

Thursday, May 29, 2003 ♦ Life editor: Jim Foster ♦ LifeNews@coloradoan.com

100 years of Legendary performer celebrates 100th birthday

By **ANTHONY BREZNICAN**
The Associated Press

Bob Hope might need another century to be thanked by all the veterans who cherish the wisecracker's performances for U.S. troops.

Fort Collins resident Fran Waugh, 85, fondly recalls a trip Hope made to Thurleigh, England, in 1943 or 1944. The comedian stopped to entertain the 306th Bomb Group, for which Waugh served as photographer.

"I sneaked onto the stage, then Bob Hope turned to me and gave me that 'Pepsodent Smile,'" said Waugh.

He captured the moment on film, in a picture he calls "Pepsodent Smile."

When asked how the performer's visit changed the troops' mood, he said "just look at their faces."

Indeed, the crowd in his photograph are grinning ear to ear. For a moment, at least, they were able to forget about the war and concentrate on the comedy.

From World War II to Desert Storm, Hope swaggered fearlessly through battle zones as if strolling the back nine of a golf course. As he turns 100 today, Hope remains the only civilian named an honorary veteran of the U.S. Armed Forces.

The ailing comic, who spends most of his time at his Toluca Lake estate, is no longer able to communicate and was not expected to appear at any of the numerous birthday celebrations. But his centennial has many servicemen offering remembrances of the entertainer, whose signature song is "Thanks for the Memory."

"Just knowing he was coming was a release to everybody because when he's there, you're safe and you're back home, even if you're not," said Michael Teilmann, who was an Army major in Vietnam in 1968 when he saw his first Hope military show.

Teilmann, now a retired brigadier general with the National Guard, heads the Bob Hope Hollywood USO center at Los Angeles International Airport. While in Vietnam, Teilmann also saw the comic at the Danang air base in 1971.

Even better than Hope's self-deprecating shtick, some servicemen said, was the eye candy in his United Service Organization shows — beauties like Jayne Mansfield, Raquel Welch

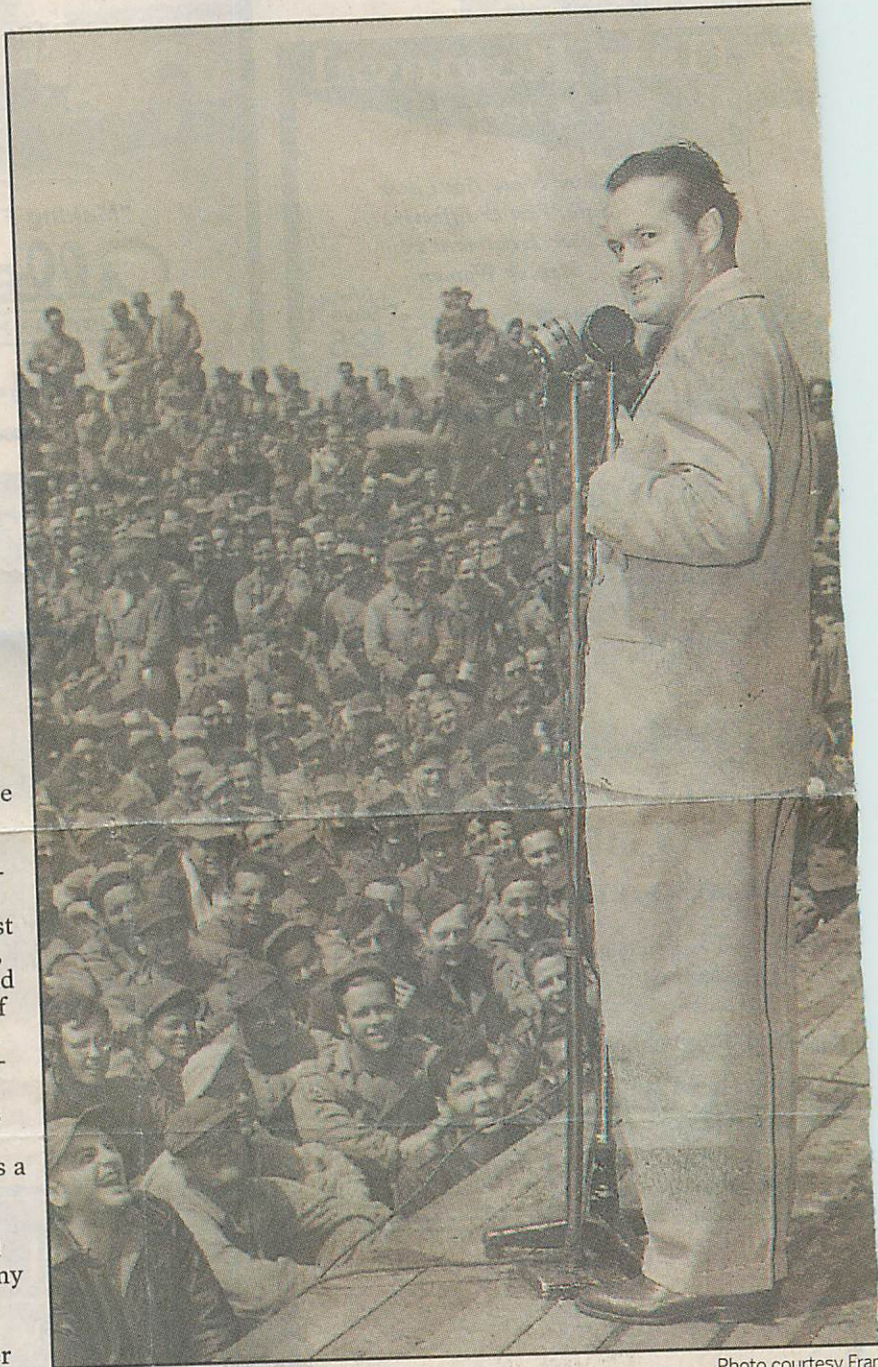


Photo courtesy Fran

PEPSODENT SMILE: Fort Collins resident Fran Waugh took this picture of Bob Hope during a tour of duty in Thurleigh, England.

and Brooke Shields.

"Just knowing that Hope was coming rippled excitement up and down," Teilmann said. "People were so excited knowing Hope would bring some pretty girls, bring (bandleader) Les Brown and it's going to be fun."

Although Hope was playing for hardened military men — to whom coarse language and sex jokes are practically standard-issue — the comedian was never raunchy.

"He kept it fairly clean," said Chuck Bradbury, 65, of Easton, Pa.

e picking ok easy



AVID GOLFER: Bob Hope, pictured here at the Bob Hope Classic in 1994, was an avid golfer, often playing with presidents.

Gannett News Service

Hey Bob, thanks for the memories

By POLLY ANDERSON

The Associated Press

"Thanks for the Memory" became Bob Hope's signature song with the release of his very first feature film, "The Big Broadcast of 1938."

The song was an instant hit and won composer Ralph Rainger and lyricist Leo Robin the Academy Award for best song.

What are lyrics about a faded love doing in a Hope comedy?

The film, starring W.C. Fields, depicts a race between two ocean liners. Hope plays a

Share your stories

If you have a Bob Hope story you'd like to share, send them to LifeNews@coloradoan.com

master of ceremonies for ship-board entertainment. As a plot twist, all three of his fictional ex-wives happen to be on board for the Atlantic crossing.

Robin said later that the challenge was to write a song showing that the characters accepted the reality of their divorce but had "a large residue of nostalgia and a strong mutual affection."

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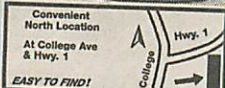
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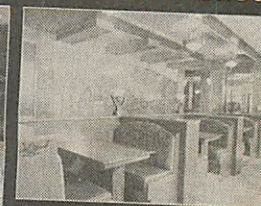
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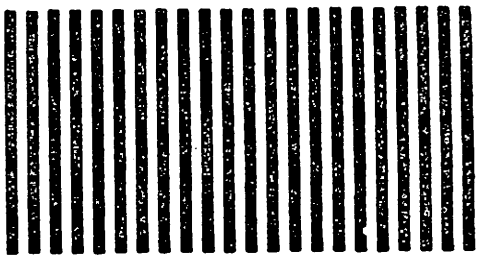
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Wright-Patterson AFB OH 45433-6518

July 29, 1982

Russell A. Strong
2041 Hillisdale
Kalamazoo, Mi 49007

Dear Russ:

I will try to fill your request for names and details as much as memory will serve: First of all, regardless of what the records say it was the Queen Mary we shipped over on. I am sure of that because I came back on the Elizabeth and there is considerable difference in the two ships.

As to the photo section: Several graduates of Lowry Photo School shipped from Denver up to Spokane, Washington assigned to a bomb group there. But when we arrived we found the group had already pulled out for the ETO. We layed around up there for a few days and then were sent to different groups forming over the country. I was sent to the 423rd Sq., 306th Bomb Group at Wendover. When I arrived there was no organized photo section or lab. Photographers were assigned to Squadrons but there was no photo officer or anything. We just layed around the barracks and ate in Squadron mess halls. 423rd Mess was best and we had a tough time keeping other squadrons from eating there. (When we got overseas we went into Group Mess and our mess officers and cooks were top dogs there. With nothing to do and the Group preparing to ship overseas, our CO gave us all home leaves. It was only a short time after returning from leave that we shipped out. To the best of my recollection photogs assigned to squadrons at Wendover were me (423rd), Bill Gentle (367th) from Douglas, Wyo.; Clarence Spencer (368th) from Ashtabula, Ohio and ? Fields, 369th, from Fresno, Calif. At least that is the way we lined up when we finally got a lab at Thurléagh. There was also a ? DeLavar and a David Green after we were set up at Thurléagh. Rudolph Skalak was assigned photo officer and was in that capacity all the time we were at Thurleigh. There were three or four others briefly in the lab section and I can't remember their names. Then a service group came in and there were several added permanently: Wilbur Grisham, California; Sid Christopher, DeSoto, Missouri; and ? Gibbs, state unknown. Two others, Andy Anderson from Denver and ? Battle, state unknown, were assigned to photo from Intelligence. That is about the size of what I can remember about names.

Incidentally, the outfit I was assigned to in Spokane was shipped to England and then on to Africa. I don't think they even operated out of England before they went to Africa. So fortunately, I stayed in England instead of eating sand in Africa.

You have asked why the 306th had such little photo coverage and the answer lies partially in the fact that Grisham and I were the only two professional photogs in the outfit---all the rest, including Skalak, couldn't have cared less about photo except as a trading medium for food, booze, favors, sex etc. Outside of bomb spots Grisham and I did almost all the aerial and ground photo that was done. Gibbs and Gentle were Lab chiefs. I was in charge of aerial photo, bomb spotting and radar scope copy and the only one in the lab section on flight pay. Others were assigned such jobs as mixing chemical, developing film, installing cameras for missions etc. As to what happened to the photo files you might contact Bill Gentle in Douglas ~~Wyo~~ ^{Wyo} because he was with the section when I left and he and Skalak were still in command of the section. I'm pretty sure Gentle was with them over in France before they were disbanded. I left the Group after VE day and was attached to a conglomerate of vets with over 100 points for discharge. We layed around at one base or another until finally loaded on the Queen Elizabeth to return, supposedly, for discharge. What a laugh that was. After leave home they were going to put us in B29s and send us to the Pacific but VJ day beat them to it.

Which brings up a subject I have never seen aired since the war: How come there is never mention of the infamous "Shuttle" missions ~~we flew~~ ^{we flew} from England to Russia to Italy and back to England? I can recall some of our crews landing at bases in Russia that were supposed to be defended by the Russians but we lost all our planes when German fighters strafed the field for a couple of hours without a Russian shot fired at them. Some of our top turret gunners literally committed suicide by manning the top turret guns and shooting back. Which reminds me of another unmentioned subject: I can recall that while the German Army was still intact that English newspapers carried stories that German Generals on the Western front offered to surrender their entire commands to the allies if we in turn would help them fight the Russians who they said were the real enemies (as it has turned out since). Most of us in Bomb groups who knew what the Russians did to us on the shuttle missions would have been happy to forget discharge and stay over there and take on the Russians. At that time the allies could put up around \$,000 bombers on any given day and we could have licked the Russians in short order with or without the help of Germany. But the German generals were ignored or laughed at--Patton was stopped--and the Russians took over eastern Europe and half of Berlin--which they never could have done without allied help.

Here are a few sidelites on life at Thurleigh you might be interested in: When we first arrived at the base we were a real Boy Scout outfit. We had calisthenics every morning, mission or no, and were required to salute officers at all times whether on foot, bicycle or whatever. We were all issued English bikes which had brakes on the handle bars which no Yank was used to. (All American bikes still had coaster brakes on the pedals). Anyway, the GI enlisted men finally killed the saluting order by lining up along the curved road to the mess hall and saluting officers on bicycles. They would return the salute by taking their hand off the brake lever and wind up off the curve in the open sewer ditch that ran along the road. (The base was built in such a hurry there was no time to bury sewer lines. We even dumped the C0 in the ditch and that ended saluting on the base for the rest of the war.)

At Wendover we heard tales about one lead pilot taking an entire formation of B-17s down into the Grand Canyon. Another pilot flew a trainer plane through a hangar at the base. (Doors on both ends of the hangar were open). The salt flats were so flat you could stand up and look under a plane and see the horizon on the other side. Every day we had to sweep salt out of the barracks which were set flat on the salt beds. When we got to England we had a hell of a time getting used to the wet climate after shipping from the salt flats. Each barracks was heated by a single sheep-herder type stove we stoked with coke. The photo crew was lucky in that we all finally got to move out of the squadron areas and into the barracks section of the photo lab where we had running water and could also trade photos for an extra ration of coke. We had a complete kitchen, coffee in the pot at all times, and a meeting place for favorite combat men like Sgt. Roskovitch, Lt. Bill Hilton, Joe Bowles and others. One whole side of the kitchen was lined with ties that Rosky cut off officers who flew on his plane.

