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A Special Message from the Editor to his Readership!

I feel compelled to deal directly with you concerning Volume 31, Number 1, which you are now holding in your hands. I was well into production of it when I was stricken with a heart attack. Officers of the 306th "hung on" for me and as the month approaches its close I am back at work. Parts of the issue had been prepared well in advance and now I am sending it all to the printer and then on to you within a week. I hope you enjoy it as I think we have some unusual features.

Russ Strong

The Last Full Measure

Editor's Note: The following copyrighted article is the product of a series of e-mails from Col. Brett Wyrick in Iraq to his father, a former fighter pilot, who shared messages with a circle of friends and acquaintances.

Wyrick is commander of the 154th Medical Group, Hawaii Air National Guard, and recently served as a surgeon in Balad with the 332nd Expeditionary Medical Group.

This is printed herein with permission of the author.

BALAD, IRAQ – The first rule of war is that young men and women die. The second rule of war is that surgeons cannot change the first rule.

We had already done around a dozen surgical cases in the morning and the early afternoon. The entire medical staff had a professional meeting to discuss the business of the hospital and the care and treatment of burns.

It is not boastful or arrogant when I tell you that some of the best surgeons in the world were present. I have been to many institutions around the world, and at this point in time, with this level of experience, the best in the world are assembled here at Balad.

Lt. Col. Dave S., the "trauma czar" and a real American hero, is present. He has saved more people out there than anyone can imagine. The cast of characters includes two Air Force Academy graduates, Col. Joe W. and Maj. Max L. When you watch "ER" on television, the guys on the show are trying to be like Max: cool, methodical and professional. Max never misses anything on a trauma case because he sees everything on a patient and notes it the same way great NFL running backs see the entire playing field when they are carrying the ball.

Joe is an ear, nose and throat surgeon who is tenacious, bright and technically correct every time. I mean every single time. The guy has a lower tolerance for variance than NASA. Lt. Col. Chris C. was the surgeon of the day (SOD), and I was the back-up SOD. Everyone else was there and available—as I said, the best in the world.

As the meeting was breaking up, the call came in.

An American soldier had been injured in an IED (improvised explosive device)

blast north of here, and he was in a bad way with head trauma. The specifics were fuzzy, but after three months here, what would need to be done was perfectly clear. The 332nd Expeditionary Medical Group readied for battle. All the surgeons started to gravitate toward the PLX, which is the surgeons' ready room and centrally located midway to the ER, OR and radiology.

The lab personnel checked precious units of blood, and the pharmacy made ready all medications and drugs we would need for the upcoming fight. An operating room was cleared, and surgical instruments were laid out. The anesthesia circuits were switched over, and the gasses were checked and rechecked.

An anesthesiologist and two nurse anesthetists went over the plan of action as the OR supervisor made the personnel assignments.

In the ER, bags of IV fluid were carefully hung, battery packs were checked, and the ER nursing supervisor looked over the equipment to make sure all was in working order and that the backups were ready just in case the primaries failed. The radiology techs moved forward in their portable like machines like artillery men in days of old wheeling their cannons into place. Respiratory therapy set the mechanical ventilator and double-checked the oxygen. Gowns, gloves, boots and masks were donned by those who would directly be in the battle.

All the resources—medical, mechanical and technological—that America can bring to the war were in place and ready, from techs to surgeons. The two neurosurgeons gathered by themselves to plan.

Lt. Col. A. is a neurosurgeon who still wears his pilot wings proudly. He used to be a T-38 instructor pilot, and some

of the guys he trained to are now flying F-16s right here in Balad. He is good with his hands and calm under pressure. The other neurosurgeon is Maj. W., a gem of a surgeon who could play the guitar professionally if he was not dedicated to saving lives. A long time ago, at a place on the other side of the world called Oklahoma, I operated on his little brother after a car accident and helped to save his life.

The two neurosurgeons, Chris and I met for the briefing. Although I was the ranking officer of the group,

Chris was the SOD and would be the flight lead. If this was a fighter sweep, all three of those guys would be weapons-school patch wearers.

The plan was for me and the ER folks to assess, treat and stabilize the patient as rapidly as possible to get the guy into the

hands of the neurosurgeons.

