

OFF WE GO  
HOME TO THE USA

Glenn Hall recalls:

Toward the end of the war we helped move, to England, an American Fighter Group that was occupying a captured Luftwaffe base in Belgium. It was a weird experience to approach a runway that had roads, trees and houses painted on it.

During the next few days Ray Marner wrote:

May 1st--"Last Wednesday the Russians and Yanks linked up. Mussolini was killed in Milan. Many more allied prisoners have been liberated. Maybe Nick (Popovich) is out by now. Looks like it will be over soon.

"We haven't flown a mission since the 20th of April. We have 342 missions now. Looks like the 8th Air Force is stood down for good.

"General Spatz says air occupation men will be based on the Continent. That means us. They are going to fly men on ground crews over our old targets in the Ruhr. I'll probably be on pass at the time."

May 2nd--"Hitler is reported as dead and Doenitz has taken over the "Jerries"."

May 7th--"A teletype came in about 9 A.M. telling of the end of the war. They broadcast it to the public this afternoon. However, these reports are unconfirmed. German radio states they surrendered. I don't feel very elated over it all. There is no celebration here."

Norm Kiefer recalls:

Early in the morning of May 7th McAtee came to me and told me to get my Class A Uniform and quickly get to the flight line. I asked him where we were going, but he would not say. When I got there I found Colonel McAtee, Colonel Middleton and Major Linck. There were no other crew members visible.

We wasted no time in getting airborne. Within ten minutes

our radio announced that all American aircraft were grounded and fields were closed. We landed at a British field near Coventry. In town we found a room for the night, but were warned that the doors would be locked at 9 P.M. That afternoon V-E Day was announced. We wandered from bar-to-bar and participated in the celebration.

There was a field hospital near town and the bars were filled with American enlisted men that were recovering from wounds. Some of them had been obtained during the battle for the Remagen Bridge. We had to pound on the hotel door when we decided to call it a night. The next morning we took a train to London. We returned to Shipdham two days later.

On May 8th Ray Marner wrote:

Today is V-E Day. Churchill and Truman announced it at 3 P.M. People are really celebrating in London and Norwich. Yesterday on the Continental trip to Germany a ship from our Division went down and 14 men were killed. Another went down today. I am kind of leery about going."

The author's youngest sister, Marie, remembers events back home on historic V-E Day:

I had been playing outside. I came into the house to find Mom crying. Before I could ask why, Dad rushed through the back door. He was home from work early. He said, "Get your duds on! We're going to a parade!" He grabbed Mom and twirled her around the kitchen. It is the first time I can recall someone laughing and crying at the same time.

We drove downtown. People were milling around in the street. They were jumping up and down, laughing, hugging and shaking hands. I remember looking up and seeing folks hanging out the windows waving flags and hands and throwing out all kinds of paper.

There was a very gala parade of which I really don't remember much. I do remember that the folks were all having fun.

On May 10th Ray Marner wrote:

I went on a trip to the Continent today. This is the first time that I have been off the Island in two and a

half years. I flew with Capt. Wynes in the lead ship of the Division. There were 17 men aboard our ship. We took off at 9:30 A.M., crossed the Channel to Ostend, Belgium, over Brussels, down past St. Vith, where the Germans broke through in December 1944, over part of Luxembourg, down the Rhine River to Ludwigshafen and Mannheim. We then went over to Aschaffenburg and Frankfurt. Then we went up to Koblenz at the junction of the Rhine and Moselle. Then we went up to Bonn and Cologne. The Cathedral is practically the only building left standing in Cologne. All these cities are like ghost towns. We then went up to Dusseldorf where I didn't see one building that wasn't bombed out. All the bridges on the Rhine were bombed out. That included the bridge at Remagen. We saw three prison camps. One must have been 10 miles long and about three miles wide. Every inch was taken up by prisoners. I believe I saw at least a million men today. From Dusseldorf we went over the flooded parts of Holland and over Rotterdam and The Hague. Then it was back across the Channel to Shipdham. We landed at 3:30 P.M. It was a wonderful trip.

William Hahn recalls that his crew was one of those that took ground personnel on the "trolley runs".

For May 11th Ray Marner reported:

Edkins and crew cracked up near Watton today. All 6 men were injured pretty badly and the ship was demolished.