After Captain Youree (Rosky's pilot) finished his tour of missions he flew back to the states as a combat instructor. We heard that he buzzed a commercial passenger plane back there for a little excitement and they were going to court martial him. We all signed a petition on his behalf but never did hear how he came out.

In your book there was constant mention of crews parachuting out of planes but the parachute riggers were a neglected (but highly important) part of the ground operations. They had a motto hanging over the door: "If your chute doesn't work, bring it back and we will give you another". One of the riggers in my squadron was a little Chinese guy by the name of JOE WAH (pronounced the same as my last name WAUGH--WAW). Everytime a mission was scheduled HQ would call the squadron orderly room and tell them to get Waugh out of bed to load cameras for the mission. The CQ would look down the list and come to Wah first and go and get Joe up to the tune of "Me no Waugh--me Wah!". Finally one day he looked me up and said: "Me sure wish you change you name?" He was real happy when I moved out of the squadron to the photo lab.

One additional bit on the Russian scene: When I left the outfit it was converting to a mapping outfit. All the guns and armor were stripped out of the planes and cameras installed in place of them. But I heard later that when the outfit started mapping, the Russians got wind of it and threatened to shoot down any planes mapping in Eastern Europe. So the mapping idea was scrapped and the Russians got away with another big bluff at our expense.

A couple of my photo assignments (for CID) bear relating: One flak happy gunner who had been on too many rough missions without rest waited until the CQ flipped on the lights in his barracks for another mission. He got out his .45 and shot the lights out and for some reason or other they had me photograph the bullet holes in the barracks roof. On our celebration of the 3rd year of combat a mechanic who had just gotten a "Dear John" letter from his stateside girl friend went out to a tent on the line and blew his brains out. A GI raped some English gal in town and I had to shoot the scene and evidence. It was a dull day and light was so poor I had to shoot on the focal plane shutter at a tenth of a second, aperture wide open, to get decent exposure. (The scene was in a dark doorway on a narrow street. What we called a door job: Someone had convinced English girls that if they had intercourse standing up they wouldn't get pregnant). Anyway, because I got a good negative using the focal plane setting everytime one of the UNphotographers in the section got a similar assignment under adverse light conditions they would come to me and ask what exposure to use. Thus was born the "Rape Case exposure". If they shot a pix without removing the dark slide we would send them to the lab with instructions to use the dark slide developer. I also had to shoot some PR shots of a GI mechanic on a night of pub crawling and he got so drunk I never did finish the sequence. When we first got to England an orientation officer told us: "When you go to town to a pub and first drink English beer you'll swear to God they should have put it back in the horse". But after 3 years we were all becoming Limeys, drinking Mild & Bitter, tea and whatnot. I'll never forget coming off the Elizabeth in New York harbor and having a girl hand me a glass of milk--and the first girl in four years that was wearing perfume and nylon stockings. I'm getting sentimental now so will knock this off for now. Perhaps more later.

P.S. For the record: I was wildlife photographer and writer for the S. Dak. Game & Fish Dept before the war. Have just retired after 30years in same capacity for Colo. Division of Wildlife

Sincerely,

Fran
Fran Waugh

HEADQUARTERS
UNITED STATES ARMY AIR FORCES
UNITED KINGDOM
APO 634, U. S. ARMY

16
4 November 1943

SUBJECT: Public Relations Photographic Course.

TO : Commanding General, Ninth Air Force
" " VIII Bomber Command
" " VIII Fighter Command
" " VIII Air Force Service Command

1. In order to assist in meeting the requirements of the War Department Bureau of Public Relations for adequate news and feature picture coverage, this Headquarters will conduct a special five-day course in Public Relations Photography at AAF Sta 113 15-19 November, 1943, inclusive.

2. It is desired that Station Commanders, group size or larger, select one enlisted photographer for attendance at the school. The enlisted man selected should possess the necessary attributes, which will enable him to secure the greatest value from the course. The name, rank, serial number and organization of each enlisted man selected should be submitted to this Headquarters not later than 10 November 1943.

3. In addition to the enlisted man, referred to in Par. 2, above, it is further desired that each Unit Public Relations Officer and each Unit Photographic officer attend the first day of the course, 15 November, 1943. The name, rank, serial number and organization of these officers should be submitted to this Headquarters not later than 10 November, 1943.

4. Detailed instructions covering reporting and attendance at the school are contained in Appendices A and B, attached.

By command of Lieutenant General EAKER.

2 Incls: Incl. No. 1 - Appendix A
Incl. No. 2 - Appendix B

/s/ E. A. Mobley
/t/ E. A. Mobley,
Lt. Col., A.G.D.
Asst. Adj. Gen.

352 1st Ind. (d-11) 9 November 1943
Hq., VIII Bomber Command, APO 634.

TO: Commanding General, 1st Bombardment Division
" " 2nd Bombardment Division
" " 3rd Bombardment Division
" " A.A.F. Station No. 112

1. For Compliance.

2. It is requested that names and serial numbers of personnel referred to in Par. 2 and 3 of basic communication be teletyped to this Headquarters by Midnight, 10 Nov. 1943.

By Command of Brigadier General F. L. Anderson.

2 Incl:
n/c

/s/ Joseph Montgomery
/t/ Joseph Montgomery,
Lt. Col., A.G.D.
Asst. Adjutant General.

352 2nd Ind. 10 November 1943

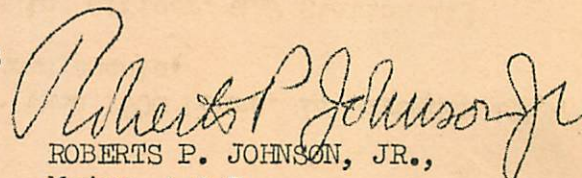
HQ., 1ST BOMBARDMENT DIVISION, APO 634

TO: All Combat Wing and Bomb Group Commanders, 1st Bomb Division.

1. For your information and compliance.

2. 1st Ind. has been complied with by this Hq. from information secured by teletype, this date.

By Command of Brigadier General WILLIAMS


ROBERTS P. JOHNSON, JR.,
Major, A.G.D.,
Adjutant General.

2 Incls:
n/c

REPORTING INSTRUCTIONS FOR STUDENTS

USAARV PUBLIC RELATIONS PHOTOGRAPHIC SCHOOL.

1. TIME: 15-19 November 1945 inclusive.

2. PLACE: AAF Station 113 - APO 634.

3. It is requested that personnel report not later than 1600 hours, 14 November 1945, in order to facilitate messing and billeting arrangements.

4. A warning teletype should be sent to the Commanding Officer, AAF Station 113 twelve hours in advance, giving the following information:

- a. Number of students involved, including officers and enlisted men.
- b. Time of departure from own station.
- c. Estimated time of arrival and whether by railroad or government vehicle.
- d. Name and rank of individual in charge.

5. All students attending the School will report immediately on arrival to the Student Reception Center.

6. All students will bring with them the following:

- a. Copy of orders
- b. Complete mess equipment (enlisted personnel only)
- c. Class A uniform, raincoat and sufficient clothing and personal items for five days.
- d. Gas mask.
- e. Note book and pencil.
- f. G-3 Camera (4 x 5 Speed Graphic) and necessary equipment, including cut film holders, film pack, adapter, photo flash, etc.

A P P E N D I X B

RAILIN SCHEDULE

Upon receipt of warning teletype or telephone communication to CHEDDINGTON 282 arrangements will be made to meet trains at TRING (LMS) Station.

SUNDAY TRAINS

TRING		TRING	
1-01 AM	1-01 AM	10-11 AM	10-15 FM
9-13 AM	9-13 AM	12-36 FM	7-48 FM
10-11 AM	12-49 PM	7-54 FM	10-51 FM
9-15 AM	1-27 PM	6-50 FM	8-55 FM
1-01 AM	1-47 PM	4-45 FM	7-50 FM
2-04 PM	1-27 PM	10-27 AM	5-52 FM
3-01 PM	1-27 PM	7-45 AM	11-34 AM
4-23 PM	1-27 PM	6-08 AM	7-45 AM
4-23 PM	1-27 PM	10-27 AM	
5-25 PM	1-27 PM	7-46 AM	
6-05 PM	1-27 PM	7-46 AM	
6-53 PM	1-27 PM	7-34 AM	
6-42 PM	1-27 PM	8-55 AM	
6-52 PM	1-27 PM	8-55 AM	
7-24 PM	1-27 PM	9-01 AM	
7-12 PM	1-27 PM	9-02 AM	
7-43 PM	1-27 PM	9-14 AM	
8-32 PM	1-27 PM	9-48 AM	
9-55 PM	1-27 PM	8-18 AM	
11-11 PM	1-27 PM	8-40 AM	
12-52 AM	1-27 PM	8-47 AM	

WEEKDAY TRAINS

TRING		TRING	
6-10 AM	6-10 AM	7-16 AM	7-16 AM
7-23 AM	7-11 AM	8-19 AM	8-35 AM
8-06 AM	7-34 AM	8-55 AM	8-55 AM
8-46 AM	7-46 AM	9-01 AM	9-01 AM
9-56 AM	7-46 AM	9-02 AM	9-02 AM
12-49 PM	7-54 AM	9-14 AM	9-14 AM
1-27 PM	8-18 AM	9-48 AM	9-48 AM
1-47 PM	8-40 AM	8-47 AM	8-47 AM
2-04 PM	8-47 AM	11-34 AM	11-34 AM
3-01 PM	11-00 AM	12-10 PM	12-10 PM
4-23 PM	12-31 PM	2-06 PM	2-06 PM
4-23 PM	1-04 PM	2-15 PM	2-15 PM
5-25 PM	2-19 PM	3-15 PM	3-15 PM
6-05 PM	2-21 PM	3-20 PM	3-20 PM
6-42 PM	5-00 PM	6-20 PM	6-20 PM
6-52 PM	5-43 PM	7-02 PM	7-02 PM
7-24 PM	7-43 PM	8-55 PM	8-55 PM
7-12 PM	7-43 PM	11-51 PM	11-51 PM

XX BROAD STREET ONLY - All others both stations.



DEPARTMENT OF THE AIR FORCE
AIR FORCE MUSEUM
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

DEC 22 1986

Mr Russell A. Strong
2041 Hillside
Kalamazoo MI 49007

Dear Mr Strong

With genuine appreciation, I accept on behalf of the United States Air Force and the USAF Museum the camera as cataloged on the attached list. It has been added to the USAF Museum collection and permanently recorded as a donation in the name of Francis Waugh under Accession Number 1986-112.

For the moment, the item has been placed in our study collection, since less than 20 percent of our items are on public display. The remaining 80 percent are being carefully preserved in storage where they serve as a repository available to researchers and historians and for future exhibits. They are also a source from which to support our external loan program with which we provide items to other USAF base museums and to educational nonprofit civilian museums.

Providing exhibits of historic items for today's visitors is only part of our responsibility. Equally important are the acquisition and preservation of items for tomorrow. We look forward 20, 50 and even 100 years into the future, and there the true importance of our study collection becomes evident. This extensive resource provides both flexibility for our own exhibits and artifacts for loan by affording a wider choice of items to better portray USAF history.

Whether the item is displayed immediately or at some future date you have contributed significantly to the preservation of our history, our Air Force heritage and tradition, and the memory of those who led the way.

Thank you very much for your generosity and patronage.

Sincerely


RICHARD L. UPPSTROM
Director

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R E S T R I C T E D

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Commanding Officer
United States Forces

AFPO 634
13 November 1943

SPECIAL ORDERS)
NUMBER 307)

1. Pursuant to teletype, 1st Bomb Div, AFPO 634, 1BD N-535-G, the fol named O, WFR and/or WFGM to AAF Sta 113, o/a 14 Nov, 1943 to rpt student reception center by 1600 hours, 14 Nov, 1943 for TD approx one day. CTRS. Per Diem of \$6.00 is auth while traveling only. TWA. TCNT. TDN. 91-5 P 432-02 A 212/40425:

Capt. RUDOLPH SKALAK, JR., O-430902, Hq 306th Bomb Gp (H).
Capt. WILLIAM C. VAN NORMAN, O-562246, 367th Bomb Sq (H).

2. Pursuant to teletype, 1st Bomb Div, AFPO 634, 1bd N-535-G, S/Sgt. FRANCIS L. WAUGH, 17005701, 423rd Bomb Sq (H), 306th Bomb Gp (H), WFR to AAF Sta 113, o/a 14 Nov, 1943 to rpt by 1600 sd to Student Reception Center TD Public Relation Photographic Course 5 days. Rat nad qrs will be furn at sch. EM will take copy of orders, mess equipment, Class A. uniform, gas mask, note book, C-3 Camera (4x5 Speed graphic) and necessary equipment. TWA TCNT. TDN. 91-5 P 432-02 A 212/40425.

x

xx

x

x

By order of Colonel ROBINSON:

OFFICIAL:

D. R. COLEMAN,
Lt Col, AC,
Executive.

PAUL J. BAILLIE,
1st Lt. AC,
Assistant Adjutant.



21 February 1989

Jim Crow
649 Kirk Avenue
Elmhurst, IL 60126

Dear Mr. Crow:

Your inquiry to F. L. Waugh has been passed along to me, as I am custodian of the photographic files of the 306th Bomb Group.

I am very chary about loaning any pictures out of this collection as it is large and unique.

However, please let me know what your interests are and I'll see what can be done to accommodate you.

Sincerely yours,

Russell A. Strong

21 February 1989

Jim Crow
649 Kirk Avenue
Elmhurst, IL 60126

Dear Mr. Crow:

Your inquiry to F. I. Waugh has been passed along to me, as I am custodian of the photographic files of the 306th Bomb Group.