The intel was that this was an IED blast, and those rarely come with a single, isolated injury. It makes no sense to save the guy's brain if you have not saved the heart pump that brings the oxygenated blood to the brain. With this kind of trauma, you must be deliberate and methodical in a pretty damn big hurry.

All was ready, and we did not have to wait very long. The approaching rotors of a Black Hawk were heard, and Chris and I moved forward to the ER, followed by several sets of surgeons' eyes as we went. One guy runs the code, and the rest follow his instructions or stay out of the way until they are needed.

They wheeled the soldier into the ER on a NATO gurney shortly after the chopper touched down. One look at the PJ's faces told me the situation was grim. Their faces were drawn and tight, and they moved with a sense of directed

urgency. They did not need to speak because their eyes were pleading with us to hurry. And hurry we did.

In a flurry of activity that would seem like chaos to the uninitiated, many things happened simultaneously. Max and I received the patient as Chris watched over the shoulder to pick out anything that might be overlooked. An initial survey indicated a young soldier with a wound to the head and several other obvious lacerations to the extremities.

Max called out the injuries as they were found, and one of the techs wrote them down. The C-collar was checked and the chest was auscultated as the ET tube was switched to the ventilator. Chris took the history from the PJs because the patient was not conscious. All the wounds were examined, and the dressings were removed except for the one on the head.

The patient was rolled onto his side while his neck was stabilized by my hands, and Max examined the back side, from the toes to the head. When we rolled the patient back over, it was onto an X-ray plate that would allow us to immediately take the chest X-ray. The first set of vitals revealed a low blood pressure. Fluid would need to be given, and it appeared as though the peripheral vascular system was on the verge of collapse.

I called the move as experienced hands rolled him again for the final survey of the back and flanks and the X-ray plate was removed and sent for development. As we positioned him for the next part of the trauma examination, I noted that hands laid on this young man were black, white, Hispanic, Asian, American Indian, Australian, Army, Air Force, Marine, man, woman, young and older: a true cross-section of our effort here in Iraq.

The patient needed fluid resuscitation fast, and there were other things yet to be done. Chris watched the initial survey and secondary survey with a situational awareness that comes from competence and experience. Chris is never flustered, never out of ideas, and his pulse is never above 50.

With a steady, calm and reassuring voice, he directed the next steps to be

continued on page 2

Last Full Measure..... cont. from cover

taken. I moved down to the chest to start a central line. Max began an ultrasonic evaluation of the abdomen and pelvis. The X-rays and ultrasound examination were reviewed as I sewed the line in place, and it was clear to Chris that the young soldier's head was the only apparent life-threatening injury.

The two neurosurgeons came forward, removed the gauze covering the soldier's wounded head. Everyone's heart sank as we saw the blossom of red blood spreading out from the shredded white and gray matter of the brain. Experience told all the surgeons present there was no way to survive such an injury, and this was one battle the medical group was going to lose. But he was American, and it was not time to quit—yet.

Gentle pressure was applied over the wound, and the patient went directly to the CT scanner as drugs and fluids were pumped into the line to keep his heart and lungs functioning in a fading hope to restore the brain. The time elapsed from his arrival in the ER to the time he was in the CT scanner was five minutes.

The CT scan confirmed what we had feared. The wounds to the brain were horrific and mortal, and there was no way on earth to replace the volume of tissue that had been blasted away by the explosion. The neurosurgeons looked at the scan. They looked a second time. Then they re-examined the patient to confirm once again.

The OR crew waited anxiously outside the doors of radiology in the hope they would be utilized, but Chris, Lt. Cols. A. and S., and Maj. W. all agreed: there was no brain activity whatsoever. The chaplain came to pray and, reluctantly, the vent was turned from full mechanical ventilation to flow-by. The patient had no hint of respiratory activity, his heart that had beaten so strongly earlier in the day ceased to beat forever, and he was pronounced dead.

The pumps were turned off; the machines were stopped, and the IVs were discontinued. Respectful quiet remained, and it was time to get ready for the next round of casualties. The techs and nurses gently moved the body over to the back of the ER to await mortuary services. And everyone agreed there was nothing more we could have done.