In the June 1984 issue of the *Second Air Division Journal* James L. Whittle Jr. reported:

After V-E Day the Group began making making training flights that were required by Air Transport Command prior to making over-water flights.

On one such flight, on which I went along as the copilot with my original crew, we spent 4 or 5 hours accomplishing those requirements. We were returning to Shipdham from a flight to south England when it was decided that practicing some emergency procedures would help fulfill part of our requirements. One of the drills was to practice feathering procedure to test the pilot's reaction to engine failure and the subsequent change in flying characteristics. We were probably at 4,000 or 5,000 feet with lots of air speed so that the loss of one engine would create no danger at all. One outboard engine was

feathered with nothing more than a slight drop in air speed.

As soon as that simulated emergency was under control, the opposite outboard engine was feathered. Once again the simulated emergency was handled with no difficulty because of the experience of the pilot and the higher than normal air speed we were achieving during our descent.

From that point on, things get a little vague. I believe that a pretense was made of feathering one of the remaining engines. In fact, I think that the feathering button was depressed without the intention of actually feathering it.

Everything happened very quickly and unexpectedly. When the feathering button was pulled out, which should have either stopped the feathering and returned it to normal or if it had actually feathered, it should have immediately unfeathered. Neither of those things happened. We reached for the outboard buttons to unfeather them. Neither of those worked either. After a few futile attempts to unfeather the engines, our attention turned to finding the nearest airfield.

From the copilot's seat I remember seeing an airfield off our right wing. I took over the controls since I was in the best position to see the field. We were rapidly losing both air speed and altitude and in a matter of minutes we would be on the ground, air field or not.

The events happened so fast that there was no time to alert the three airmen in the rear of the aircraft, nor did we even have time to broadcast a "Mayday". Fortunately our flight engineer, radio operator and one gunner, who were in the back, realized there was an emergency and took the appropriate positions for a crash landing.

We now had emergency military power on the one remaining engine. I'm certain that although we exceeded the maximum boost limit it was still a constant fight to keep from stalling.

Since the field was off our right wing, I had to make two turns into the one good engine. Although we were then lined up with the runway, it was a question of whether we would make it before our altitude and air speed ran out.

One of the last things I remember was wondering whether we would be able to top the big trees which loomed between us and the overrun. The air speed was just slightly above stalling speed and my last thought was that if I hauled back on the yoke at the very last moment I would be able to get the nose back down quickly enough to keep us from stalling.

None of us remember what happened in those last few moments, but we obviously had not gotten over the trees. My very next recollection was that we were on the ground.

Through a haze I can remember seeing our navigator trying to walk and complaining about his back. He had been standing between the pilot's and copilot's seats when we impacted and was thrown through the bullet proof glass that surrounded the cockpit.

My next hazy recollection was opening my eyes in a hospital bed and feeling as though every bone in my body was broken. Fortunately, the only broken things were a rib and a tooth. With considerable effort I turned my head enough to see that next to me was our navigator who had a broken back and was encased in plaster of paris from his neck to his hips.

The 1st pilot sustained the most severe injuries. Most of the bones in his face were shattered and he had head injuries that were life threatening. Injuries to the three airmen in the rear of the plane were limited to cuts and bruises. They did not require hospitalization.

I later found that the trees had sheered off our outer wings between #1 and #2 engines on the one side and between #3 and #4 on the other. Ruptured fuel cells had allowed gasoline to drop onto the white-hot #3 supercharger from the moment of impact till the crash crews arrived. They had to remove the 1st pilot and me from the crushed cockpit.

To this day we do not know why the props would not unfeather. Neither do we know the name of the airfield we crashed on.

On May 13th Ray Marner wrote:

Capt. Doughton gave me orders to start packing today. Looks pretty definite that we'll go home in about a month.

On that date, Norm Kiefer went on the "trolley run":

The orders indicated that we were to land at an airfield in Germany and be taken by ground transportation to Dusseldorf. Each man was to carry one day's supply of K Rations, 1 steel helmet, enlisted personnel will carry a rifle and officers a 45 pistol. Lt. Colonel Goodman G. Griffin was aboard our ship. Personnel from the 506th consisted of Capt. Ira C. McKee and Lt. Edward G. Schwarm. The enlisted personnel were August T. Goodman, John C. Jackson, Harry Steele, James F. Gibbons, Alexander J. Favero, Robert M. Iverson, Arthur W. Morris, Jacob Yerke, and Stanley S. Gornet.