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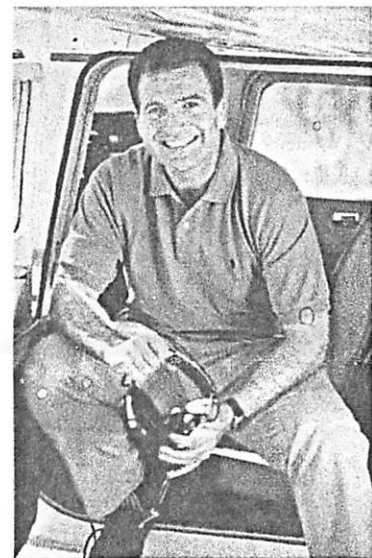
Flight Lieutenant John Nichol – Biography

During 15 years service in the Royal Air Force John Nichol flew Tornados in both the Air Defence and Ground Attack roles. On active duty in the Gulf he was shot down on the first low-level, daylight raid of the Gulf War. Captured and tortured, he was paraded on television provoking worldwide condemnation and leaving one of the enduring images of the conflict. He returned to active duty and was involved in policing the exclusion zone as part of the UN force maintaining the fragile peace in Bosnia. He has served around the world from the Nevada Desert to the

Middle East and Norway to the Falkland Islands.

John is the best-selling author of *Tornado Down* and five novels *Point of Impact*, *Vanishing Point*, *Exclusion Zone*, *Stinger* and *Decisive Measures*. He is in demand to give motivational lectures and after-dinner speeches and has worked with wide variety of businesses including *KPMG*, *Shell*, *Lloyds Bank* and *The Stockholm School of Economics*.

He has written for *The Times*, *The Mail on Sunday* and *The Observer* and is a widely quoted commentator on military affairs. He has also been a consultant and presenter for *Newsnight*, *BBC News & ITN*, *World in Action* and *Cutting Edge*. He devised and presented 2 series of *Survivors*, interviewing newsmakers who have been through life changing experiences. John's latest book, *The Last Escape*, charts the harrowing, untold story, of hundreds of thousands of Allied POWs during the closing stages of WW2. John is the President of the Gulf Veterans branch of The Royal British Legion and a patron of the British Ex-service Wheelchair Sports Association. He is also a very poor golfer.



Find out more at www.johnnichol.com



DEPARTMENT OF THE AIR FORCE
UNITED STATES AIR FORCE MUSEUM
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433-6518

DEC 18 1985


Mr Russell A Strong
2041 Hillsdale
Kalamazoo, MI 49007

Dear Mr Strong

I am writing in reply to your inquiry on the part of Mr Francis Waugh about the possible donation of his Leica camera to the U S Air Force Museum. We would be delighted to obtain the camera for our historical study collection. Its history of actual combat usage might also lead to its selection for display either here at the USAF Museum or at one of the other museums we support throughout the Air Force.

I am enclosing a proffer of gift for Mr Waugh to fill out and return to me and a mailing label to use in sending the camera at no cost. To enhance the documentation of the camera, it would be most helpful if Mr Waugh would include a note detailing his knowledge of its history.

Very sincerely


JACK B. HILLIARD
Curator

- 2 Atch
1. Proffer of Gift
2. Mailing Label



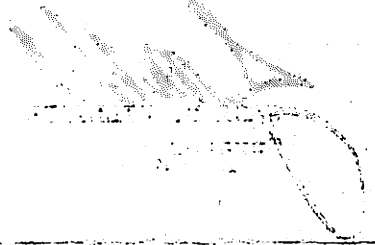
100 2 1 120

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100 2 1 120

28 December 1985

Mr. Francis Waugh
1304 Emigh
Ft. Collins, CO 80521

Dear Fran:

Enclosed is a "Proffer of Gift" form from the USAF Museum concerning the Leica camera. If you will complete it and return it to me, then I will forward it with the camera to the USAF Museum at Dayton, OH. Or, I may just take it down to them, as I will be in Dayton in January for a meeting.

The curator of the museum also said that if you could write something about how you acquired the camera that it would add value to the item as an exhibit.

People at the reunion were happy to hear about you, and I have since learned that you are recuperating successfully, which is good news. I put many of your pictures out and men spent all of Saturday afternoon looking through them. It is my plan during the winter to copy many of them that I do not have in my file, so that I can add them to the major collection and then make prints available to people who want them at the Dayton reunion, with proper credit to you for your generosity.

Have you had an opportunity to look at all at your color slide collection? I am most interested in learning which you have.

I am most apologetic for not having written sooner. My fall, once I returned from Colorado, was one of intense work at the office, leaving me little time for 306th matters. I hope that I now have things under better control and will endeavor to get much work out yet this holiday season, and to continue it through the remainder of this year.

It was good to see you in Fort Collins, and I am most happy that I had the opportunity to make the trip to-you. It was indeed ~~was~~ of the highlights of eight days on the road for my wife and I.

Good luck, and let me hear from you.

Sincerely yours,

Russell A. Strong

28 December 1982

Mr. Francis Waugh
1304 Emigh
Ft. Collins, CO 80521

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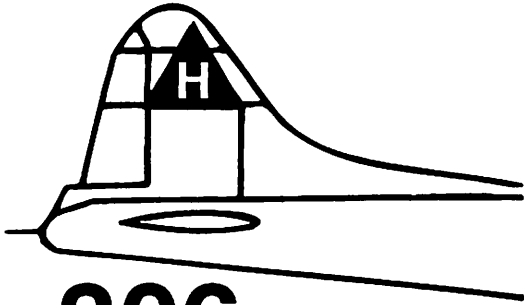
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Good luck, and let me hear from you.

Sincerely yours,

Russell A. Strong



367th, 368th, 369th, 423rd Squadrons, and service organizations
Thurleigh, Bedfordshire, England – September 1942-April 1945

306TH BOMBARDMENT GROUP ASSOCIATION

Secretary/Historian

Russell A. Strong
5323 Cheval Place
Charlotte, NC 28205
Telephone & Fax
704/568/3803
E-Mail: russell.a.strong306@worldnet.att.net

12 May 2004

Author Books

First Over Germany

Command and Staff
Officers, 8th Air
Force, 1942-45

306th Echoes 1975-2000

Editor

306th Echoes (quarterly)
306th Directory
306th Squadron Diaries
367, 368, 369, 423

John Nichol
Kings Lea
St John's Lane, Great Amwell
Ware SG12 9SR
England

Dear John:

You have the permission of Francis Waugh, and myself, as secretary of the 306th Bomb Group Association, to use the enclosed collision picture in your forthcoming book.

Fran was looking through his viewfinder at it and I was looking out a window of the crew interrogation room at the time the planes came together. I was a navigator, but at the time was on a six-week hiatus working in public information, which was an offshoot of the Intelligence Office.

Let us know about the book when it becomes available. My present interest is a picture book of 306th combat crews, including their identifications. I have over 300 crews of the 306th at the moment.

Sincerely yours,

CC: Fran Waugh
Jan Pack

**John Nichol
Kings Lea
St John's Lane
Great Amwell
Ware
SG12 9SR
England**



**Telephone: + 44 7850 313391
Email: john@johnnichol.com**

Francis L. Waugh
1630 Dogwood Court
Fort Collins
CO 80525
USA

16 April 2002

Dear Francis,

I think that Jan Pack of the 388th BG Association has contacted you regarding my interest in a photograph in their magazine showing the tragic collision of 2 B-17s.

To introduce myself, I was an RAF Navigator who fought in the first Gulf War – I was shot down in Iraq and held as a POW for 7 weeks – I have enclosed an information sheet so you can see my background.

I am seeking your permission to use the photograph in a book I am writing about the experiences of the men of Bomber Command and the Eighth Airforce during WW2 – your picture illustrates all of the tragedies that fell on these brave men and how their lives often hung by a thread, both on the ground and in the air.

You can contact me at the above address, email or telephone number, or you can simply contact Jan Pack on 626-359-4444 who will pass on your message to me via email.

Many thanks for your time,

Yours

John Nichol

U.S. MAIL/DK
WPA 8 24 45433-6578

Russell A. Strong
2041 Wheeldale
Talamore MI 49007



U.S. OFFICIAL MAIL
PENALTY FOR PRIVATE USE \$300
P.B. METER 645860
U.S. POSTAGE 14

REFERENCE YOUR OUR COMMUNICATION, DESCRIBED AS:

Donation to the U.S.M. Museum

REQUEST STATUS

IT WAS RECEIVED ON *Apr 86*

YOU MAY EXPECT A REPLY ABOUT

NEGATIVE REPLY/REPORT

WE REFERRED YOUR INQUIRY TO:

REMARKS

See camera of Francis Waugh.

K1

DATE

15 Apr 86

SIGNATURE

Shirley A. Buckler

PHONE

*(513)
855-2597*

AF

FORM
MAR 78

74

COMMUNICATION STATUS NOTICE/REQUEST

★U.S. GPO: 1984-420-979/13243

November 19, 1983

Russell Strong
2041 Hillsideale
Kalamazoo, MI 49007

Dear Russ:

Finally got around to copying prints for all requests and am sending you both some prints and also copy negatives of everything I hope you wanted. If not, let me know what I missed. At the top of your request you had listed some page numbers and then "Aerials of base". Below this you had specific requests of the same number of prints as page numbers so I assumed you wanted the specific prints, have copied same and enclose negatives and prints to cover them. If indeed you wanted copies of prints on those page numbers let me know---but some of the pages have several prints on each page. Guess my memory is slipping or we went over it in such a hurry I didn't understand your request entirely.

Sincerely,

F. L. Waugh
F. L. Waugh
1304 Emigh

Ft. Collins, Colo. 80524

Bill Collins,
2973 Heatherbrae Dr.
Poland, OH 44514

Bill - What's
happened to the
Row into, -
especially
Stacy just #1 ?

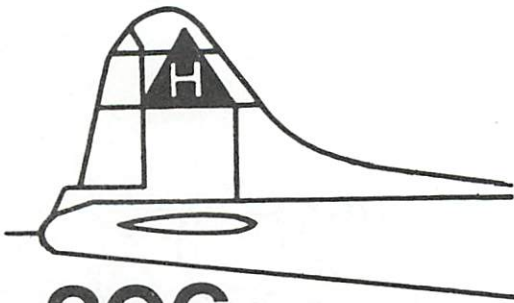
Dear Bill:

Enclosing a contribution to help with Echoes.
Please change my Zip Code from 80521 to 80524. Please
pass this change on to Russ Strong for his directory.

Sincerely,

Francis L. Waugh
1304 Emigh
Ft. Collins, Colo.

80524



367th, 368th, 369th, 423rd Squadrons, and service organizations
Thurleigh, Bedfordshire, England — September 1942-April 1945

306TH BOMBARDMENT GROUP ASSOCIATION

Secretary-Treasurer
William M. Collins, Jr.
2973 Heatherbrae Drive
Poland, Ohio 44514

September 23, 1977

Russell A. Strong
Rt. 1, Scotch Meadows Drive
Laurinburg, North Carolina 28352

Dear Russ:

At long last I finally got around to sorting pictures and negatives for you and am shipping them under separate cover via United Parcel Service. Be sure to let me know if or when you receive them.

These pix are mostly duplicates of some I have in my album so I am not shipping the album as I would hate to lose it. Perhaps we can get together at one of the reunions and I can bring the album along for all to look at. Can't make the St. Louis reunion again this year because it falls during big game season in Colorado and since I work for the Wildlife Division it is impossible for me to get away in October of any year until I retire which should be in the next four or five years.

Will you be attending the reunion? If so, feel free to take all these pix along, plus any prints you want to make from the negatives, and put them on display in case there are any that someone may want copies of. As a suggestion, if you are still short on finances for the newsletter, postage etc. why don't you and Bill Collins sell copies of any of these pictures and use the profits to finance your voluntary work and expense? I know this can be a burden and you guys are doing a good job.

You do not necessarily have to send the prints back but I would like to have the negatives returned when you are through with them. Hope there are pictures here you can use and don't already have. If there are any special ones left out let me know what you are looking for and if I have them in my album I'll copy them and send you the negatives.

Sorry to have been so long getting these pix on the way but this year has been a tough one what with working, moving and my wife having major surgery. Don't know whether I sent you my new address or not but will put it down here so you can make the address change in the membership list and be sure to return materials to new address.

Copy to: Bill Collins

Sincerely,

F. L. Waugh
F. L. Waugh, 1304 Emigh, Ft. Collins Colo.
80521

Russell A. Strong
Rt 1, Scotch Meadows Drive
Laurinburg, NC 28352

Sept. 14, 1976
F. L. Waugh
1328 Stover
Ft. Collins, Colo. 80521

Dear Mr. Strong:

Sorry to be late answering you but I was on vacation and traveling when your letter came. I will try to help you all I can. I have probably the most complete photo file of the 306th and particularly my squadron (423rd) available from Wendover to Thurleigh. If you are really serious about producing a good history of the 306th we should try to get together. The reunion in Dayton is out for me because it falls right in the middle of our big game seasons and since I'm Information Officer for the Colorado Division of Wildlife that is one time of the year I can't get away.

Most of my pictures are permanently mounted in an album which I am hesitant to mail as it is all I have of my three years with the 306th. I have picked out a few extra prints I have unmounted which I am enclosing to give you an idea of what I have. If we could somehow get together you could go through all my files, pick out the pix you are interested in and we could make copies. Otherwise, I could send you a general list of pix I think you might be interested in, you could pick out those you are interested in and I would then copy them and send you the copy negatives. I have my own darkroom and copying equipment so this wouldn't be too much of a task, providing I have a few weeks to get it all together.

For your general information I have pictures of all the squadron emblems; planes in flight over targets; bomb spots; flak and vapor trail pix; one shot Rosky took of two German fighters attacking his plane (when he should have been shooting at them!); pix of captured German planes--both bombers and fighters--and several English planes that visited our base; a whole slug of pix of plane names; crash landings on our base; the return of our planes after their 300th mission when they buzzed the base in formation with their lights on and all the standard PR pix (some of which are enclosed) of VIPs visiting the base, awards etc. etc. At least two pix I took (mid-air collision between two B-17s over our base and a shot of a waist gunner in combat firing his guns) received world wide distribution and have been printed in several AF and 8th publications.

