if you can persuade him to get off his duff and join the crowd. I'll guarantee he'll have a good time--even if you are there!--and he ought to put out a little effort.

I am getting ready to republish "First Over Germany," and earlier today was carefully re-reading the 1 May 43 mission of Johnson's. What a day that was!

Give L.P. a workout and perhaps he'll come along.

All the best to both of you,



THE BANKERS LIFE



LEO S. McINTIRE, CLU  
Senior Agent

1010 WEST MOCKINGBIRD LANE, SUITE 280  
DALLAS, TEXAS 75247  
PHONE: 631-1940 RES. 352-4793



November 2, 1984

Mr. Russell A. Strong  
2041 Hillsdale  
Kalamazoo, MI 49007

Dear Russ:

I bought "the book", and then met you at the reunion in Ft. Worth. Since then, I have found time to partially read it, and I am amazed and gratified with the accuracy that resulted from your detailed research.

I came to the 306th as a member of a replacement crew in early 1943, and we were broken up upon arrival. All of the others were shot down in three different incidents, and only the engineer survived as a POW. I completed my tour and then spent three additional months on detached service at the R.A.F. base at St. Eval with a B-17 weather reconnaissance unit, returning to the States December 20th, 1943.

I never knew much about what happened to the other crew members who came over with me until I started cross checking through your name index and the mission dates. After 41 years I have finally found out the details of what happened to the others, and I have located the address of the engineer and have written. I have also located several fellow cadets and am in the process of contacting them.

In 1982, my wife and I took a bus tour of European countries and visited a U.S. military cemetery (the only one in Holland) and found many of my crew were buried there along with many, many others of the 306th. The names and units were listed on stone walls, and it is moving.

I am enclosing a check for \$20 and would like you to send a copy of "First Over Germany" to Robert N. Houser, 2412 - 48th Street, Des Moines, Iowa 50310. Let me know of any other costs.

It was an interesting experience to attend the reunion, and  
thanks for your contribution.

  
BANKERS LIFE COMPANY | HOME OFFICE | DES MOINES, IOWA 50307

17 October 1991

Dear Mack and JOYCE:

We missed you people at Pittsburgh, but hope that all is well with you at this time. I've been meaning to call, but just never seem to get around to talking with all of the favorite friends that I ought to. So, thought I'd drop you a note this morning.

We did have a good time in Pittsburgh, although the crowd was smaller than Las Vegas (about half). But I suspect it was the size of reunions we will be having for the next five years. And then we'll drop to a new plateau.

Another thing that occasions this letter is my looking at a folder of names of those receiving Silver Star medals. Did you get one, Mack?

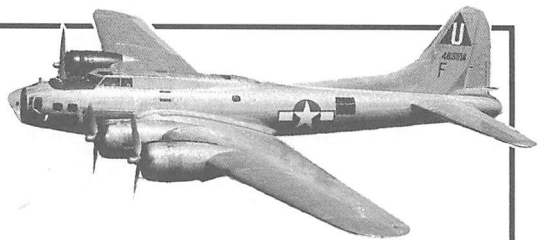
And, if you did, do you have a copy of the citation which you might copy and send along to me for my records. Such citations are fairly difficult to come by, I find. But I am trying to bring my collection of 306th data into better shape all the time, looking ahead to that time when it will all end up in the USAF Academy Library. At that point I want it as complete as possible.

The October Echoes will be in the mail late next week, with the complete materials on the England reunion in it. I hope you will at least consider attending. It will also give you a list of those who attended Pittsburgh, so you'll know who you missed.

The annual meeting voted to hold the '93 reunion in Seattle, which may prove attractive to our West Coasters.

June and I both wish you well and hope you are in good health at this time.

All the best,



Oct. 29, 1991

Dear Russell,

Mack looked through all his papers and the attached Certificate was all he was able to locate. Should I find anything more, I will send it along.

Enjoyed your letter re Pittsburgh. Wish it had been in Fort Worth or San Antonio. Hope June is feeling better and that your medication is working okay for you.

With much regards  
Mack & Joyce

**B-17**

**FLYING FORTRESS**



## Certificate of Service

*This is to certify that*

McKay, Mack, O 421 269, Major, AC-ORC

*honorably served in active Federal Service in the Army of the  
United States from* 11 July 1941 *to* 15 April 1944.

### *Military Record*

Army Specialty: Pilot, Four-Engine Bomber

Decorations, citations, and medals awarded:

Silver Star.

Air Medal with two Oak Leaf Clusters.

European-African-Middle Eastern Theater Service Ribbon.

*Mack McKay*

Signature of Recipient

*Given at* AAF Regional Station Hospital #1,  
Coral Gables, Florida.

15 April 1944.

*Dan C. Ogle*

Signature of Commanding Officer

Dan C. Ogle, Colonel, MC, Commanding.


3-14-98

Mack McKay

5 daughters  
12 grandchildren  
7 great-grandchildren

Eldona McKay

3 sons  
8 grandchildren  
1 great-grandchild



United in marriage  
Eldona Buehn  
&  
Mack McKay  
March 7, 1998  
  
Residing at  
3161 Bostonian Drive  
Los Alamitos, CA 90720  
(562) 431-4910  
  
No Gifts

5-29-02

Russell A Strong

Please send a Copy of the  
306 Bomb Book To

Bruce B McKay

2518 Nabal St.

Escondido CA 92025

<sup>19</sup>  
bmckay@pacbell.net

760 743 2126

Mack McKay is my uncle.

Strong is my mothers Maiden Name  
Utah Strong's.

\$5 enclosed

CHK 5705

Thank you  
Bruce McKay

306th Publications  
Mr. Strong

M<sup>c</sup>Ray Mack, Major  
306th Bombardment Group,  
B17 Pilot.

Survived by Eldona M<sup>c</sup>Ray  
five daughters, Ten grand-  
children Twelve great  
grandchildren  
Died Oct. 24, 2002