During the briefing we were warned that the area that we were entering was still to be considered dangerous. We were not to fraternize with the Germans and were to remember that a few days ago they were shooting at us. In no way were we to show sympathy or a softness on our part.

We wandered around the city trying to imagine what it was like when all of this destruction rained down. The 101st Air Borne was stationed there. One of its members told us that the Germans had been ordered to turn in all guns and military knives. There was a large pile of them in front of the City Hall. We asked him how we were going to clean up the mess the city was in. He replied that we weren't, they were.

Every morning a convoy of our trucks entered the city. They proceed quickly to an area that has not been visited recently. At a pre-designated spot, they disperse and surround a number of city blocks. Everyone caught in the middle is loaded onto trucks and taken to work that day.

Projects to be worked on are selected with the objective of bringing the city back to life. An example that he used was the single water spout at which people were lined up at with pails and buckets. This was the sole source of water in the immediate area.

The order not to show any softness toward the Germans posed a problem for the four of us that stayed together. We were walking, four abreast, down the middle of a cobblestone street. Behind us we heard a woman's voice say something that we could not understand. When we turned there was a young woman on a bicycle not too far from us. She wobbled on the bike and seemed confused as

to where she was going to go to pass us. Also, we were confused and started to scatter out of her way. As she went by she lost her balance and fell. Now what were we to do? Should we help her up? As we moved toward her a nearby para-trooper shouted, "Leave her alone!" Fellow Germans helped the woman to her feet as we went on our way.

One of the para-troopers told us that he knew where we could buy some good Rhine wine. We went with him to a wine store. The owner took us down to his wine cellar where he selected some bottles which he handed to us. The para-trooper said that the bottles were a gift and that we wouldn't have to pay. We took the bottles and left with the wine merchant smiling. Back in England we discovered the reason for the free gift and smile. The wine was "green".

During the next few days Ray Marner wrote:

May 15th--"Our Squadron is supposed to be alerted. I don't know for sure. Doughton is going to 14th Wing. So are Paul and "Peaches". General Kepner has taken over the 8th Air Force. He was formerly head of the 2nd Air Division."

On May 25th--"Since May 16th we have been working day and night. We are not getting much sleep and have to take benzedrine to keep going. We have most of the Quartermaster stuff shipped out and the Medical stuff is done. CWS equipment will be out in a couple of days. We still have T.A.T. (Take Among Troops) equipment to do, not to mention, bicycles, showdowns, P.C.S. property, etc.

"We were alerted about the 17th and have until the 31st to be ready to go. We will leave around the 1st of June. All the key personnel must stay until last and go by boat. Paul, "Peaches" and Capt. Doughton aren't going to 14th Wing.

"We have three ships taking off tomorrow and the rest on Monday and Wednesday. There will be 19 altogether. Six left last Monday. There will be less than 200 of us to go by boat. Nineteen groups are going home within the next two months. We are the first to go.

"We got some men today from the 56th Fighter Group. They replaced men from here with less than three months

overseas .

"We will get two more Bronze Stars, since they split up the Germany Campaign, into the Rhine, Ardennes and Central Germany. That will make 9 Stars and I'll have 106 points. We won't get the Stars until we get home because they won't have time to enter them on the service records.

"It looks like we will dock in Boston. The ships are landing in Conn. We'll get a 30-day furlough.

"This movement is really screwed up. They have changes everyday and the teletype is about three feet long. I am about ready to tear my hair out. I haven't had a chance to shave in five days because we have been so busy.

"It is rumored that we will be in Air Transport Command back in the States on the east coast. Some groups will end up in South America and Africa."

The three ships that Ray Marner referred to were #44-50748, Bar J, to be flown by Conrad Menzel; #44-50500 to be flown by Leo S. Bielinski and #42-51351, P, to be flown by William M. Smith.

The Ray Marner diary entries continued:

On May 27th--"We got rid of 40 boxes of CWS stuff today and 20 boxes of T.A.T. material are ready to go. We are just about through. Nine of our aircraft are leaving tomorrow and the rest on Wednesday.

"It looks as if we'll leave around June 7th. Some Colonels inspected my books today and I got very good compliments. They are from U.S.S.T.A.F. They said that I have done a remarkable job.