There are several reasons why you probably won't find as many pix of the 306th as of the 305th or 91st and others. We were the first ones over there and were stationed on the old Polish RAF base at Thurleigh. When we first got there the photo section inherited the old base photo lab. We had no equipment other than personal cameras and the Poles left only an old copy camera that used glass negatives. So, other than aerial bomb spotting cameras we had no opportunity like other later groups to get many ground pix for at least a year after we got over there. Even after we got a speed graphic we had to cut aerial film into 4x5 pieces and load film holders because we had no other film for months. Then too, I was the only AF trained photog in the section. Even our photo officer, Skalak, didn't know one end of a camera from the other. And in the last couple years on base we were so busy with bomb spotting cameras and early experiments with copying radar scope images we didn't have much time to do extracurricular photography like some of the other bases. Finally, after VE day the 306th was changed into a mapping outfit and shipped to France. All the old timers like me, who had enough discharge points, were attached to other groups and sent back to the states. So actually, the 306th that came back home was only a fragment of the outfit that left Thurleigh. The photo lab was changed to a mapping section so I doubt if our photo files ever returned stateside like other groups that shipped back intact.

I will send a copy of this letter to Bill Collins along with a few names and addresses I have that he may not have in his files. I will include the list for you so you may contact them for photos since most of them were in the photo section at one time or another. You mentioned Joe Bowles in your letter and I would sure like to have his address so I could correspond with him. Anything I can do to help you, let me know.....

Sincerely, Fran Waugh

Frank

Addresses of some guys who at one time or another were in the photo section:

Wilbur Grisham, 14225 Lora Drive, Apt 6, Los Gatos, California 95030 (a pretty good AF trained photog who joined our outfit late. He may have some good pix.)

Sid Christopher, RR 4, Berry Road, Box 5, Desoto, Missouri 63020 (Photog)

Bill Gentle, Douglas, Wyoming (photog)

Rudolph Skalak (photo officer) Believe he was from New York City.

Bill Van Norman (Group PRO) don't know where he was from but Bove quoted him at length in "First Over Germany" so he may know. He should have a bunch of pix

Clarence Spencer, Ashtabula (sp) Ohio, photog.

Bill Hilton, ^{369th}~~423rd~~ pilot and good friend of mine. Hung around the photo lab like Joe Bowles so he may have some pix. Pix of him included in enclosures showing him with his plane "Fightin-Bitin". Last I heard he lived in Salem, Oregon.

P.S. Forgot to mention in my letter that I also have a composite picture of the ceiling of the officer's mess that shows the early missions smoked onto the ceiling with candles. Also, for the Britisher mentioned in the 306th Echoes newsletter I have several pix of complete planes with plane names and numbers and an almost complete collection of every plane name we ever had from Chennault's Pappy to the Picadilly Commando and Ya Cawn't Miss! Even have a double exposure shot I took of the Damn Yankee with the Mason-Dixon line around the tail section because everyone up front was a Yankee and the tail gunner was a rebel! I also have a pix of a British crew standing under the nose of their bomber showing 100 missions completed (100 bombs painted on) with the quote below it: "No enemy plane will ever fly over Reich territory". If you have correspondence with this Britisher mentioned in the newsletter you might give him my address or at least let him know that I have some material that may help him. I will be glad to help him or you in anyway possible, particularly if it results in some accurate history of the entire life of the 306th, sans as little praise as possible for the FUs like Snuffy Smith who got a congreational medal he didn't deserve and ran it into the ground both overseas and when he got back stateside. There were a hell of a lot of real heroes in the 306th and other ETO outfits who flew their full tour of missions and went through experiences that would have given Snuffy a heart attack. He flew only one mission and spent the rest of the time pulling his rank with his medal or on K.P. On the other hand, Rosky Roskovitch was the first man, enlisted or officer, to finish his 25 missions in the ETO. I flew his last mission with him and I can say he had a lot more guts than I did. He could have gone back to the states and cashed in like Smith did but instead he stayed with us and even sneaked on more missions when he didn't have to. Then got killed in a routine flight to Scotland. There were a lot more like him in the 306th. Too bad Snuffy got the glory while they furnished the guts. Last I heard, Smith was under investigation for some kind of confidence game in the U.S., using his medal to back him up. I would hope you would play down guys like him and tell the stories of some of the real heroes that flew through hell or worked themselves to suicide on the ground trying to keep planes in the air. As far as I'm concerned the Germans were tough. They shot us out of the air three different times in three years when it was a month or so before we could get airborne again. Only reason we beat them was because we overwhelmed them with our resources and got replacements from the states--men and planes--each time we were shot up.

July 13, 1977

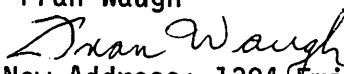
Russell A. Strong
Rt 1 Scotch Meadows Drive
Laurinburg, NC 28352

Dear Russ:

Have been so tied up with moving and illness in my family the past few months that I have been unable to get any of my stuff copied and sent to you. We are moving to a new house the end of this month (Please note new address and send it on to whoever needs it for the newsletter and personnel lists) and while I am sorting out stuff to move I could just bundle up most of the negatives and prints I have and ship them to you to sort through for anything you can use. Naturally, I would want you to send them back when you have copied or printed what you want. Is this okay with you?

Because of all the above mentioned problems it will be impossible for me to attend any of the 306th meetings or trips this year but should be able to participate next year.

Let me know what you want me to do and also be sure to pass my address change on.

Fran Waugh

New Address: 1304 Emigh
Ft. Collins, Colo. 80521

P.S. Do you have United Parcel Service there? If so that would be the best way for me to ship it since there will be one or two boxes full. Let me know.

16 July 1977

Mr. Francis L. Waugh
1304 Emigh
Ft. Collins, CO 80521

Dear Fran:

I've been meaning to write you for several weeks, and as I just got your letter a few minutes ago, I'll answer it immediately and get it in the outgoing mail today.

I would be happy to receive any materials you have, to look through them, make copies, and return everything to you as you sent it.

We do have United Parcel Service here, and seem to get very good service, so you can send things that way.

I have a darkroom available, supplies, and a camera I can borrow for copy work. Thus, I will be ready to make use of anything you can send along.

At the moment I am uptodate on my copy work, and such, having received materials Tuesday and put them back in the mail Wednesday to Allan Richardson. And, every little piece helps in putting the picture of the 306th back together.

Sorry to hear a bout your problems, and hope everything is in good order for you by fall. I'll pass the address correction along.

Sincerely yours,

Russell A. Strong

Feb. 13, 1989

Jim Crow, Os.649 Kirk Ave.
Elmhurst, Illinois 60126

With reference to your phone call asking for pxx of WWII airplanes, all my files are down to one print each and I hesitate to send them through the mail for fear of irreplaceable loss. All my extra prints and negatives have been sent to our 306th Group historian Russell A. Strong, 5323 Cheval Pl, Charlotte, NC 28805. He also had my 8th AF album but I believe he presented that to the Air Force Academy at Colorado Springs.

You might contact him at that address and see if he can accomodate you. If so, I suggest you pay for any expense involved and also make a contribution to our ECHOES newspaper which he edits for our Group. Granted you want them only for a hobby but our organization operates on a volunteer and contribution basis and can use any monetary help it can get.

P.S: His phone #umber is 704-568-0153

Sincerely,

F. L. Waugh

F. L. Waugh
1304 Emigh
Ft. Collins, Colo. 80524

Russ: Sorry I couldn't make it to the Vegas reunion but had eye surgery in October. Do you still have prints and album? I keep getting requests like this.

Fran

May 10, 2007

Mr Russell Strong
5323 Cheval Place
Charlotte, NC 28205

Dear Mr. Strong:

Re: Death of Francis L. Waugh
on December 11, 2006

"Fran" served with the "First Cover
Germany" 306th Bomb Group, 8th Air Force as
a photographer & was stationed in
England for about 3 1/2 years. Among his
many famous photos was the "mid-air" collision
taken over the base but was not published
until well after the war.

He worked as a photographer/journalist for the
Colorado State - First Department for thirty years
and retired in 1980.

He is survived by his wife of 56 years,
Bernette, two children & 3 grandchildren.
And is buried at Black Hills National Cemetery
at Sturgis, South Dakota.

Sincerely
Bernette Waugh

<p>1864</p> <p>1865</p> <p>1866</p> <p>1867</p> <p>1868</p> <p>1869</p> <p>1870</p> <p>1871</p> <p>1872</p> <p>1873</p> <p>1874</p> <p>1875</p> <p>1876</p> <p>1877</p> <p>1878</p> <p>1879</p> <p>1880</p> <p>1881</p> <p>1882</p> <p>1883</p> <p>1884</p> <p>1885</p> <p>1886</p> <p>1887</p> <p>1888</p> <p>1889</p> <p>1890</p> <p>1891</p> <p>1892</p> <p>1893</p> <p>1894</p> <p>1895</p> <p>1896</p> <p>1897</p> <p>1898</p> <p>1899</p> <p>1900</p>	<p>1864</p> <p>1865</p> <p>1866</p> <p>1867</p> <p>1868</p> <p>1869</p> <p>1870</p> <p>1871</p> <p>1872</p> <p>1873</p> <p>1874</p> <p>1875</p> <p>1876</p> <p>1877</p> <p>1878</p> <p>1879</p> <p>1880</p> <p>1881</p> <p>1882</p> <p>1883</p> <p>1884</p> <p>1885</p> <p>1886</p> <p>1887</p> <p>1888</p> <p>1889</p> <p>1890</p> <p>1891</p> <p>1892</p> <p>1893</p> <p>1894</p> <p>1895</p> <p>1896</p> <p>1897</p> <p>1898</p> <p>1899</p> <p>1900</p>
<p>1901</p> <p>1902</p> <p>1903</p> <p>1904</p> <p>1905</p> <p>1906</p> <p>1907</p> <p>1908</p> <p>1909</p> <p>1910</p> <p>1911</p> <p>1912</p> <p>1913</p> <p>1914</p> <p>1915</p> <p>1916</p> <p>1917</p> <p>1918</p> <p>1919</p> <p>1920</p> <p>1921</p> <p>1922</p> <p>1923</p> <p>1924</p> <p>1925</p> <p>1926</p> <p>1927</p> <p>1928</p> <p>1929</p> <p>1930</p> <p>1931</p> <p>1932</p> <p>1933</p> <p>1934</p> <p>1935</p> <p>1936</p> <p>1937</p> <p>1938</p> <p>1939</p> <p>1940</p> <p>1941</p> <p>1942</p> <p>1943</p> <p>1944</p> <p>1945</p> <p>1946</p> <p>1947</p> <p>1948</p> <p>1949</p> <p>1950</p>	<p>1901</p> <p>1902</p> <p>1903</p> <p>1904</p> <p>1905</p> <p>1906</p> <p>1907</p> <p>1908</p> <p>1909</p> <p>1910</p> <p>1911</p> <p>1912</p> <p>1913</p> <p>1914</p> <p>1915</p> <p>1916</p> <p>1917</p> <p>1918</p> <p>1919</p> <p>1920</p> <p>1921</p> <p>1922</p> <p>1923</p> <p>1924</p> <p>1925</p> <p>1926</p> <p>1927</p> <p>1928</p> <p>1929</p> <p>1930</p> <p>1931</p> <p>1932</p> <p>1933</p> <p>1934</p> <p>1935</p> <p>1936</p> <p>1937</p> <p>1938</p> <p>1939</p> <p>1940</p> <p>1941</p> <p>1942</p> <p>1943</p> <p>1944</p> <p>1945</p> <p>1946</p> <p>1947</p> <p>1948</p> <p>1949</p> <p>1950</p>

21 February 1989

Dear Fran:

I have received your note on the Elmhurst, IL, inquiry concerning pictures, and have written the man as to interests. I'll see what it is he wants before committing anything.

I still have all the prints and the album. All will eventually be turned over to the Air Force Academy, and I guard them zealously. I have not made a practice of loaning very many-pictures because it is difficult to get them back. However, I try to handle all requests from 306th people for prints.

Sorry to hear about your eye surgery. I hope that you have made a good recovery, and that your sight is not impaired.

You certainly missed a good one at Las Vegas, and I know you would have enjoyed the camaraderie there. I think most everyone had a great time. One of the features of 306th reunions is that those who come have a difficult time in leaving; and the reunions the next year are much more fun at renewing last year's acquaintanceships.

Send along any requests that you have and I'll be happy to take care of this kind of correspondence for you.

All the best,

21 February 1989

Dear Fran:

I have received your note on the Elmhurst, IL, industry concern-
ing pictures, and have written the man as to interests. I'll see
what it is he wants before committing anything.

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come have a difficult time in leaving; and the reunions the next
year are much more fun at renewing last year's acquaintanceships.

Send along any requests that you have and I'll be happy to take care
of this kind of correspondence for you.

All the best,

27 August 1976

Mr. Francis Waugh
1328 Stover
Ft. Collins, CO 80521

Dear Mr. Waugh:

I have been working diligently during the past year and a half in research on a history of the 306th Bombardment Group. This has become a most enjoyable task, but also has its frustrations. I am hoping that you may be able to shed a little light on one matter.

I know that you worked in the photo lab (although Joe Bowles sent me a picture in which you were out painting your name on a plane!)

One of the things that has always bothered me in 8th AF historical materials is the lack of 306th pictures, and the abundance of 91st, 305th, etc.

Last week I spent a brief time in the USAF audio-visual center in Washington, going through about 40 notebooks of pictures on the 8th. And there I could not help but notice the lack of 306th pictures.

I am sure that a great many were taken, and during my brief period of service in PIO and intelligence (Sept. and Oct. 1944), I saw a great many pictures. I have been able to collect perhaps a hundred from various people.

Do you have any collection of them? If you do, I would certainly like to borrow them (and I'd be happy to pay any shipping charges) to examine them, and copy those that I wanted.

