

July 24, 1995

RUSSELL A STRONG
5323 Cheval Pl.
Charlotte, NC 28205

Dear Mr. Strong,

Today I received my copy of the 306th Echoes and wish to comment as follows:

The photograph of the "Wampus Cat" sure did bring back vivid memories of my experience on March 29, 1944. I too was a member of a crew that crash landed that same day also on a raid on Brunswick. If you consider the "Wampus Cat" as having made a "creditable landing", then I too was involved in a "creditable crash landing" that same day.. The last thing I remember as to how our plane looked as we were scampering to "get away" is the very same picture as is depicted of the "Wampus Cat". Therefore, your claim that the "Wampus Cat" was the only one of the three lost that day that made a creditable landing is in error. To the best of my recollection, however, we were forced to crash land near Heidelberg. Also, to the best of my recollection, the only crewman that was injured was the Navigator, not seriously, however.

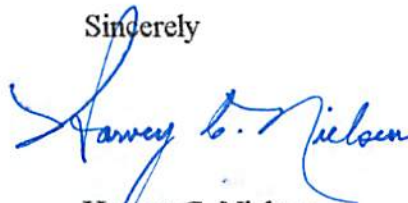
I was one of those "green crewmen" who was assigned for five missions to an experienced crew. I happened to be assigned to a crew wherein Alvin G. Schuering was the pilot, and I was the co-pilot, 369th, Fitin Bitin. I don't recall who the other crewmen were because I hadn't been in the Group long enough to know anyone. I felt bad for Schuering and the rest of the crew because they had flown their 25 missions and was on their 26th and last, thanks to General Doolittle changing the requirement to fly 30 missions, whereas I was only on my 2nd creditable mission.

I cherish that photograph of the "Wampus Cat", and will have it professionally framed, unless you can provide me with a matt-finished print. That photograph means more to me than anything that those who "havn't been there" can appreciate.

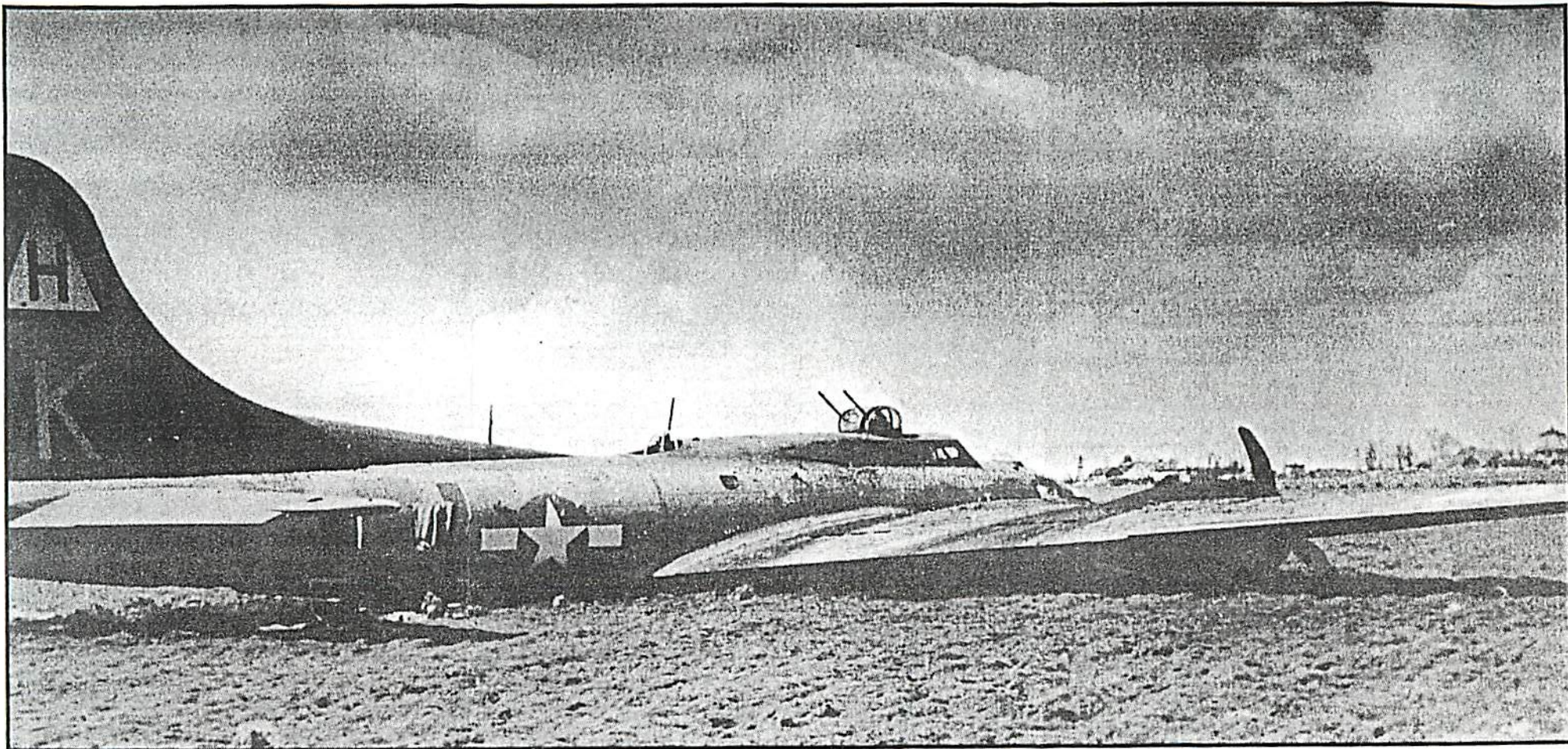
Just thought I'd clue you in on a happening that no one is apparently aware of.