"Major Linck told me today that he, myself and the 1st Sgt. must go to our base as soon as we dock. We have to get things set up. I won't be able to take my furlough till the rest get back. I don't know where we will be stationed."

The author has documents that show what was taking so long in preparing to go home. In many cases it wasn't just packing equipment. For example, file cabinets had to be searched for documents to be destroyed or to be sent to a central organization in England or a central organization in the



United States or to the new base in the United States or to be taken among troops or given to the individual. In each case, there was paperwork listing the documents and certifying that the appropriate action had been taken.

Ray Marner also reported

May 28th--"Our Ships didn't take off today. Valley, Wales, can't handle them now. They had a broadcast from the field today about the 44th going home. Lord Ironside spoke. It will be broadcast all over the States this Saturday and another one on the following Saturday."

In spite of this entry, there is some indication that the Jack C. Thorne crew left Shipdham on this date. With Thorne were Lts. Walter W. Wilson, Kenneth J. Schoh, and Jesus Martinez. The enlisted personnel were Sgts. Ben M. Samuels, George C. Economaki, Frank J. Sullivan, James E. Vaisey, George W. Lewis, and Leon Runions.

The Ray Marner entries continued:

May 29th--"I now have all of my equipment shipped out except the T.A.T., which is ready to go. However, there is plenty of work yet to be done."

May 30th--"Our ships finally left today. We have only 2 more to leave. I went to a meeting in the War Room with Major Linck. All the brass was there, including Colonel Smith. They only succeeded in confusing me. Now I know why this movement is so screwed up.2

One of the combat crews that appeared to have left about this time belonged to Firman Mack. Another belonged to Hal Tyree.

When our ships left, each one had aboard not only the air crew, but also members of the ground and support crews. As the field was drained of enlisted ground personnel, those remaining found themselves learning new skills in order to get the required assignments accomplished. For example, the author learned to drive one of the big trucks that was needed to ship our radio equipment.

On the last day of the month Ray Marner told of everything being screwed up after yet another meeting. He then reported:

June 1st--"The last of the planes left today. Most of my

work is done. I worked until 2:30 A.M. again. We shouldn't have much more night work."

June 4th--"Well, we're about ready to go. We will be restricted tomorrow. I am working again tonight. We should leave here about the 7th. We are supposed to catch one of the Queen ships. I believe the Mary is leaving on the 9th. I got a letter from Nick (Popovich) and he's okay. I believe he is in France, but he didn't say. He should be home soon."

June 7th--"Today we were supposed to leave, but we are held up. I still think we'll go on the Queen Mary, which is supposed to sail the 14th. It looks as if we'll leave here around the 12th. I went to town yesterday. As long as we remain here I have plenty of work to do. All of our planes are now in the States. We have been issued new combat jackets in place of field jackets." (Note: A copy of the Movement Orders, which Norm Kiefer has, describe the jacket as "one Jacket, field, wool, OD in Lieu of Coat, wool, service, OD.")

June 10th--"We got rid of all of our T.A.T. baggage today. Also all the T.A.T. equipment. All we are doing now is waiting. We'll leave on Wednesday or Thursday. It will be a 14-hour train ride."

June 12th--"We will leave on Thursday, the 14th, and go to Greenock, Scotland."

June 14th--"We left Shipdham today and caught a train at Faxham. We traveled all night via Doncaster, York, Newcastle, Edinburgh and Glasgow."

June 15th--"We arrived in Greenock at 0800 hours. We detrained and got on a tugboat which brought us here to the Queen Mary. We get two meals a day and sleep on deck one night and below one night. There are about 17,000 men aboard. Also, there are about 400 nurses. The ship pulled out today at 5 P.M. I met Kenneth Kinsey on board. He's a sailor! He was in southern England for a year."

Norm Kiefer seems to remember we had to climb up cargo nets to reach the ship's deck.:

The first thing we were directed to do was get a room assignment and then a duty assignment. These transactions were to be accomplished by standing in two lines.

My first line was for room assignment. I was assigned to Room A-8. Most of the other officers then got into the duty assignment line. I reasoned that if I went to the room first I could have the pick of bunks. This I did.

I picked a lower bunk immediately under a port hole. I placed my things on it and then went to get my duty assignment. When I returned the things on the bunk did not belong to me. My things had been put on one of the upper bunks. I immediately took the things on the lower bunk, placed them in the middle of the floor and then returned my belongings to the lower bunk and sat down.