Were you there at the end? If so, what was done with the photo files? Or, who might know more about them?

Incidentally, my work parallels that being done by others, and we have now located about 450 former-members of the 306th.

I have personally seen such people as George Robinson, Wm. Raper, Robt. Williams, John Rigan, John Bairnsfather, Charles Duy, and quite a number of other flying and ground personnel, and have had a great time talking with them.

I should also mention that I was with the 367th from June 7 to the end of November 1944 as a navigator. I've waited 30 years for someone to enlarge on the Bove history of the group, and as none came forth I decided to do it myself.

ANY information you can give me will be greatly appreciated. If I can get the whole thing to a publication stage I'll want a good collection of pictures to go along with it, and I would very much appreciate any help you might be able to give me.

Sincerely yours,

Russell A. Strong

Rt. 1, Scotch Meadows Drive Laurinburg, NC 28352

27 August 1976

Mr. Francis Wagh
1328 Stover
Ft. Collins, CO 80521

Dear Mr. Wagh:

I have been working diligently during the past year and a half in research on a history of the 306th Bombardment Group. This has become a most enjoyable task, but also has its frustrations. I am hoping that you may be able to shed a little light on one matter.

I know that you worked in the photo lab (although Joe Bowles sent me a picture in which you were out painting your name on a panel)

One of the things that has always bothered me in 8th AF historical materials is the lack of 306th pictures, and the abundance of 91st, 305th, etc.

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Sincerely yours,

Russell A. Stroud
Rt. 1, Scotch Meadows Drive Laurinburg, NC 28282

17 January 1977

Mr. Frea Waugh
1328 Stover
Ft. Collins, CO 80521

Dear Fran:

It was nice to get your letter today, and so that I don't get bogged down (I do have a backlog of unasnwered letters) I'll get off an answer to you immediately.

I would like to borrow the 4x5 negatives, as I do have access to printing facilities and could get them done fairly expeditiously. I will return them, as I have all other items loaned me thus far.

I think we can work out the other costs to the satisfaction of both of us.

Did you know at the October meeting Snuffy fell down a stairway in the motel and dislocated his shoulder? Doc Wiehe had to cart him off to the hospital and get him straightened out! Some never change! In some of my stuff, one of my kids was reading an old newspaper story just the other day on one of Snuffy's postwar scrapes with the law, and thought it highly amusing.

As to pictures I want: GOOD formation pictures, not just any but the really good ones; damage pictures, crash landings, plane pictures with names; the life raft pix, and those of POW post cards; the bunch in wooden shoes; some general base pix; command personnel.

That ought to keep you busy for a while, and will certainly make my job much easier.

Sincerely yours,

Russell A. Strong

Rt. 1, Scotch Meadows Dr.

Laurinburg, NC 28352

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1328 Stover
Ft. Collins, CO 80521

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make my job much easier.

Sincerely yours,

Russell A. Strong

Rt. 1, Scotch Meadows Dr. Laurinburg, NC 28352

January 14, 1977

Harold F. Lightbown
Lightbown Press, Inc.
369 Congress St.
Boston, Massachusetts 02210

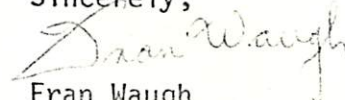
Dear Harold:

Holidays prevented an earlier answer to your letter. Hope I can help you find the picture you want. If not your best bet would be Skalak, the photo officer, or perhaps he can put you in touch with whoever was assigned to the 369th PR photo (I can't remember!). You see, each of us in the lab section was assigned to a particular squadron in the group and for all miscellaneous pix outside of mission bomb spotting photos we were responsible for our own squadrons. I was with the 423rd and of course have a good collection of pix I took for them including Rosky's 25th (I flew it with him), Riordan's crew when four of them finished 25 at the same time etc.

I have looked through all my prints and negatives and the only others I can find are as follows: One pix of a blonde, curly headed guy smoking a cigarette and backed up against a quonset hut roof. But he has "29" painted on his forehead, "369" on his chest along with "Punk" and "Fightin-Bitin". Another shows one dark haired stocky guy in front of the ship Satan's Lady with 25 on his forehead and Eager Beaver painted on his chest. The only other pix of 25 I have is one with a bunch of guys standing under the wing of a B-17 between two engines. The guy's back is to the camera with his head down and others are painting 25 on his back. An officer (Lt.) in class A uniform is standing at the right side of the group smoking a cigar and holding a knife in his hand (apparently to cut off ties, which was a 423rd custom of Rosky's, so I assume this group is a 423rd crew). Now if any of these are the one you refer to I will be happy to copy the print and send you the negative. If not, I would suggest that in asking others you describe the picture as close as you can recall it: what plane was in the background etc? I am sure someone in the photo crew probably has a print of the pix you want. The main problem will be finding which one and I can't remember the names of the guys who were assigned to the 369th (possibly Clarence Spencer of Ashtabula, Ohio or Fields, of Fresno, Calif) There was also a McGlaughlin of Atlanta, Georgia. I don't have addresses of any of them but will send a copy of this letter to Russ Strong along with a letter I owe him on providing pictures. I still think Skalak would be your best bet if you can find him. Bill Gentle, of Douglas, Wyoming might help but he was assigned to the 367th.

Anyway, if I have anything you're looking for give me a note and I'll get it off to you as soon as possible. I will be sending Russ Strong copies of almost every picture I have so keep in contact with him or get a copy of his book when it's finished. Good luck.

Sincerely,



Fran Waugh
1328 Stover
Ft. Collins, Colo. 80521

January 14, 1977

Russell A. Strong
Rt 1, Scotch Meadows Drive
Laurinburg, NC 28352

Dear Russ:

Sorry to have been late writing you but I work for the Colorado Division of Wildlife and between big game seasons and the holidays I just couldn't get an answer in the mail.

I have all kinds of formation pix, damage pix, crash landings etc. which you are looking for. Also, have copies of post cards from POWs to buddies of theirs in the 306th with a couple of pix in a life raft and a bunch of guys in wooden shoes (POWs in Holland?) that might help you on that phase of your research.

Anyway, as soon as I get time I will start shooting copies of those pix you have mentioned wanting. It would help if you would write me and tell me what all you do have so I won't be duplicating so much. If it's okay with you I will copy in 35mm with a macro lens, develop the film in fine grain developer, pull proof prints (so I can write an explanation for you on them) and send you the negatives and proof prints in matched series of six to a strip. You can then blow up the negatives to 5x7 or even 8x10 without too much loss of detail or sharpness. (I have a moonlight baby photo business that deals in split 35mm images blown to 5x7 so take my word for it the copies will be as good as possible and you can reproduce without much loss from the original. I have my own darkroom too.)

I also have a set of my own personal 8x10 collection of pix of every plane name I could get for about 3 years of shooting. I have the 4x5 negatives of this collection and would be willing to send them to you providing you guarantee to return them to me as soon as you have printed them. We can discuss costs later after you have seen some samples. Right now I would be satisfied with being reimbursed for film and paper expense and a copy of your book when you get it printed. Okay?

I share your and Bill Fahrenhold's opinion of Snuffy Smith and glad to hear you intend to soft peddle his part. Naturally, you can't leave him out, but as Bill Fahrenhold told you, he just took advantage of a big PR deal. I know because I had to photograph his award ceremonies (and also have a damage pix of the ship).

Try to let me know as soon as possible at least the general area of pictures you already have so I won't duplicate too much. Meantime I'll get going with copies of pix you've already asked for. If it's okay with you to do it in 35mm it will go pretty fast because I have the camera and the copy set up and bulk load film to shuck them out quick.

Sincerely,



Fran Waugh
1328 Stover
Ft. Collins, Colo. 80521

Enc. letter to Harold Lightbown in case
you can help him. Feel free to refer any of such
requests to me if you think I can help any of these guys.

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Fisherman's Prayer

I pray that I may live to fish
Until my dying day
And when it comes to my last cast
I, then most humbly pray
When in the Lord's great landing net
And peacefully asleep
That in His mercy
I be judged
Big Enough to keep

In Loving Memory Of
Francis "Fran" L. Waugh

BORN
February 14, 1918
Deadwood, South Dakota

~
DIED
December 11, 2006
Fort Collins, Colorado

VISITATION
9:00am ~ 11:00am, Thursday, December 14, 2006
Allnutt Drake Road Chapel
Fort Collins, Colorado

GRAVESIDE SERVICE
1:00pm, Friday, December 15, 2006
Black Hills National Cemetery
Sturgis, South Dakota

MEMORIAL CONTRIBUTIONS
Memorial Scholarship Fund at Black Hills State
University in care of Allnutt Funeral Service,
650 W. Drake Road, Fort Collins, Colorado 80526.

USAF MUSEUM GIFT ACCESSION

Donor Mr Russell A. Strong
2041 Hillsdale
Kalamazoo MI 49007

Date Item Received 15 Apr 86
Accession Number 1986-112

Museum Catalog Number

1986-112

Item Description

Camera, Leica 35mm w/case

4 April 1989

Dear Fran:

I have shipped your photo album by United Parcel, so it should be there probably by Friday. No problem, I just didn't get away from Echoes, income tax, etc, sooner to pull it out and send it. The \$20 went along to Dale Briscoe as a contribution to the 306th.

Some of the 306th reunions have been video taped. Bill Elliott has done at least one entire reunion, and parts of others have been done.

I think that an opportunity exists for someone to do a very interesting bit of videotaping of personal interviews with individuals and with groups who have had similar experiences. The groups could consist of almost any Thurlough group, such as photographers, mechanics, riggers, medics, office personnel, cooks, etc.

The main thing that a good tape needs is good planning ahead of time, and good editing at the end. Nelson Ake did a video tape of our trip two years ago to England. But it badly needs editing to get the poor pictures out, to upgrade the audio part, etc.

Just as movies, or a good slide show, its the advance planning that often makes the difference. I think the interviews, interspersed with prints of still pictures, and of some of the movie footage we have, could make a fine piece of oral and visual history.

And I would think that you would be a good person to try it because you were there, you have a photographer's eye, and you knew enough people, and probably saw more of the base in action than most people.

I would hope that you might be able to show up at Little Rock, and perhaps get a group together to work out subjects, people, etc.

I'll run some thoughts in Echoes and see what the response is. Elliott is now in the video business and knows a lot about it as well.

All the best,

4 April 1989

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I have shipped your photo album by United Parcel, so it should be there probably by Friday. No problem, I just didn't get away from Echoes, income tax, etc, sooner to pull it out and send it. The \$20 went along to Dale Briscoe as a contribution to the 300th.

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All the best,

13 January 1986

Dear Fran:

I received your Proffer of Gift form, as well as the original base plate.

My meeting will be at the Air Museum February 1, so I have written them that I will deliver the camera at that time. That would seem the best arrangement to me.

I am sure that they will find it a useful addition to their collection, and will probably give their principal camera buff some interesting moments.

I have not disposed of the scrap book as yet because I do want to copy a number of the photos and just have not had time to do it yet. But I hope to get it done in the next couple of months.

Thanks much for the pictures which you included.

Sincerely yours,

Russell A. Strong

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Russell A. Strong

13 January 1986

Mr. Jack B. Hilliard
Curator
USAF Museum
Wright-Patterson AFB, OH 45433-6518

Dear Jack:

Re: Gift of Leica Camera from Francis Waugh.

I have received the Proffer of Gift form from Waugh, along with some remarks on how he obtained the camera.

I am scheduled to attend a meeting at the Museum on Saturday, February 1, and will bring the camera with me at that time.

My meeting is scheduled for 11 a.m., so I would hope that someone might be on hand at that time to make the presentation to. I will bring along a camera and would like to get a picture for use in the April issue of 306th Echoes.

I look forward to delivering the camera, and if you are on hand, it will be a pleasure to meet you at that time. When I lived in Dayton I got well acquainted with Royal Frey, even if he couldn't get his P-38 back home! My B-17 made it every time--some days a bit torn up, but it made it.

Sincerely yours,

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Sincerely yours,

Russell A. Strong

PROFFER OF GIFT

KNOW ALL MEN BY THESE PRESENTS:

That I, Francis L. Waugh....., the owner of the property
(name)
listed below, do hereby voluntarily give, transfer, convey and assign said property, free and clear of all encumbrances, to the Secretary of the Air Force, acting on behalf of the United States of America, to have *and to* hold the same forever, hereby relinquishing for myself, my executors, administrators, heirs and assigns all ownership, rights, title, interest and possession therein to the donee absolutely:

3-C Leica camera used by German Luftwaffe as an aerial color camera during World War II. The Summar lens was specially ground for best definition and color. (Front element was twice as large as rear element because Germans found they could grind the center of a lens more accurately than the edges---therefore this lens uses only the center of the lens.) This camera was sold to me after D-day by a Captain in the Royal Air Force. I paid 100 pounds for it (approx. \$450). He didn't explain how he got it but assume he "liberated" it from a Luftwaffe officer.

The herein described gift and transfer of said property does not entail the granting by the donee of special concessions or privileges to me or my executors, administrators, heirs and assigns.

The herein described gift and transfer of said property is made for the benefit of or use in connection with the establishment, operation, or maintenance of the USAF Museum or other institution or organization under the jurisdiction of the Department of the Air Force, in conformance with 10 U.S.C. 2601.

(Signature) F. L. Waugh (Seal)

Address 1304 Emigh, Ft. Collins, Colo. 80524

WITNESS:

(Dated) Jan. 8, 1986

(Signature)

(OVER)



This 3-C Leica camera is labeled "Luftwaffen Eigentum" (property of German Air Force). It was used during WWII for aerial photography in color. It weighs about one pound--while the aerial cameras used by the USAF (and RAF) weighed from fifteen (K-20) to 80 (K-17) pounds. The Luftwaffe camera used 35mm film while the K-20 used 4x5 roll film (inches) and the K-17 used 10" wide roll film. I forget the nomenclature of the English cameras we used for bomb spotting and radar scope copying but it took a 4" wide roll film and weighed about 15 pounds. All our cameras were black and white but the Germans used color film in the Leica.