And thank you !

Sincerely



Harvey C. Nielsen
ASN: O-693468



This is "Wampus Cat", 42-39950, which didn't make it home from the raid on Brunswick 29 Mar 44, but it was the only one of the three lost that day that made a creditable landing. Nelson Hardin was the 368th pilot for this day and his co-pilot was Richard T. Knowles. After all the crew had cleared out of the plane, the pilots decided they were too low to jump, so they brought it down in a field 25 miles south of Amsterdam, Holland. These pictures were taken by

the "new" owners, the German Army. Other members of Hardin's crew this date were John F. Huistra, navigator; Lee F. Barrows, Jr., bombardier; Ernest B. Jackson, engineer; Wendell W. May, radio; Ralph E. Moulis, ball turret gunner; Lee T. Jenks and Joseph L. Dilley, waist gunners, and Robert M. Richardson, tail gunner. Jenks located nine negatives of the plane at National Archives and loaned them to Echoes.

28 July 1995

Dear Harvey:

Got your note of protest today!

O.K., I'll run a note on the landing you and Schuering made, but I don't have any pictures to prove it. Your word is good enough, however.

Thought maybe I could stir your juices a bit more with more information on that mission. It ought to give you something more to talk to your kids and grandchildren about. And, perhaps it will fill in a few things you didn't know about the day. Although, sometimes the things that were reported back on planes missing did not quite jibe with the recollections of those who went down.

Before writing those lines I should have checked my book, First Over Germany, in which I used information from Bob Flood. He reported that it was a perfect, wheels up, landing on spongy farm land.

I don't need this print any longer, and have another copy of it. So, there is no reason you can't hang it on your wall. It will look better than the Echoes version.

All the best,

August 3, 1995

RUSSELL A. STRONG
5323 Cheval Pl.
Charlotte, NC 28205

Dear Mr. Strong,

Boy !, do you ever know how to please a guy ! And are you ever extremely prompt ! Never did I expect such a rapid reply to my letter of July 24 regarding the "Wampus Cat" not having been the only aircraft that made a creditable wheels-up landing on March 29, 1945. Bob Flood described the landing very accurately to you.

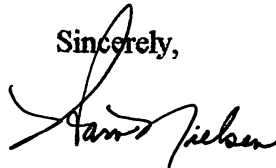
And talk about stirring my juices a bit more with more information on that mission, you surely did that ! Somehow, the information you provided will be properly preserved along with the glossy print of the "out of commission B-17" i.e the Wampus Cat.

How do I adequately say thanks for such kindness and consideration you have shown me ? This a time when I wish I had sufficient command of the English language to adequately express my true feelings for your kindness. For now, though, just "thanks a whole bunch" will have to do.

On another subject: Some time ago I responded to your appeal for a Draftsman to make drawings relative to site plans of the Thurleigh Base. Maybe my response to you was lost in the mail. Just want you to know I am still available to assist you in the future. should the need arise.

Again, thank you so much for your consideration,

Sincerely,

A handwritten signature in cursive script that reads "Harvey C. Nielsen". The signature is written in black ink and is positioned above the printed name.

Harvey C. Nielsen

HARVEY C. NIELSEN
1029 Aldrin Road Rockton, Il. 61072-2737
(815) 624-2657

November 29, 1994

RUSS STRONG
306th Echoes
5223 Cheval Place
Charlotte, NC 28205

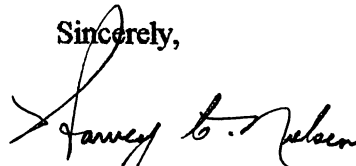
Dear Russ,

This is in response to the article in the October , 1994 issue of the 306th Echoes "Anyone Know a Good Draftsman ?" Well I just happen to know of an excellent Draftsman with about 40 years of varied experience.....ME !

If you wish, I will make the attempt to fulfill your requirements. I can do the project either on the board, providing you with the original drawing, or prints of it. Or, I can develop a drawing on my CAD system, and provide you with 8/12" x 11" or 11" x 17" prints. My personal recommendation is to develop the drawing utilizing the computer which will produce the best prints for re-production in the 306th Echoes.

If you have any interest in my offer, please advise.

Sincerely,


Harvey C. Nielsen
Co-Pilot, 369th B.S.