When it was quiet, there was time to really look at the young soldier and see him as he was: young, probably in his late teens, with not an ounce of fat anywhere. His muscles were powerful and well defined, and in death, his face was pleasant and calm.

I am always surprised that anyone still has tears to shed here at Balad but thank God they still do. The nurses and techs continued to care for him and do what they could. Not all the tubes and catheters can be removed because there is always a forensic investigation to be done at Dover AFB, but the nurses took out the lines as they could. Fresh bandages were placed over the wounds, and

the blood clots were washed from his hair as his wound was covered once more. His hands and feet were washed with care. A broken toenail was trimmed, and he was silently placed in the body bag when mortuary services arrived as gently as if they were tucking him into bed.

Later that night was patriot detail — our last goodbye for an American hero. All the volunteers gathered at base ops after midnight under a three-quarter moon that was partially hidden by high, thin clouds. There was only silence as the chief master sergeant gave the detail its instructions. Soldiers, airmen and Marines, colonels, privates and sergeants, pilots, gunners, mechanics, surgeons and clerks all marched out side by side to the back to the waiting transport. Presently, the flag-draped coffin was carried through the cordon as military salutes were rendered.

The detail marched back from the flight line, and slowly the doors of the big transport were secured. The chaplain offered prayers for anyone who wanted to participate, and then the group broke up as the people started to move away into the darkness. The big engines on the transport fired up, and the ground rumbled for miles as it took the runway. His duty was done — he had given the last full measure, and he was on his way home.

The first rule of war is that young men and women die. The second rule of war is that surgeons cannot change the first rule. I think the third rule of war

should be that those who have given their all for our freedom are never forgotten, and they are always honored.

I wish there was not a war, and I wish our young people did not have to fight and die. But I cannot wish away evil men like bin Laden and al-Zarqawi. These men are not wayward children who have gone astray; they are not great men who are simply misunderstood. They are cold-blooded killers, and they will kill you, me and everyone we love and hold dear if we do not kill them first. You cannot reason with these people. You cannot negotiate with them. And this war will not be over until they are dead. That is the ugly, awful and brutal truth.

I wish the situation was different, but it is not. Americans have two choices. They can run from the threat, deny it exists, candy-coat it, debate it and hope it goes away. And then, Americans will be fair game around the world and slaughtered by the thousands for the sheep they have become.

Our second choice is to crush these evil men where they live and for us to have the political will and courage to finish what we came over here to do. The last thing we need here in Iraq is an exit strategy or some damn timetable for withdrawal. Thank God there was no timetable for withdrawal after the Battle of the Bulge of Iwo Jima. Thank God there was no exit strategy at Valley Forge. Freedom is not easy, and it comes with a terrible price. Yesterday I saw the bill.



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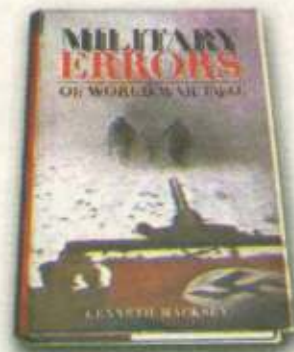
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Brit Studies Major Errors of WWII

Military Errors of World War II

by Kenneth Macksey
London, Cassell & Co., 1987
(most recent edition in 2002 paperback)



So!
Who did what to whom in WWII? Macksey endeavors to work his way through the fog of war and to

bring some clarity to various phases of the combat, and he ends each chapter with a box entitled "Critical Flaws".

He deals with ground combat, sea battles and air events. It is interesting to look at some of his chapter titles, which will guide you through the book, especially to those sections in which you may have the greatest interest. He opens with "The Sins of Complacency", including dating events before 1940.

Then he labels the German conquest of Western Europe as "The Inconceivable Campaign." "The Fatal Postponement"

includes the Battle for Britain.

Two long chapters cover the German invasion of Russia and its near fatal debacle for the German Army as it goes forward and then tries to extract its forces in the wintry withdrawal from the gates of Moscow.

"Misconceptions Over Germany" is a lengthy chapter covering the bomber campaigns, launched initially by the RAF, and eventually including the US.