(Weight of cameras was a big factor when it came to installing them in B-17s, or trying to shoot oblique shots from the waist or radio gun slots.) The K-17 could be equipped with handles and sights to be used for oblique shots but it was so heavy it was almost impossible to use in combat. We used K-20s for combat shots but they malfunctioned a lot (film and shutter operated by lever-action handle) and some scratched film badly because the pressure plates weren't smooth. I used to take a new K-20 and polish the pressure plate before use in combat.

Meanwhile the Luftwaffe were using a beautiful, light weight 35mm camera and getting color shots just as fine as our mogul size cameras. I didn't realize this until I bought the 3-C Leica? I used it after the war until SLR 35mms replaced them.

F. L. Waugh
(T/Sgt) F. L. Waugh, aerial photographer
423 Squadron, 306th Bomb Group
Thurleigh, England 1942-45

P.S. We used to have to use electric heat camera covers for our cameras (and RAF) because their shutters and film transports were greased and froze at altitudes we bombed at. The Leica, however, was machined so perfectly (and greaseless) freezing was no problem.

Feb. 25, 1992
Russell Strong
5323 Cheval Place
Charlotte, NC 28205

Dear Russ:

Just a note for the 1992 directory:

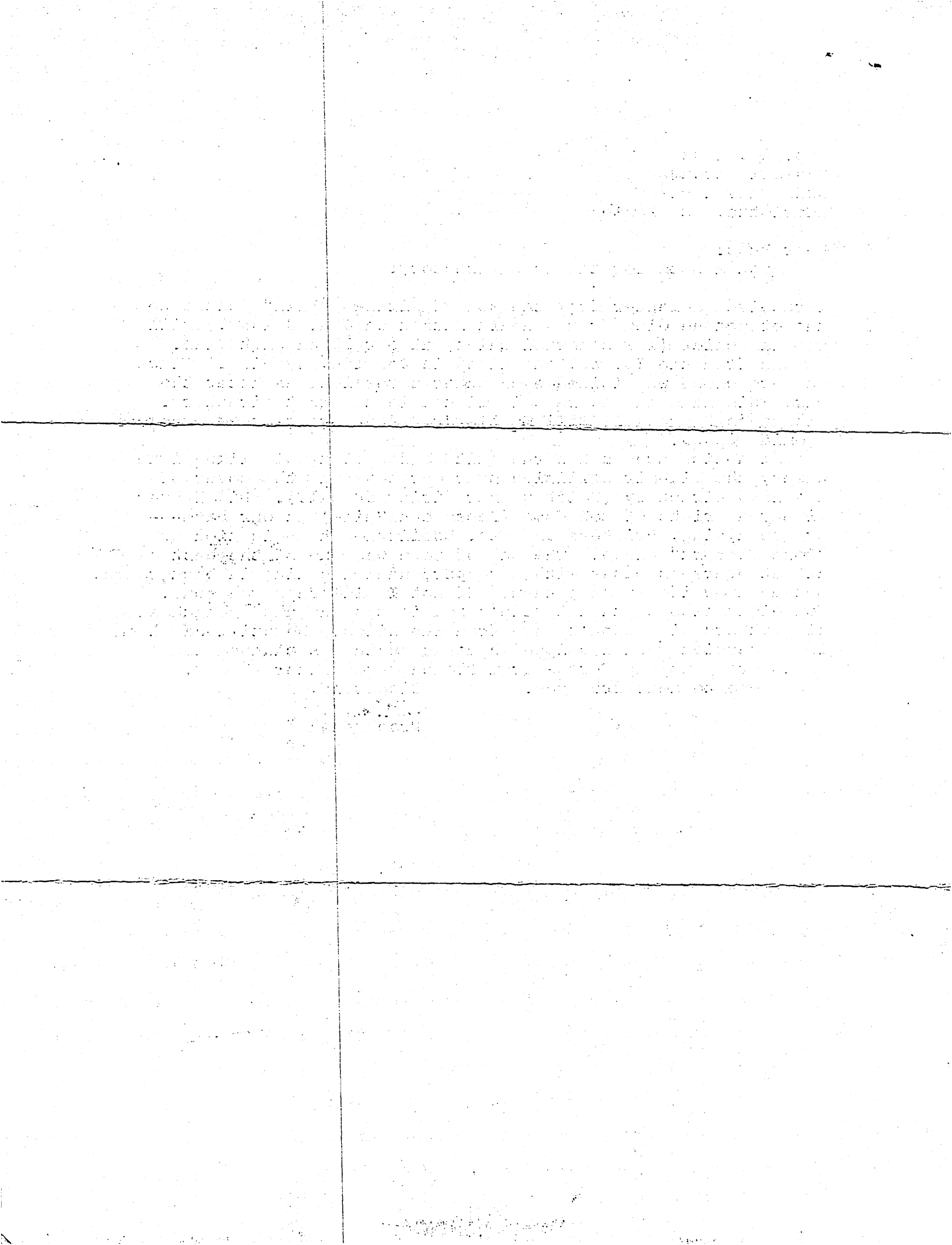
I received a letter from the son of William "Bill" Gentle to the effect he died from a heart attack on Jan. 3, 1992. Bill was lab chief (I was aerial chief) at our 306th photo lab. He was from the 367 sq. and lived in Douglas, Wyoming. Since we were close we visited each other several times after the war. His name and address is listed in the last directory. His son's address is Bill Gentle Jr. 4600 Wrangler Rd. Cheyenne, Wyoming 82009.

I notice Echoes has run quite a few of my pix like plane names, the mid-air collision over our base and the cover of the 1990 Directory (Waist gunner firing 50 cal.). Did I ever give you prints of Bob Hope (Pepsodent Smile) at our base--- or Queen, King, Princess and Gen. Doolittle at dedication of "Rose of York" plane. The one of Hope was one of the best of him at overseas bases with base personnel laughing in background. Let me know if you have them. If not I will send you some. You might also contact Gentle's son in case he has a bunch of his fathers pix I don't have from lab files. He still had them in possession when I shipped home as 306th was changed to a photo group to map Europe from French bases after VE day.

Hope to hear from you.

Sincerely,

Fran
Fran Waugh



27 March 1992

Dear Fran:

It was good to hear from you, and I apologize for not getting back to you sooner. Part of the problem was that we went to Florida for about 10 days late in February.

I have just finished ypt the April issue of Echoes and am trying to clean up some dibs and dabs off my desk before sailing off Sunday to pass approval on a new-grandson in Michigan.

The several pictures you mentioned I seem to have. I have several, in fact, of Hope with his big smile, and a decent collection on the '44 visit of the Princess Elizabeth.

Several years ago Bill Gentle sent me his collection of photos, and in the April issue I mention getting another small collection.

The only ones I have seen that I couldn't get were some that John Bairnsfather had that I had not seen previously. But, he wouldn't even loan them to me so that I could get them copied. He had some rare ones.

Well, its back to England this summer, and its too bad that a tremendous number of 306th people can't go. We do have about 250 at this time on the list, and expect more in the next month or two.

All the best,

27 March 1992

Dear Fran:

It was good to hear from you, and I apologize for not getting back to you sooner. Part of the problem was that we went to Florida for about 10 days late in February.

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Well, its back to England this summer, and its too bad that a tremendous number of 300th people can't go. We do have about 250 at this time on the list, and expect more in the next month or two.

All the best,

6 June 1986

Dear Fran:

I was happy to hear from you earlier this week, although I must confess pangs of guilt over not having written you much earlier. I only plead that I have been extremely busy with my job, with the 306th, and with many family obligations. But those are not good enough excuses--

I delivered your camera, along with two pictures of you, to the Air Museum, and having received notification of their receipt of the item, must assume that now it is in safe hands. I am sure that they will put it to good use at some point. At least, it will be safely kept. I had not wanted to ship it, and had planned to deliver it in January at a meeting of the reunion committee, but an early morning ice storm in Kalamazoo cancelled all flights that day, and I didn't go until March.

I will be most pleased to get additional photographic materials from you to add to the 306th collection, especially the color slides. I'll have them copied and return the originals to you. I am hopeful that I can make use of them in color at some time in an issue of Echoes.

For a number of years I edited the only college alumni magazine in the U. S. that each issue ran a four-color cover, and I think color in a newspaper such as Echoes would be a first as well. But that's not what is really important. There is so little color of the air war in Europe that your pictures will be a very welcome addition to the lore of "our" war.

I had forgotten the earlier piece by you on the mission to Antwerp, but will search it out. It causes me to think once again that I must really get at indexing the copies so that I can find things once again.

I do hope that your health situation can be stabilized in the near future, because it is so aggravating not to feel reasonably well.

In the future I'll try to keep my correspondence in better shape.

Sincerely yours,

6 June 1986

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Sincerely yours,

30 November 1976

Mr. Francis Waugh
1328 Stover
Ft. Collins, CO 80521

Dear Fran:

It was nice to hear from you and to check out the pictures you sent along. I have recently acquired a bunch of pix from Bill Gentile that he didn't want to try to keep.

I am accumulating a fair archive at this point and hope to expand it even more, as I get ready to begin writing. At the moment I am looking for survivors of downed planes, and have written to about three dozen, hoping to learn more of what happened inside and out of their planes.

As to your pictures, I'd like to secure anything that you can spare, or copy. One of the things I am after is plane pictures, showing names and numbers where possible. I also want formation pix, damage pix, crash landings, etc.

If you can supply me with copy negatives, this would be great, and we ought to be able to arrive at some understanding on their cost. I have access to a darkroom and enlarger, so can make prints as I want them.

Snuffy Smith turned up at Dayton, fell and dislocated his elbow, and Doc Wiehe ended up taking him to the hospital and getting him straightened out. Still can hold his liquor.

I didn't make it to Dayton, as I have a new job, too many things to do and felt I could better spend my money this year the National Archives in Washington digging out some data I really need for my research.

One of the aims of my work is to present a balanced picture of 306th, with emphasis on those people and events who really merit it. I fear I cannot omit Snuffy, as I might like, but I certainly wouldn't play it too hard. I've talked with Bill Fahrenhold, who was in the plane that day, and he had little use for Snuffy and feels that Snuffy just took advantage of a big PR deal. Bill says he was offered the medal, but told them it wasn't worth more than a silver star, which he got.

Thanks for the addresses, and I would certainly like to get copy negatives at any time you are able to get them done.

Sincerely yours,

Russell A. Strong

Rt. 1, Scotch Meadows Drive Laurinburg, NC 28352

20 November 1975

Mr. Francis Laughlin
1328 Hoover
Ft. Collins, CO 80501

Dear Frank:

It was nice to hear from you and to check out the pictures you sent along. I have recently acquired a bunch of six from Bill Gentry that he didn't want to try to keep.

I am accumulating a fair archive of this point and hope to expand it even more, as I get ready to begin writing. At the moment I am looking for survivors of downed planes, and have written to about three dozen, hoping to be in more of what happened inside and out of their planes.

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Thanks for the addresses, and I would certainly like to get copy negatives at any time you are able to get them done.

Sincerely yours,

Russell A. Strong

441, Scotch Meadows Drive
Levittown, PA 19053

Jan Pack Editor 388 B.G.
510510 West Foothill Blvd. #B
Monrovia, California 91016

Russ Strong, Editor 306 B.G.
5323 Cheval Place
Charlotte, North Carolina 28205

Dear Jan and Russ:

Enclosed please find the Request and Biography by John Nichol, English author, Kings Lea, St. Johns Lane, Great Amwell, Ware SG 1295R, England for the picture I took of the mid-air collision between 2 B-17's over our 306th base at Thurleigh, England during WWII. I was a T/Sgt. aerial and ground photographer of 423rd Bomb Squadron covering the return of planes from a mission.

Mr. Nichol wants it for a book he is writing about experiences of men of the RAF Bomber Command and 8th Air Force B-17's during WWII.

I often covered return of missions for the CIA and Group Photo for just such incidents, crash landings, wounded, etc.

It was a typical England muggy foggy day and groups from our base and several others were desperately trying to find their base to land. I was standing next to an ambulance when planes were circling overhead. A couple of times two formations flew through each other with near collisions so I cocked the focal plane shutter on my Speed Graphic and set it for what I hoped was a good exposure for such poor light. I placed it on the hood of the ambulance just as two squadrons of planes from other bases flew through each other. The lead planes saw each other. One dived and the other pulled up. The other planes followed the leaders but the two tail end Charlies didn't see what was going on and they crashed mid-air. I reached over, picked up the camera and when the wreckage got spread around tripped the shutter. I then proceeded with the ambulance where wreckage and twenty bodies were scattered all over the west end of the base. Two or three ground crew were also killed by falling debris.

I went to the photo lab and developed my own film, using intensifier on the negatives, to be sure I got an image in such poor light.

The CIA and Bomber Command wouldn't release the prints until after the war was over because they didn't want the Germans to know how many planes and crews we lost outside of combat - and there were plenty of both, English and American.

The 388th and 306th Newsletters have both printed the picture and after the war it was printed worldwide.



Mr. Francis Waugh
1630 Dogwood Ct.
Fort Collins, CO 80525

Jan

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Russ Strong, Secy, 306th Bomb Group, 5233 Cheval Place, Charlotte, NC 28205

Dear Russ:

Enclosed please find my check for \$75.00 for the 306th Echoes (\$55.00) and the 423rd Combat Diary (\$20.00). Congratulations to you for your many years of keeping the Group together ~~with~~ with the "Echoes" publication!

