

Judas' crew, on day before shot down, was
plotting a new plane, cracked it up,
& plane was only salvage.

A HISTORY OF THE 306th BOMBARDMENT GROUP - EIGHTH AIR FORCE
Russell A. Strong, Rt. 1, Scotch Meadows Dr. Laurinburg, NC 28352

Name Maxwell V. Judas
Address Rt 1 Box 226 Wartrace Tenn 37183
Telephone 615-394-2453 Date 19 March 1977
Occupation Rancher Employer Self
Address _____ Telephone _____

Service Record:

Before joining the 306th:

Aviation Cadet class 42 F
Graduated 3 July 1942

After leaving the 306th: 1100 special Air mission 1945-1948

ATC 1948-1950 Strategic Air Command 1950-1971

93 B.W., 44 BW, 39 BW, 397 BW, 72 BW, 99 BW.

42 Air Division Pilot B-47, B52, Pilot, Squadron commander
Wing Staff. Deputy Commander Operations, Wing Commander.
306th Record:

Arrival Date 17 July 42 Squadron or other unit 365th

MOS Pilot Combat Status Yes

Missions Completed 22

Promotions 1st Lt

Decorations 1 AM 3 olcs DFC olcs SS DSM DSC MH SM

1 PH Battle Stars 3 other _____

(OVER)

Other personal data:

Retired 1971 30 yrs Service

Description of Air Missions:

(What were the highlights of your combat career? What was your role? What heroics did you witness? What events were there of which you have special knowledge?)

Pilot 22 missions 9 Oct - ~~42~~ -
21 May 1943

Su Casa Ranch

ROUTE 1 BOX 226
WARTRACE, TENNESSEE 37183

19 Nov 77



Angus Cattle



Paso Fino Horses

Dear Mrs Strong
 let me apologize for not
 keeping in touch with the 306
 Historical Society as I certainly
 spent some of the most memorable
 times of my military career in the
 306th you can count on me for any
 support or help in the future. I
 am now researching my early records
 and news releases that may be of
 interest to you.

Please keep me advised on
 any future reunions or meetings
 and if you have a directory available
 I would appreciate it.

As you can see after 30 yrs
 of flying bombers and some 10,000
 hrs later I am now engaged in
 a completely different career

Thanks again

Markell Judas

Dear Russ

Please send
me back the
copy of the report
as I neglected to
get an ~~another~~
copy made
May

September 11, 1978

Russell A. Strong, Historian
306th Bombardment Group
Rt. 1, Scotch Meadows Drive
Laurinburg, North Carolina

Dear Russell,

I did appreciate receiving a copy of the missing air-craft report submitted by Lee Kessler. Needless to say, after 30 years of flying, it re-kindled old memories.

My recollections differ in some respects as to the flights mentioned; I have annotated same, from Kessler's report.

PAGE 1, ITEM 1: Visibility was relatively good from join-up after take-off to the target area. We were leading our squadron, but after the first 2 attacks, I requested the #2 man to take over. During this time, I could not raise the Navigator or Bombardier on interphone, so requested the Engineer to go forward and check on them. After his report, I realized we could not drop our bombs on the target, so I salvoed them.

We were attacked several more times, and I was severely hit on the right shoulder, which caused blood to spurt on the Co-pilot's face. He appeared to be in shock, and I momentarily lost consciousness. During this time, I energized the bail-out bell. I was satisfied that the Navigator and Bombardier were dead, and that two engines were inoperative. I recall the Co-pilot helping me from my seat, and bailing out of the bomb bay. I lapsed in and out of consciousness, but did have a concern over pulling the D-ring of my chute, as every time I would make the attempt with my left hand, my right arm would swing free; and I thought it would come off. Needless to say, things did turn out all right for me.

PAGE 3, ITEM 1: I did not receive the Silver Star, and was unaware that Lee Kessler received the Distinguished Flying Cross.

PAGE 3, ITEM 2: We did crash-land on the way back from a practice bombing mission. I was leading a flight of 5 B-17s, and had been cleared for low-level formation flying on a portion of the route that had been approved for this activity (in anticipation of a future plan to conduct low-level bombing by the 8th Air Force). The weather was clear, and after spreading the formation out in line abreast, we descended and proceeded to fly low-level. It was bumpy, and I did hit a stump in a wheat-field after a severe down-draft. I pulled up, and noticed that one engine had run away, setting

(2)

up severe vibration in the wing. Believing that the wing was coming off, I alerted the crew and formation that we would have to crash-land. After the dust disappeared, we evacuated the aircraft, and were extremely lucky to receive only minor injuries.

Upon returning to our Base, the Squadron Commander indicated we were scheduled for a mission the next day, and wanted to know if my crew could fly. He said they were short of lead crews and needed us. I said I would check and let him know. My crew did not exhibit any apprehension, so I indicated we could fly. On that day's mission to Wilhelmshaven, May 21, 1943, we were shot down.