Soon a Lt. entered and wanted to know what I was doing. I told him that I was reclaiming the bunk that I had first occupied. He claimed that he outranked me by time-in-grade and that he had a right to move my things. I told him that I came up from the ranks and that if he wanted to exercise his right, "Let's have at it". He didn't accept the challenge, but grumbled that I had a lot to learn back in the States. That is when I determined that I would not stay in the service.

Among the troops that were returning to the States were a number of returning prisoners of war. I went to the area where they were quartered. The only one that I knew was Richard Tuttle.

The first few days at sea were reported by Ray Marner:

June 16--"Nice day today. There is plenty of sunshine. That makes it nice on the Sun Deck. This is really a beautiful ship. The Promenade Deck is terrific. They have a mess hall over the swimming pool."

June 17th--"It is rough today. The wind is so strong you can't stand in it. We are supposed to get in the harbor on Tuesday and dock on Wednesday. We will probably go to Camp Kilmer for about one day. There is lots of publicity for this trip. This is the first boat load of only returning veterans. They say there will be lots of bands etc., in New York for us."

Norm Kiefer had a late night watch that night:

I was down in the bowels of the ship. Down there, each roll was exaggerated and seemed to also have an ending hook to it. I didn't get sick, but I probably was green.

The Ray Marner entries continued:

June 18th--"It is nice out today. Somewhat warmer! Everything is OKAY!"

June 19th--"We must be pretty close to New York. We should get off the boat tomorrow. It was really hot last night and this morning. This is something new for us."

June 20th--"We came into New York Harbor today. Everyone is on deck. Two Navy blimps, a helicopter, P-47's, launches with bands, Wacs, Waves, etc., came out to meet us. We came past the Statue of Liberty and up the Hudson. We docked at Pier 90. There were bands and crowds here also. It was a wonderful feeling! We got off the boat about 10 P.M. The Red Cross gave us milk on the pier. We got a ferry and went down to Jersey City for Camp Shanks."

The author does not remember all of the things that Ray mentioned, but he does remember the fire boats shooting their water hoses into the air. It was quite a display.

The next day, June 21st, Ray Marner told of being home:

We got into Camp Shanks and they also had a band there for us. There was a steak dinner at 4 A.M. Today we didn't do much but eat ice cream and drink milk.

Soon after this last entry in his diary, Ray Marner went home on a 30 day leave.

Norm Kiefer did not go to Camp Shanks. Instead he was sent to Fort Dix, New Jersey. I don't remember any bands that were waiting for us at Fort Dix. I do remember the 4 A.M. steak dinner. The thing I remember most was the speech that followed. We were told that we would be sent on leave. We were to have a good time! When we returned we would be shipped to our new base where we were to start training on B-29's. There was an airfield waiting for us on Okinawa.

Two days after my arrival I was given a 33-day leave. Other 506th officers that were given leaves were Lts. William D. Arthur, Joseph A. Ebler and Paul Betz.

When we returned from our 30-day leave we reported back to Fort Dix, New Jersey. After a few days we were shipped by train, on July 28th, to Sioux Falls, South Dakota. Personnel from the 506th that were on the train with me were Lts.

William D. Arthur, and Paul T. Betz. The enlisted personnel were Sgts. Joseph M. Barth, Samuel J. LaRocca, Elmer P. Serino, Frank Orehowsey, Clyde R. Sihris, Ralph H. Miller, John L. Miller, Roland P. Macciocche, Robert B. Hall, Edgar J. Dowd, Arthur W. Buzza, William W. Williams, Myron L. Smith, Frank Notich, George R. Murray, Miles B. Lutes, John T. Jones, Tony Yates, Sidney R. Prinkey, Andrew N. Giran, Philip J. Bellante, Robert D. Allison, Monroe E. Yoder, Robert M. Stough, Frederick C. Soloman, Vern W. Snow, William H. Peiffer, Charles C. Norris, Robert R. Duncan, James F. Boyer, William R. Bee, and Harold R. Hunter.

The 506th Bomb Squadron title was changed on August 5th, 1945, to 506th Bombardment Squadron (Very Heavy). This designation was in recognition that the Squadron would be changing from the B-24 aircraft to the B-29. It's official base at this time was at Great Bend, Kansas.