"The concept of winning a war by an independent bomber offensive had been embraced far more closely before the war by Britain than it had by America... or Germany." Macksey includes a lot of commentary on 'Bomber' Harris, most of it citing the considerable dismay of British experts over his refusal to back any research or to obtain scientific support for methods being used to parry the blows of the Luftwaffe. Destroying the Luftwaffe with the least expenditure of effort was not the only aspect the bomber offensive that had not been tackled.

"...at the root of RAF confidence in its ability to carry out an effective night bombing campaign over Germany lay the belief the astro-navigation and dead reckoning were assured methods of find-

ing the target. While at the root of U.S. thinking resided the self-assurance that the latest, much more heavily armed Flying Fortress could fight its way through and hit the target with deadly accuracy using the Norden bomb-sight."

While Harris issued claim upon claim of the work being done at night by RAF bombers, there was mass of evidence accumulating that showed the RAF did not get a large percentage of its bombers even in to the target areas and that they scattered bombs everywhere... Luftwaffe night bombing accuracy was nothing to boast about.

The British began developing a group of navigational and bombing methods that were later adopted, along with U.S. developments, including: GEE, H2S, Oboe and the like.

Critical Flaws of the bomber offensive, 1940-43, are listed by Macksey as:
1. Roosevelt's careless public announcement of the Unconditional Surrender policy.
2. The common pre-war miscalculation of strategic bombing's effects and British obstinate adherence to this miscalculation until well into 1941.
3. Harris' initial inherent resistance to scientific assistance and his distaste for attacks on so-called panacea targets.

OBITUARIES

The 367th twins, **Darwin and Erwin Wissenback**, have died in recent years after both had undergone long bouts with Alzheimer's Disease. Darwin, the second to be shot down, died 24 Oct 2003 in Salem, OR. He was a witness to Erwin's "shoot-down" on the Group's first mission, 9 Oct 1942. Darwin didn't find out until arrival home that it was his brother's plane that had disappeared. Capt. John Olson was the pilot. Erwin, Al LaChasse, bombardier, and William Gise, navigator, all escaped the battered aircraft, with only Al being caught by the Germans. Both Olson and Joseph Gates, copilot, were killed in the plane. Erwin and Gise evaded capture, both eventually returning to the U.S. Later Erwin entered and completed pilot training, but did not fly combat. Leaving service after the war, he worked for Continental Can Co. Darwin's plane went down 20 Dec 42 with James Stewart as the pilot, and Darwin went to prison camp. Once out of service, he sold real estate.

William H. Breslin, 368th pilot, died 31 Jan 2003 in Ormond Beach, FL, where he and his late wife Dorothy for 35 years operated Breslin Reproduction Services. Bill had joined the Group 29 Apr 44, and he flew his 32nd and last mission 16 Aug 44. His wife had died 16 Aug 99. He leaves 6c, 15gc, 3ggc. Their son, Ned, continues to operate the family business.

Charles M. Davis, 369th tail and ball gunner, died 16 Mar 2005 in Mobile, AL. He was an original in the Group, and with a special assignment to the 423rd flew to Gibraltar and North Africa with maps for the invasion of North Africa. He completed his tour 4 Jul 43.

Warren Day, 423rd radio operator (John Lewis crew). Died 29 May 2005 in Baton Rouge, LA, his longtime place of residence. He came to the 306th 5 Jul 43 and became the 153 em to complete a tour, 29 Jan 44. He was a longtime teacher in the Caddo Parish schools, retiring in Oct 80. He leaves his wife, Helen, 4c.

William C. Fann, 369th gunner, died in Feb 2002 in Broken Bow, NE. He flew a dozen missions and then moved to ground duty. He was in auto sales for a number of years. Fann leaves his wife, Verlene, 3c.

Charles C. Krone, 369th waist gunner (Roy Trask crew), died 21 Apr 2005 in Tehachapi, CA. He came to the 306th 1 Sep 44 and departed 16 Jan 45 upon completing 35 missions. Krone is cited in First Over Germany for helping repair rudder cables that had been shot through. He was later employed by Singer Librascope in Glendale, CA, retiring in '85. For years he flew his Beechcraft Bonanza, and was a member of the Octogenarian Pilots Assoc., and leaves his wife, Kay, 1 d, 2gc.