Sincerely,

Maxwell V. Judas
Colonel, USAF, Retired

MVJ/jbj

Rte. 1, Box 226
Wartrace, Tennessee

Name Maxwell V Judas Address Rt Box 226 Wartrace Tn.
Telephone 615-394-2453

MISSING AIRCRAFT REPORT

Pilot Maxwell V. Judas Plane # and Name _____

Mission Date 21 May 1943 Target Wilhelms haven

Cause of loss: AA fire _____ Fighter attack Other, explain _____

Multiple Fighter Attacks

Describe conditions in the plane as completely as you can:

Head on fighter attacks #1 prop ran away
#2 caught fire, bombardier, navigator, Ball Turret
gunner killed, Pilot severely injured, crew bailed
out

How and where did you leave plane? Bailed out

What happened when you got on the ground? captured by ground forces
taken to hospital

Did you meet any of your crew mates? yes after liberation

How were you treated, if captured? very good

Any additional details, reminiscences, letters, or documents of these events would be appreciated. If you do send such materials, I will copy them and put them back in the mail to you within 24 hours.

Do you know the present, or WW II, addresses of any of your crew or other 306th personnel?

101 ST. JAMES AVENUE

An eighth Air Force Center Station, on land, April 24, 1943.

Of a whole squadron that went into bomb, Lt. Jones' plane was the only one to return. The target was the "Goose Hill" factories at Bremen.

The flight was routine until they crossed the ocean coast, when the plane started working as at the... By the time the bomb run was started, the plane was literally black with fleeciness.

Half way through the bombing run... the plane was literally black with fleeciness... of a half-plane off by a burst of fire and the propeller spinning.

Suddenly his left wing tender... the plane started working as at the... of formation. Just after "boom away" a fighter streaked from in front

put bullets into the tail... the plane was literally black with fleeciness... of formation. Just after "boom away" a fighter streaked from in front

five to six... the plane was literally black with fleeciness... of formation. Just after "boom away" a fighter streaked from in front

put a 20 mm shell into the... the plane was literally black with fleeciness... of formation. Just after "boom away" a fighter streaked from in front

out of commission, the engine... the plane was literally black with fleeciness... of formation. Just after "boom away" a fighter streaked from in front

In the tail, the rudder... the plane was literally black with fleeciness... of formation. Just after "boom away" a fighter streaked from in front

In the space of the few seconds... the plane was literally black with fleeciness... of formation. Just after "boom away" a fighter streaked from in front

Jones decided he would... the plane was literally black with fleeciness... of formation. Just after "boom away" a fighter streaked from in front

down for a moment, over the... the plane was literally black with fleeciness... of formation. Just after "boom away" a fighter streaked from in front

St. Johns, page 2.

With two engines stopped, and with a one bomb bay door and the open.

St. Johns' ship moved forward and made a soft landing at the same time.

The crew of the ship was as follows:

Pilot	1st Lt. Maxwell V. Jones, San Francisco, Calif.
Copilot	1st Lt. James M. Cook, Toledo, Ohio.
Navigator	2nd Lt. Edward H. Hill, New Orleans, La.
Engineer	1st Lt. Michael J. Hill, Nashville, Tenn.
Radio Operator	1st Lt. Joseph E. Trevisani, Hill Country, Penna.
1st turret	1st Lt. Leonard J. Hessler, Dayton, Ohio.
2nd turret	1st Lt. Gerald A. Deant, Alameda, Calif.
3rd turret	1st Lt. Gerald A. Deant, Alameda, Calif.
4th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
5th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
6th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
7th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
8th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
9th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
10th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
11th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
12th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
13th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
14th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
15th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
16th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
17th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
18th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
19th turret	1st Lt. Gerald A. Deant, Alameda, Calif.
20th turret	1st Lt. Gerald A. Deant, Alameda, Calif.

2 February 1989

Col. Maxwell V. Judas
Rt. 1, Box 336
Wartrace, TN 73183

Dear Max:

Writing for myself, and for Don Ross and Reg Robinson, let me express our thanks to you for your recent gift to the 306th BG Project Fund.

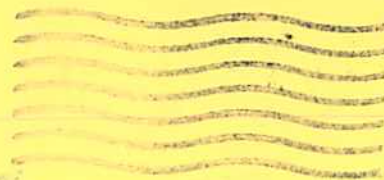
Your concern for the Association as evidenced by your gift is much appreciated, and you will be hearing further from us on this matter.

Sincerely yours,

William F. Houlihan
President

Amount Received: \$100.00

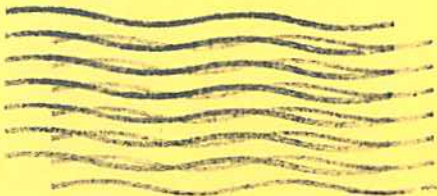
41-24502



Russ

I havent been able
to find a thing

Sorry
Mae Jackson



MAXWELL V. JUDAS
R.R. 1 BOX 226
WARTRACE, TN. 37183



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



Jesus
Cracked up slow

at Dunsby
my before got down.