I just received a phone call from a gal ("Jan") who is evidently the editor of the 388th Group (B-17s in England). My Best friend in Ft. Collins, Hal Swope, (he and I worked together for 30 years in the Colorado Division of Wildlife after the war until we both retired----he was a B-17 Pilot in the 388th in England) had written her and sent the picture I gave him of the mid-air collision of two B-17s over our base (you printed it in ~~Echoes~~ years ago). Anyway she thought it was great and is going to print it in the 388th newsletter to be mailed soon. She wanted the details of how I took the picture and my permission to print it. (It was a foggy day in the area when all the groups nearby were returning from a mission. There were near collisions of squadrons in formations looking for their bases, so I set the Speed Graphic on phocalplane shutter and put it within reach on an ambulance hood. When the two formations flew through each other it was obvious the two tail end charlies were going to hit. I just grabbed the camer, waited til the wreckage spread around and tripped the shutter. I then developed the negative with intensifier and it printed out okay. The pix was held up until after the war to keep the German's from knowing how many planes we were losing in non-combat situations. There were a lot! I nver did find out which Group squadrons were involved in the collision, but possibly the 388th was possibly one of them. If you know this gal, their newsletter or the 388th Group you may find out. Could make a good story.

In addition I note that Bob Hope was recently hospitalized (\$In his late 90s) which reminds me that I took a picture of him when he performed for the 306th at Thurleigh. He was standing on a trailer platform stage with a hundred or so GIs in the background. I imagine I gave you a print and/or negative (along with many others) but if you don't have it let me know and I'll send you a copy. I imagine a lot of spectators would have a lot of fun picking themselves out in the audience.

I also have a print of the King, Queen, princess and General Doolittle at the christening of the "Rose of York on our base. Rose of York was the princess's title. I note her sister just recently died and she is getting old like me. If you don't have a print of that, let me know and I'll send you a copy of it. Incidentally, The original ~~SRose~~ of York plane was shot down the week before the christening was to be held so we had to paint up another plane for the photo shoot. So went the war! Glen Miller played at our base the night before he was lost in a flight to France. I didn't get pix of him because I was in Scotland shooting the wreck my friend Rosky Roskovith was killed in. (I flew Rosky's 25th mission (the first in the ETO) with him to Antwerp, Belgium.(4-5-43) We were hit, ~~Kn~~ocked out of formation and ~~salved~~ our bombs to get back in formation. Our ~~bombs~~ hit a school and killed a bunch of kids. Similarly, I recall when we had orders that when we bombed in Germany proper, If the primary and secondary targets were socked in (before radar drops) we were to hit any available German target and NOT return with the bombs. A 369th pilot told me he picked out a small German village in a valley and the bombardier laid a string of bombs right up main street. He was sick about it but that was war and those were the orders.

Let me kow if you want any of the above.

Enc: \$75.00 Check and copy of letter to ~~388th~~

Sincerely,


ex-17 Sgt Fran Waugh
1630 Dogwood Ct.

Fort Collins, Colo. 80525

I have been thinking about you a great deal lately and wondering how you are getting on. I hope you are well and happy.

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Russell Strong
5323 Cheval Place
Charlotte, NC 282005

Fran Waugh
1630 Dogwood Court
Fort Collins, Colo.
80525--ph=(970-482-2790)

Dear Russ:

Many thanks for sending me advance copies of Echoes with Gerry May's article about Rosky. I was just in the process of answering May's request for more detail on Rosky when Echoes came with his article which already contained much of the detail he wanted, plus pix he wanted of Rocky, me and the tie collection. I will still write him hoping you have also sent him a copy of his article. If you haven't, his address is: Gerry May, 29 Eskview Grove, Midlothian EH 22 IJW., Scotland.

His letter and your Echoes copies were delayed because we moved last fall and our mail was sent to the wrong address (1304 Emigh). Our new address and phone number is in the right corner above. Will you see that the address is corrected and Treasurer Houser gets the new area code (970) and zip code (80525). Enclosed is \$10 for all the Echoes postage involved or whatever.

On the Echoes back page (8) was an article by D.G. Martin about WWI Vets dying out. I don't think I've ever mentioned or written about this before but my brother, Everette, who was twenty years older than me, lied about his age and enlisted in the Army Air Corps in WW I at age 17. When he arrived overseas his outfit (138th Aero Squadron 5th Pursuit Group) was stationed in Scotland before going into combat in France. I don't know for sure but believe his Scotland base was Drem where Rosky was killed and where I photographed the crash scene!

I was born February 14, 1918 while he was overseas and was two years old before he returned home to see his little brother. When I got overseas in the 306th in 1942 he wrote me about being in Scotland but at the top of his letter he asked: "Why should I write to you? You didn't write me when I was overseas!"

On his return to the States he served in the Black Horse Troop in Texas for several hitches. He tried to enlist again in WW II but couldn't pass the physical so he went to work at Fort Meade Veterans Administration Hospital in Fort Meade, South Dakota as the supply sergeant. He worked there until retirement, lived until ninety years old, and died at Fort Meade hospital. He is buried in nearby Black Hills National Cemetery where I too will end up sooner or later. On February 14, 1998 I will turn eighty after serving thirty years in the Colorado Division of Wildlife as Photographer and Information Officer.

Thus the tale of two World Wars and two brothers who served in them. Think of what our Mother and Father must have gone through sweating us out in two conflicts!

Martin's Museum article requested information on dead WW II vets but because of the WWI reference to those dying Vets perhaps he would be interested in the above or you would for Echoes.

Sincerely, *Fran*

cc: Gerry Mays

F. L. "Fran" Waugh

D.G. Martin (Don't have his address! Please send it to him! Thanks.

WAUG304 805241605 1897 10 02/02/98
NOTIFY SENDER OF NEW ADDRESS
WAUGH
1630 DOGWOOD CT
FORT COLLINS CO 80525-2022

March 16, 1989

Dear Russ:


Thanks for taking care of the photo request I sent you! I note you still have my photo album and haven't turned it over to the Air Force Academy yet. If that is still the case, I have a request to make:

A couple of years ago I bought a Sony video camcorder and am now into recording family events and history. That technology has advanced so far it is amazing what can be done with it. Wouldn't it have been great if we'd had such camera equipment back in WWII and 306th Bomb Group days? Or in WWI days of the early Air Corps days. What reminds me of this is that my brother, who was 20 years older than me, was in the original Army Air Corps of WWI and was stationed in Scotland (at the same base Rosky was killed on) and France---then joined the Army of Occupation after the war.

Last year, before he died, I did a video of him relating some of his WWI experiences and showing records, photos etc. When my family saw it they suggested I do the same and record some of my experiences, photos etc. I put it off thinking the Air Academy had my album and it would be difficult to retrieve it. But since you still have it I wonder if you could send it to me long enough for me to record some of the main 306th events and experiences contained? I will then return it to you for eventual donation to the Academy---or I could take it there myself if you can tell me who to contact.

In anticipation, I enclose \$20 for shipping. Use any balance left over to help you with editing ECHOES. (You're doing a great job on it!) Thanks in advance! Let me know when and if you can send it.

Sincerely,



Fran

Encl: \$20

Additions to the Rosky stories you have had in recent Echoes.

P. S. In relation to the above on video recording of war events: I recently saw a story on Jimmy Doolittle and his bombing raid on Japan. Some of his old crews were rounded up and they related their experiences. When I recall the reunion I attended at Omaha, several of our pilots related their experiences at the banquet and more of the original Wendover outfit told theirs. It's just a thought that it would be great if someone who attends future reunions could get some of these personal experiences on tape. I wish I could do it but my health lately prevents me from participating. (I didn't get to the Vegas reunion because of an eye operation.) Home video with camcorders has advanced so far that anyone with a little photo experience can turn out almost professional results. I have a Sony which takes the small tape. That can then be recorded on larger VHS tape and you have immediate display on TV, in sound and color. If no one volunteered to do it, most convention sites have video outfits that could do it inexpensively---just as they now cover weddings etc.

Just an idea: You might write it up in Echoes to see if anyone is interested.

FLW

PPS. If my personal video works out okay I could record it on VHS tape and contribute it to the 306th Association. I would cover my whole experience and photos etc. from Wendover to Thurlough and back to the states after VE day. (Which reminds me: Did you get the color slides I took with the C-3 Leica of return to New York harbor on the Queen Elizabeth? I could even work them in to the tape. Let me know what you think.

The first part of the report discusses the general situation of the country and the progress of the work done during the year.

The second part of the report deals with the various projects and schemes which have been carried out during the year.

The third part of the report contains a summary of the results of the work done during the year.

The fourth part of the report contains a list of the names of the persons who have been engaged in the work during the year.

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The tenth part of the report contains a list of the names of the persons who have been engaged in the work during the year.

The eleventh part of the report contains a list of the names of the persons who have been engaged in the work during the year.

The twelfth part of the report contains a list of the names of the persons who have been engaged in the work during the year.

January 8, 1986

Dear Russ:

Enclosing the Proffer of Gift form for the 3-C Leica with as much information as I can remember about its use by the Luftwaffe etc. I found the old original base for the camera and will send it under separate cover. Just put it on the camera and either send the newer flash base back or give it to someone who has an older Leica. It syncs, as I remember, at 1/60th second but you have to use old style focal plane flash bulbs with it because the flash has to extend long enough for the focal plane shutter to pass completely over the film surface.

I also found a bunch more pictures for you but haven't had a chance to look for slides because I had to have more surgery in December (incisional hernia) and am just now getting on my feet again. 1985 just wasn't my year!

Did you give my album to the AF Academy or what? You didn't mention it in your letter but assume you will want to copy some of the pix in it if you still have it. Hope this reaches you (along with camera base) before you go to Ohio.

Sincerely,

Fran
Fran Waugh

June 8, 1989

Dear Russ:

Received the album okay and am now working up a video with it. Thanks a lot for sending it. Wish you had kept some of the \$20 to compensate you for postage and time spent. I appreciate your confidence in my photo ability to create video for the 306th but I couldn't guarantee attending each reunion and think it would be more professional if you hired trained photographers and their equipment for editing etc. at each location of a reunion. Almost all cities now have several such operators with professional labs.

I have another name and address for addition to your 306th directory: He is Wilbur "Grish" Grisham, 4510 N. Enoch Road, Cedar City, Utah 84720---phone (801) 586-0180. I had lost contact with him for several years and presumed he had died but the other day he called me. He had returned from several years of photo work in Hawaii, after retiring as a photographer of 30 years service with Lockheed in California. He followed his phone call with a personal trip to see me!

Grish and I were the only two real, trained photographers in the 306th and the only ones who continued in photo after the war. He came into our lab with a station complement outfit (we couldn't remember the name) several months after the 306th landed at Thurleigh. He and I did most of the aerial and ground photo for the group from then on and took several furloughs together taking photos of England, Scotland and the Lake Region. Grish was a Staff Sgt. and I was a T7Sgt.

We had a good visit and exchanged photos: My wildlife shots with his of volcanic eruptions in Hawaii. All of his whots were made from fixed wing and helicopters flying over the eruptions. Quite a hobby!

I am sure he would like to be on the Echoes mailing list. Sincerely,

Fran Waugh

August 7, 1986

Russell A. Strong
2041 Hillisdale
Kalamazoo, Mi 49007

Dear Russ:

Sending you another box full of pictures, negatives, raid scores etc. plus slides so you will get them before the reunion. Had intended to get to Dayton but can't make it this year.

Also, I found the receipt for the Leica camera which you asked about. Am enclosing it with this letter so you will be sure to see it. I paid 75# for it which comes out at about \$300. It is signed by Sgt. Freeland Vinson, 369th Sq. I didn't know the guy but maybe you or the museum can track him down and find out how he got hold of it.

The pictures are a hodge podge, some dupes, but hope you can find some of them useful. Negatives range from 8x10 copies of prints to scenics to combat and vapor trails etc.

You needn't send any of this back unless you want to. I have most copies and would never be able to print any of the negs. If you dupe or print the color slides you might send the originals back. Most are scenics but a few on the Queen Elizabeth leaving Scotland and entering New York harbor past statue of liberty. (I sent you three slides of latter with a letter before the 4th of July celebration. Did you get them?

All for now. Mailing the box separate. Let me know if you get it. Sure wish I could make the reunion this year. Maybe next year.

Sincerely,



Fran Waugh

Russ: Here is more on the Rosky stories you have recently run in Echoes:

Rosky Roskavitch, the first combat man to finish a tour of 25 missions in the ETO, was a favorite of our photo section crew and a close personal friend. So close, in fact, that I flew his 25th mission with him.

During his tour of missions I equipped him with a K-20 oblique camera and he took some great combat pictures for us. But he caught some flak from his pilot, Capt. Youree, for shooting pictures of enemy fighters when he should have been shooting at them with his radio-room twin fifties!

Rosky started the "trophy tie" fad which was displayed in our photo lab coffee shop: If any officer or EM, regardless of rank, flew as a "guest" on his plane he would walk up to them after landing, pull out a knife and whack off ~~their~~ tie! It was then added to the photo lab trophy display: Ties of everyone from General Armstrong down to T/Sgt Waugh!

He captured my tie after we landed from our mission to Antwerp, Belgium on the 5th of April, 1943. What we had all hoped would be a "Milkrun" mission for his final flight turned out to be anything but.

Evidently, the Germans had advanced knowledge of the mission and target. The idea was to make a diversionary flight across the channel as if our target was in France. This was intended to get enemy fighters into the air and out of fuel as we turned back and headed up the channel to strike inland through Belgium to Antwerp. The diversionary didn't work---not a single fighter challenged us. But when we headed in toward Antwerp all hell broke loose. The German fighters were up in force to meet us at the coast. They escorted us all the way to the target and back out to the coast--knocking down four bombers from our 306th formation. Knowledge of the target was even more evident because they even had light bombers at altitude above us dropping time-detonated bombs down on the formation. As I recall, our plane was knocked out of formation ~~when~~ concussion from one of these bombs but we were only hit once by a fighter 20mm. The 423rd was lucky that day because we were the high squadron and the fighters hit the lower ones.