Guy J. Lateano, 369th navigator (Roy Trask crew), died 2 Jan 2005 in Arlington, TX where he had lived for many years. He came to the 306th 1 Sep 1944 and flew 30 missions, and later flew in Korea. He had a BS from Geneva C and MED UPitt. He retired from USAF 1 Jul 75 as a production and procurement officer. His wife, Ysleta, preceded him in death in 2003. 0c.

Enoch J Marchant, a fuel operator for the 4th Sta Comp Sqdn, died in Apr 94 at Kinston, NC. He was a USAF retiree with 100% disability. His wife, Sue, is now deceased and they leave 2c, 4gc, 2ggc.

Benjamin L. Olsen, 368th pilot, has died at Bethesda, MD, where he lived for some years. He brought his crew to Thurleigh 13 Dec 44, completing his tour 3 Apr 45. Stanford U. awarded him three degrees: BA'43, MA'49 and PhD '55, and he retired from the National Science Foundation. He leaves his wife, Pat.

Edwin G Pipp, 423rd pilot and POW, died 19 Jun 2001 in Douglas, GA. A newspaperman for much of his adult life, often centered in the Detroit, MI, area. He came to the Group 1 Mar 43, and was rescued from the waters off St. Nazaire, France, after his plane was shot down. After the war much of his journalistic endeavors were centered on writing for aviation journals. He witnessed some of the Vietnam conflict from a B-52, and also reported from Alaska, Germany, Libya and Korea, and then Cape Canaveral, FL. Late in his life he was in England for a couple of years. In 1993 he became the first journalist inducted into the Michigan Aviation Hall of Fame. He leaves his wife, Donna, 5c, 6gc.

John S. Pluta, 367th waist gunner and engineer (Milton Adam crew), died 11 Oct 2000 in Hampton, VA, where he had lived following USAF retirement. After that he had worked for the NASA Langley Research Center until final retirement. He came to the 306th 7 Jun 44 and departed 25 Sep 44 when EMs with 20 missions could elect to be sent home if they volunteered. This helped cut the overage of Ems on the Base at the time. His wife died in 2004, 3c survive.

Irving J. Sandler, 369th navigator (Alfred Lomar crew), died 20 Dec 1996 in Bowie, MD. He joined the Group 9 Dec 44 and departed Thurleigh 19 May 45.

Robert Wm. Seelos, 368th pilot and POW, died 16 May 2005 in the VA Hospital, Los Angeles, CA, after an extended illness. He came to the Group 19 Mar 42 as the organization was being founded. He served until his 19th mission when a Luftwaffe pilot downed him. He was soon captured, but he had been able to slip a note to a Belgian girl, who in turn informed his mother of Seelos' status. By 1984 Seelos was ready to return to the scenes of the end of combat, and he did make several trips back to Belgium, meeting several who had been so important to his ultimate survival. He leaves his wife, Regina, four children, and always in his thoughts were a daughter who was killed in a traffic mishap in 1984 just as he was planning his first return trip to Europe.

Sidney C. Shertzer, 369th bombardier (Richard Lambert crew), died 10 May 2005 in Moore, SC, his home for a number of years. He went down on his first mission, 24 Apr 44, when we lost 10 planes en route to Oberpfaffenhofen, Germany, (w/William R James crew),

and became a POW. He leaves his wife, Florene, 2c.

Wilmer E. Strawn, 423rd toggler (Earle Schaefer crew), died 22 Apr 2004 in Hume, IL. He came to the Group 11 Dec 44 and flew his last mission 17 Mar 45. He leaves his wife, Ruth.

Harold Thornam, 369th electrical technician, died 2 Jan 06 in Westminster, CO. For years Harold had been a heavy equipment operator in Omaha, NE. After being an electrical specialist, and became the NCO in charge of propeller work. He leaves his wife, Jeannette, 2c, 2gc.