After our arrival in Sioux Falls, there was nothing for us to do but play baseball and read the newspapers. Some of the officers had brought their wives with them when they reported to Sioux Falls. My wife was insistent that she was going to take a train ride to South Dakota. I told her to stay put, the town was bulging at the seams. It was almost impossible to find a room in the town.

The newspapers seemed to indicate that it would not be long before Japan surrendered. After a good deal of searching I found a single room at 810 North Duluth, in Sioux Falls. On August 24th I requested permission to live off base. Permission was granted on August 27th. I then told my wife to take her train ride.

Dorothy, my wife, arrived in Sioux Falls in the afternoon of September 1st. We immediately claimed our room and notified the base of my whereabouts. A little after 9 P.M. I received a telephone call with orders to report back to base immediately. Within hours I was on a train bound for Great Bend, Kansas. All that equipment that I had signed for back in England had to be turned over to someone else.

Many years later, while talking to Ray Marner, I learned that he too was on that train going to Great Bend. Neither of us remembered the other being at Great Bend. However, we both remembered that we were on the train when V-J Day was being celebrated.

The morning after I left Dorothy in Sioux Falls, she went out

for breakfast and then returned to her one-room home. She recalls:

There was nothing to do! Although I was alone in a strange town I decided to do some window-shopping when it was lunch time. While wandering I noticed a movie house and decided that I would take in a movie and then have dinner. The movie was about half-way over when it was interrupted with the announcement of V-J Day. Theater patrons went wild, jumping up and down, over seats, kissing, hugging and throwing things. I decided that this was no time for me to be on the streets. I quickly left and returned to my room. That is where I stayed.

Soon after V-J Day was proclaimed, the Squadron, as most of us knew it, started to break up. Our long service overseas and the number of campaigns that we had participated in produced a high number of points that allowed large numbers of our personnel to be demobilized. Equipment was turned over to a succeeding organization that had no true structure and few personnel.

While in Great Bend, in addition to passing the responsibility for the equipment that I had signed for:

I also retrieved the special box that I had packed to be shipped back to the States. It contained enemy guns and other souvenirs that I had not been able to send through the mail. I had a box built and then went to the rail office. In due time the box was delivered to my father's home. Against Mother's wishes, Dad opened the box as soon as it arrived.

The 506th detail, that had been sent to Great Bend, returned after a few days. That is when I announced that I would not be staying in the Air Force. I left Sioux Falls on Sept 23rd, 1945, for the demobilization Center at Scott Field, Ill. I was able to arrange that trip so that I was not part of a troop movement and Dorthy traveled with me.

**Cecil Thompson** recalls:

After V-J Day the assignments of the five B-29 groups that were located in Kansas and Nebraska came into question. Discussions/Plans for these groups were to assign them to the European Theater. Lt. Gen. Ira Eaker was the sponsor of these plans. Over time the shortage of personnel and a State Dept veto of the plans, due to pressure from Russia,

continued the question.

When we moved from training on B-17's to B-29's we were first assigned to the 489th Bomb Group. However, they were deactivating and we were reassigned to the 44th Bomb Group, 506th Squadron on September 13th, 1945.

In November, 1945, our flying was somewhat curtailed. West Pointers arrived and we were relegated to Basic Training (Air Force Infantry). Equipment was issued, including back packs, and we made flat land marches of 10 miles or more. The objective I guess was to flush out crew personnel. The resultant effect was that the 44th ceased to exist as an active group.

I do recall that during this period, three of our crew members flew some big name bands in C-47's to other B-29 bases for scheduled performances. One of them was the Woody Herman Band.

The Squadron was then moved to Smokey Hill, Kansas, on December 14th, 1945, where it remained until August 4th, 1946.

Cecil Thompson made the move to Smokey Hill. However, not long after his arrival, he was transferred out of the 506th and went to Barksdale.

The Squadron was deactivated on August 4th, 1946. It was redesignated as the 506th Bombardment Squadron (Medium) on August 20th, 1958. It was actually activated on December 1st, 1958. At that time the Squadron was located at Lake Charles, Louisiana, and the assigned aircraft was the B-47. Cecil Thompson returned to the 44th at Lake Charles, but was assigned to the 67th Squadron.

The 506th Bomb Squadron was again deactivated on June 15th, 1960.