Beside wanting to fly Rosky's last mission with him I also was curious to know why radio operators failed so often to turn the bomb spotting cameras on and off over the target. (The camera was installed in the floor of the radio room and when over the target the radio men were supposed to turn the camera intervalometer on at bombs away. Then, every few seconds, the camera would take sequence pictures of the bombs hitting the target. This accomplished, the radio operator would turn the camera off, hopefully.) I found out what the problem was! I managed to get the camera on over the target but got so excited (and scared!) I forgot to turn it off and laid a perfect strip mosaic of the ground and channel all the way back to Thurleigh! With this knowledge, we modified the cameras to be tripped on by a solenoid in the bomb bay and off again automatically after the required number of photos were taken. Nothing like learning the hard way!

To celebrate his last mission Rosky put a "Blue Devil" practice bomb in the radio room and at bombs away he tossed it out the bomb bay and then chuckled about how German bomb experts would be looking at it trying to figure what new kind of bomb we were using. Then, when we got back to Thurleigh, he borrowed my chest chute as a backup to his back chute and was going to jump over the base! Fortunately, high wind and wounded landing in other planes kept him from doing it!

One morning, several months after Rosky's last mission, I was ordered to fly up to Scotland to photograph a plane crash. One of our B-17s, with a pick-up crew, had flown some combat men up there for R&R. When they started to return to Thurleigh they couldn't get an outboard engine started so they decided to take off on 3 engines and try to start the fourth in the air. But they let the prop windmill instead of feathering it and this pulled the wing tip into an embankment near the runway. The plane crashed, exploded and killed all on board.

I took the necessary pictures of the crash and then went to the base morgue to shoot I.D. photos of the deceased. As I went from one name to another I got the worst shock of my war-time experience: One set of dog tags belonged to Rosky!

submitted by T/Sgt F. L. Waugh, 423rd photographer

Russ: This is a sample of the things I want to record with my video camera, using my album as a prop.



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May 28, 1986

Russell Strong
2041 Hillside
Kalamazoo, MI 49007

Dear Russ:

Have been meaning to get in touch with you but have had three more trips to the hospital and two surgeries so haven't been in condition very much. However, I did go through all my old photos and have a box full of prints, negatives and even the color slides you wanted taken with my Luftwaffen Eigentum Leica in England and on the way home on the Queen Elizabeth. (Photos on ship with GIs in the foreground and Statue of Liberty in background.) As soon as I'm able I'll get it all off to you in one shipment. Do with it what you want but I'd like to have the original slides back if possible. The rest you can keep, give away or whatever.

I still hope to attend the reunion in Dayton but will have to improve a lot if I do.

The main reason I'm writing now is about the feature you carried on the mission to Antwerp, Belgium and request for all participating to contribute information. If you will recall, I wrote an article on that mission which you carried in an early issue of Echoes. I can't find it now but here are the facts as I remember them: (I'm not up to sending letters to all in Belgium you listed but perhaps you or someone can pass them on).

Like Gen. Armstrong, I went along on ship 714, ~~captain~~ Youree pilot, as an "observer". It was my friend Rosky Roskovitch's 25th mission (first in the ETO) and I flew with him to photograph the event. What isn't mentioned in the feature is the fact we flew a fake diversionary at the French coast, then turned and flew up the channel before going in over Belgium. This was supposed to get the Luftwaffe into the air and out of fuel before they knew our real target. According to later intelligence reports, the Germans were aware of this tactic, knew the target, and concentrated their entire force, including overhead bombers on the formation. When we went in over Belgium we were met at the coast and fought all the way in and out. Our ship, 714, in the high squadron, 423rd, was probably the one listed as "unable to bomb and jettisoned later". We were knocked out of formation by a timed bomb dropped from above. We picked up damage to the horizontal stabilizer but dropped our bombs and got back into formation. German fighters knocked three out of the low squadron and one from the lead. Fortunately they left us alone after we got back in formation. I got so scared I turned the bomb camera on when we jettisoned but forgot to turn it off---laid a strip mosaic all the way back to England.

Rosky wanted to jump over the field to celebrate his 25th and final mission but pilot Youree wouldn't let him because there was a high wind and wounded landing on other ships. He had on my chest chute and his seat chute. If we'd had to bail out I wouldn't have been able to. It wasn't until after we landed we found out about fighter damage to "714" (the ship never had a name like others) and the loss of four planes from our group. It grieves me to now learn that navigator Salitnik, Regan's crew, later died of his injuries in this raid. As Regan said: "It was NO MILKRUN!"

It also grieves me to learn that many of our bombs missed the target and dropped on civilian villages, killing many civilians. As far as I could determine from my bomb spotting camera, our jettisoned bombs dropped in open country. But if we hadn't let them go we never would have gotten back in formation and famous yellow nose FWs would have picked us off. I can still see them diving head on through our formation. And the bombs dropped on us from above didn't help either. As far as I know, this is the first time the German Luftwaffe was able to do this. Being forewarned, they were able to get bombers at altitude above us before we started our bomb run. I can't recall this ever happening again and we didn't worry about such things until toward the end of the war when the enemy started using rocket ships on us. The only thing I can say, is it is a good thing they folded up when they did or they would have knocked us out of the sky. As it was, they knocked our group out for a month at a time on three different occasions (particularly Schweinfurt) when we only got 3 ships back to base and they were so shot up they couldn't have taken off again. Thanks to great ground crews and replacements of ships and men from the states we got back in the air again. But it still grieves me greatly to think of all the brave combat men in our outfit who gave their lives for their country---and now we have a bunch of yellow peaceniks who would rather be red than dead. Our group lost several planes during shuttle missions to Russia when the Soviets didn't provide base defense and let German fighters knock out our planes on the ground. Some of our men were lost too, manning top-turret guns trying to fight back. What a pity we didn't listen to Patton, German field Generals and all at the end and stay over there another 6 months (on top of 3 years) and knock out the real enemy: the Russian communists! So much for wishful thinking. Hope the above is useful information and I'll get photos, negs and slides on the way soon.

Sincerely, *Fran* Fran Waugh

Russell Strong
2041 Hillsdale
Kalamazoo, Michigan 49007

July 12, 1982

Dear Russell:

Thanks a lot for the autographed copy of your book "First Over Germany". It is a good history of the 306th Bomb Group and I am glad I was able to contribute pictures for it, your files and use in Echoes newspaper. I appreciated your noting my receiving the Bronze Star and also ~~and~~ credit for the mid-air collision photo as one of the outstanding air action pictures of the war. Actually that photo was just luck. I was out on the control tower pad with the ambulances waiting to photograph crash landings and care of wounded. I had the Speed Graphic sitting on the hood of an ambulance. The light was so bad I had set the focal plane shutter rather than the front shutter (between the lens) so I could get better exposure of action. There were formations flying through the smog all over the sky and there were several near misses before I saw the two formations going head-on. As you related, the lead ships went up and down but the two tail ships didn't see the evasive action and hit head on. When I saw they were going to collide I just reached over, grabbed the camera and when the wreckage spread over the sky, tripped the shutter. Even then the exposure was so light that we had to develop the film in intensifier to get a printable negative.

Your book dealt mainly with combat operations and missions and naturally didn't cover other phases such as bomb spotting or parachute rigging etc. but possibly you could use some info on the photo operation for the future in Echoes. Five of us in the photo section were in the original group at Wendover. We had no cameras, film or darkroom until we got to Thurleigh. Then we had the old Polish RAF photo lab that had only a glass plate view camera, English chemicals you had to weigh and mix and a passable darkroom with an old enlarger. Other than that we used our own personal cameras until we finally received some K-20 hand held oblique cameras and then some K-17 vertical cameras for bomb spotting. When we finally got a speed graphic we had to cut up aerial film and put it in plate holders since we had the camera but no film packs. We performed both aerial and ground photography for the whole group. Our primary responsibility was aerial bomb spotting over the target. Every night before a mission we were out on the line installing cameras in the camera wells while they were loading bombs and ammo. We tried to pick the planes in each formation that had the best chance of returning from the mission. As soon as photo planes landed we grabbed the film, rushed it to the lab and had wet prints finished for interrogation. Then, if we had some good shots we made up more prints for Intelligence and/or public relations release. Some of our bomb spotting pix were printed in Life magazine. As to ground photo we covered everything from public relations pix to accident reports etc. I got some good shots of Bob Hope and also the King, Queen, Princess and General Doolittle in front of the Rose of York. Also covered the Snuffy Smith award--300th mission return etc. If I didn't include prints of these pix let me know and I'll get them to you. Of course I also made a hobby of shooting plane names and you have used many of these in Echoes and your book. Toward the end of the war when we started bombing by radar we also set up an English camera to cover the radar screen and a time clock to record the target and time of bomb release.

In your book you mention Rosky Roskovitch and his completing his 25th mission (first in the ETO) so here is an additional anecdote for you: I flew that mission with Rosky. He and I were close friends and he hung around the photo lab a lot. In fact, in our coffee room we pinned up all the ties he cut off crew members (from generals to privates). Rosky also used to take a K-20 camera with him on missions and got some rare pix of enemy fighters attacking the formation. In fact his crew sometimes got upset with him for taking pictures when he should have been shooting his radio hatch gun! He also used to take a 100 pound Blue Devil practice bomb along with him in the radio room and when bombs were away he would open the door to the bomb bay and throw out the Blue Devil--then chuckle about the German bomb experts sitting around trying to figure out what new kind of bomb we were using on them. When I flew Rosky's 25th mission with him, besides friendship I was checking out use of the intervalometer to start the camera on the bomb run. We usually had the radio operator turn the camera off after the bomb run but frequently they didn't do it and wasted a lot of film. When I went out to get on the plane for the mission to Antwerp, Capt. Youree, the pilot told me that this was Rosky's last mission and I better not foul up on oxygen or anything else and cause an abort--even if I died as a result. As you said in the book, the Antwerp mission was rough. We got knocked out of formation and had to salvo our bombs. Fighters hit us when we were out of formation and we picked up some 20mm damage but managed to get back in formation. The action was so furious I forgot what I was there for and forgot to shut the camera off so I laid a perfect strip mosaic of film over Belgium on the way out to the coast. When we got back over Thurleigh Rosky borrowed my chute for an extra and was going to jump out over the field to celebrate his 25th mission but Capt. Youree

talked him but of it because there were wounded in other planes that had to land fast and there were also planes in the air from other groups. Rosky was really upset that he didn't get to jump and of course I was a little uncomfortable because our ship was damaged and Rosky had my chute on. In case we had to bail out I would have had to go down with the plane. I took a lot of razzing from the photo crew when we developed the film and they found I had forgot to shut off the camera. Never again did I chew out a radio operator for leaving on a camera because I learned what the problem was. On top of the fighter attack, I had on one of the old type oxygen masks that had a bladder on the exhaust side. With my heavy, frightened breathing the bladder filled with moisture and froze and before I came out of my trance and broke the ice up I darned near passed out from lack of oxygen. It was then I remembered Captain Youree's warning that we were going to complete Rosky's 25th mission even if it killed me--and it darned near did.

The sad finish to this tale is that after Rosky finished his tour he could have gone home a hero but took a battle commission as a gunnery officer and stayed on to fly more missions just for the fun of it. But I will never forget the day when I was called out of the sack and put on a flight to Scotland to photograph a crash of one of our planes. No one told me who was on the plane and I photographed the wreck and then went to the morgue and photographed the bodies of the crew for I.D. It was then that someone told me that one of them was Rosky. He had hopped on the flight because they needed a radio man. When they got ready to take off from the Scotch airfield they couldn't get one engine started. So they took off on three engines and hoped to start the fourth by letting it windmill in the air. The plane dipped a wing on take-off and caught a fighter abutment wall and they crashed, killing the entire crew including my great friend, the "Mad Russian". In my book Rosky deserved the Medal of Honor far more than Snuffy Smith (who only flew one mission). Rosky's bravery was unquestioned and he flew 25 of the roughest missions ever flown out of Thurleigh. Snuffy's one flight "bravery in action" was more a matter of self preservation than it was bravery and I should know because I photographed him and the plane damage and the rest of the award story ad nauseum. I could forget it all if I hadn't had to take that one picture up in a morgue in Scotland.

Your book is great and really tells the combat story as it was. I can only marvel at the courage of those early combat crews and grieve over the loss of so many fine men. It seems that wars kill off the best human specimens and leaves lesser Homo Saps to reproduce after the war. Small wonder the decline of morals and loss of pioneer bravery and courage. I am retired now after 30 years of service as wildlife writer and photographer for the Colorado Division of Wildlife and can state that we know how to manage and upgrade wildlife a lot better than we know how to manage Homo Sap who is bound to kill off the best of the species and fail to practice birth control with those surviving. As Bob Hope once said: What we need to do is make Human Birth Control mandatory and retroactive!

There is only one small correction I can make in your book. Unless I am mistaken it was the Queen Mary we shipped over in instead of the Elizabeth. I'm pretty sure of this because I was in the original ground echelon and am sure that I, at least, shipped over on the Mary and came back on the Elizabeth. I was also told that in the next trip over to Scotland a German submarine got close to the Mary and an English destroyer or cruiser cut in front of her to engage the sub. But the Mary couldn't change course or slow down in time and she cut the English ship in two with a loss of about 300 men. The Mary didn't dare stop to pick up survivors because the sub probably would have sunk her with several thousand men on board. As it was the Mary wasn't seriously damaged and kept up shuttling troops the rest of the war. I will never forget the trip over on the Mary because we zig-zagged every eight minutes and it took me a couple of months after arriving at Thurleigh before I got over zigging and zagging feeling every few minutes. I am glad I was in the Air Force instead of the Navy. The trip back on the Elizabeth was sheer luxury because she was bigger than the Mary and steered a straight course.

I don't know whether you can use any of this material for Echoes or whatever but if you can you have my permission to reprint it as well as any more pictures that I may still have that I didn't send on to you.

Thanks again for your autographed comments and your excellent book. I hope someday to attend one of the group meetings and meet you in person. The meetings have always been held at the one time in the fall when I couldn't get away to attend because of big game seasons but now that I'm retired I may make one of them yet.

Sincerely,



F. L. "Fran" Waugh