Andrew Vangalis, 368th crew chief, died 19 Jun 2005 in Las Cruces, NM. He transferred to the 306th in Dec 42, after having come to England with the 31st Fighter Group (later sent to North Africa). He began with our general repair crew, then moving to a plane ground crew. His wife, Helen, a WWII veteran of the Navy Nurse Corps, died two years ago. He leaves 4c, 4gc.

John D. Wilson, 423rd copilot (Kenneth Blackshaw crew) and a pilot, died 18 Aug 05 in Santa Barbara, CA. On a mission return, in the dark at 400 feet, he took the controls when his pilot was stricken with vertigo and made a safe landing. He came to Thurleigh 28 Oct 44 and departed in Jun 45. He spent most of his life working for Technicolor.

306th Family

Carolyn Gaydosh, wife of John Gaydosh, a late 368th pilot, died 2 May 2005 in their Broadview, OH home. He came to the 306th in Apr 45, later flying many "missions" with the Casey Jones Aerial Mapping Project covering Europe and North Africa. She leaves 2c, 3gc.

England in 2006

So, you are now thinking that the Summer of 2006 is the year you ought to record your final trip to England. The grandchildren would enjoy it as well.

I'm sitting at the keyboard looking to last year when my wife and I finally decided to do just that. Helping bringing our ideas into fruition was our oldest son, a high school teacher and an enthusiastic traveler.

The hooker was that he could drive in England, while "Dad" had lost that cachet at 70. That was persuasive!

But the real motivation that drove us on was the knowledge that we would have our probable last visit to the 306th

Museum at Thurleigh. We were there the day that Lou Matichka's 50 caliber machine gun was to arrive "home" at Thurleigh. That was not anticipated, but it made a nice memory to think about later.

We found our airplane flight burdensome and arduous, traveling both ways. It was worse on our way from Charlotte, NC, to London Gatwick, and a bit more bearable on the way home.

I found this message posted in my brain: If you are going to do it one more time please make it First Class! Keep that in mind.

306th PUBLICATIONS

Published materials now available from the Group will help you follow the 306th through the combat period 1942-45:

ORDER FORM

First Over Germany by Russell A. Strong A 325 page narrative history of the 306 th . 100 pictures & 1700 names. Fourth edition is paperback.	\$35.00
306th Echoes Book 800 pages, including 25 years of our quarterly newspaper, B&W & color.	\$40.00
306th Combat Crews More than 300 identified combat crews are pictured. Individuals are indexed.	\$35.00
The Reich Wreckers 80 pages of charts & other data covering 341 combat missions. Prepared by Charles J. Westgate III	\$6.00
Squadron Combat Diaries More than 100 pages each, compiled daily after missions by Squadron Intelligence officers. Also included are rosters of Specialty personnel. Spiral bound.	367th \$20.00 368th \$20.00 369th \$20.00 423rd \$20.00
306th Group Directory	1 Feb '06 \$10.00
	Total \$

Make check to 306th BG Assn. and mail to Secretary: 306 Bomb Group Assn.
5323 Cheval Place
Charlotte, NC 28205

Distinguished Flying Cross Came & Went

The Distinguished Flying Cross came and went during WWII. The first medal awarded by the 306th was a DFC, awarded to Col. Charles Overacker on 12 Nov 42. They were not scarce, but if you flew your combat tour in 1944 you were much more likely to receive a DFC than in 1942, 1943 or 1945. The Crosses were awarded to combat men during much of 1944 for completing 25 to 35 missions, as the tour changed twice after the initial awards at 25.

In a recent study of the protocols for the DFC by Donald Casey, 379th BG editor, he writes: "The controversy around the official Army Air Corps procedure of awarding a Distinguished Flying Cross Medal to every crewman who completed his tour of 25 missions, the standard being 'extraordinary achievement in aviation/flight.'"

Checking the 306th records shows that DFCs appeared with some regularity, but only to individuals showing some specific achievement received them. It was in the summer and fall of '44 that the large numbers of medals appeared in the monthly listing by squadrons.

"When Commanding General of the USAAF, Henry H. Arnold, learned in the summer of 1944 that persons were receiving a DFC for completing a fixed number of missions, he declared that he would fire any group commanders who did this. This new standard was not welcomed by the commanders or the troops. The proscribed tour of missions in the 8th to get the award had seemed fair to those flying. The red tape requirements now caused most CO's to stop awarding the medal."

In June '44 the 367th awarded 32, in July 28, August 29, September 27, and by December it was down to 7. The highest monthly total for the Group was 176 in July 1944.

In the 368th there were 38 in September and 47 in October. Listings usually show up in the Squadron diaries, except for the 423rd, where they were skipped altogether. The major listings appear in General Orders, at random. Thus, they are more difficult to trace except as individuals. In 1945 the DFCs were from 3 to 5 per month, per squadron. Perhaps as interesting to note is when various medals were first awarded.

Air Medals: James Stewart, 367th, Norman Nelson and Francis Counselman, 423rd, Orders of 12 Nov 42. These three were first on the orders, which totaled 15 in all.

Purple Hearts: Jacob Shively and Colin Neeley, 423rd, 1 Dec 42.

Soldier's Medal: Eugene B. Thompson, 369th, 23 Dec 42.

Distinguished Service Cross: Arizona T. Harris, 369, 3 Jan 43.

Silver Star: Claude Putnam, Gp, 26 Mar 43.

2nd Silver Star: Joseph Kosakowski, 368th, 10 Apr 43.

Memorials

For Eugene Engberg by Linda Engberg

For Albert Figone by William M. Carnicom

For Richard K. O'Hara by Hugh Phelan

For Waverly Ormond by Kathy Ormond

For LeRoy Schuller by William F. Houlihan

For Frank Serafin by Robert Maus
by Thomas and Phyllis Maus
by Donna Millett
by Thomas G. Van Wilder

For Everett Swanson by Marise Swanson

For Armando Taliani by Rosemary Taliani

For J. T. Therkeld by J. R. Therkeld

For 306th Bomb Group by Date Briscoe

Gifts to the 306th Museum

If you wish to gain IRS deductions for gifts to the 306th Museum at Thurlleigh, you can do so by making gifts to the 306th organization in the States. At the same time informing the Treasurer that you want the money to be sent, in turn, to the 306th Museum. The transfer will be taken care of in due time.

Control Tower Copies

If you are interested in your own copy of the Control Tower Logs, it can be arranged for a nominal fee. Contact Russ Strong to discuss the matter.

1st Oak Leaf Cluster: DFC, Robert W. Smith, 369th, 13 May 43.

Legion Of Merit: Thurman E. Dawson, 1628th, 7 Jul 43.

And the one and only **Medal of Honor**, to Maynard H. Smith, 423rd, 15 Jul 43.

Although the editor has only his own recall to rely in, he did have an all day interview with Mack McKay in 1979 that rambled through many subjects. At one point Mack discussed his being called into Gen. Ira Eaker's office at which time Mack was told he would be returning to the US along with a B-24 pilot to talk with pilots due soon for combat about flying in wartime England in B-17s. When Eaker asked Mack if he had any suggestions, the ever frank talking McKay told his commander that more decorations should be handed out than was then the policy.

"Hell", said Mack, "they don't mean much to you, but they might help morale a little, and they will be great to tell your grandchildren about."

Speaking of Medals = 3 Citations

Distinguished Service Cross

Arizona T. Harris, 369th, technical sergeant, 369th Squadron, for extraordinary Heroism in military operations against an armed enemy of the United States. While on a combat mission over enemy occupied Continental Europe, January 1943, the airplane on which he was serving was badly damaged by enemy aircraft fire and forced out of formation. A large force of enemy fighter planes then concentrated their attacks on this lone airplane, finally driving in to a crash landing in the sea. Throughout the descent, and as the airplane disappeared beneath the waves, Sergeant Harris was seen to be firing his guns at the enemy airplanes. The dogged determination to fight against all odds and sheer bravery displayed by Sergeant Harris upon this occasion upholds the highest traditions of the armed forces of the United States.

Legion of Merit, Officer's Degree

James C. Green, staff sergeant, 367th Squadron, for outstanding services rendered in designing and fabricating, during the month of December 1942, a new type machine gun mount. Working long and arduous hours in cooperation with another soldier, he perfected the highly successful new type of armament, thus undoubtedly aiding in the successful completion of many operational missions since its adoption. The initiative, skill and craftsmanship displayed by Sergeant Green reflects credit upon himself and the armed forces of the United States.

Ben F. Marcilonis, sergeant, 367th Bombardment Squadron, for outstanding services rendered in designing and fabricating, during the month of December 1942, a new type machine gun mount. Working long and arduous hours in cooperation with another soldier, he perfected the highly successful new type armament, thus undoubtedly aiding in the successful completion of many operational missions since its adoption. The initiative, skill and craftsmanship displayed by Sergeant Marcilonis reflects high credit upon himself and the armed forces of the United States.



Arizona T. Harris



Ben F. Marcilonis

Dues? No! Gifts? Yes!

It does take money to keep the 306th Association flying. Those who are able are asked to make an annual contribution to keep everything running smoothly. No one is dropped from the mailing list for non-payment! Your gift is tax deductible. Please accept my gift to the 306th BG Association: \$ _____

Name _____

Street and No. _____

City, State & Zip _____

Telephone No. _____

306th Unit _____

Send to: Royce Hopkins, Treasurer
306th Bomb Group Association
35427 Pontiac Drive
Brookshire, TX 77423-9541

Date _____



Ralph Franklin Bob Rockwell Daphne Franklin

Rockwell's Trophy a Small Token of 306th Esteem for The Franklins

Reunions Tagged Early Eighth Until Omaha

The 8th Air Force began its reunions in 1975 at Miami Beach, FL.

It was an interesting event, with nearly half of its 100 attendees from the 306th. And thus, we began to tag on the 8th sites, although usually holding our own gatherings in a hotel room.

Bill Collins gathered money for operating by tossing a hat on a bar. And, Russ Strong got into the newsletter business. He was interested in pushing the latter because he was already researching "Our Story", which became "First Over Germany", and which copied a brief book published in 1946.

By the time of the 1982 meeting in Cincinnati many of the 306th were fed up with the program of the 8th organization. When we asked for some meeting place of the 8th organization we were met with "Find your own meeting place". And out of that came Judge Don's Ross' offer to chair a 306th only reunion in Omaha, then the headquarters of the Strategic Air Command.

We knew at this time that the 306th had the highest membership in the 8th and were turning up the highest registrations at the 8th reunion each year.

So, we went to the Omaha event, with well over 300 registered there. Up to this time we had a self-appointed set of officers. But this brought about more organization and we were electing a slate of officers and directors, which continues to the present.

We had no dues then, and still operate contributions. We have had two significant donors, currently topped by President Dr. Herman Kaye, which makes possible our color editions of Echoes.

SAC has left Omaha, but vestiges of it remain, and a visit to the SAC unit will be a part of this year's event. Judge Ross had hoped, again with family support, to chair this reunion. But his ill health prevents this, and Roy Connally, a resident of Albuquerque, is filling the reunion director's chair.

The next edition will feature the initial registration for Omaha '06, along with other information of those who are planning to attend.

With a central site in '06, the Omahans are hoping to draw significant numbers from east, west and central. See you in Omaha!

Smoked Ceilings!

In the early stages of the 306th at Thurleigh, one of the evening events was the smoking of various ceilings with mission data, as shown below.

The largest picture shows Capt. John Ryan standing on the shoulders of Capt. John Lambert, left, and Capt. George Buckley.

These all had to be 367th officers, because Harry Holt, squadron commander, is watching from the far left.

Locations of the other smokings are unknown to the editor.

The rectangular blacked out spot in the lower center had been the nude cartoon of a young lady visitor, and the morning after a big party it was ordered blotted out.



FLYING CONTROL LOG

USAAF Station 111
306th Bombardment Group (H)
Eighth Air Force

17 December 1942 – 31 May 1944



Lead Crew: "First Over Germany" - 27 January 1943



1200 On duty Lt. Carlisle -
1400 Briefing at 1500
1435 Div. says return any P.F.F. from all. to Base
1500 Attended Briefing - data follows.
SF 1730 YY 0145
TAXY 1744 IPY 367 SDG R/W 30 for T.O.
T.O. 1754 66 368 KJY OFF 29.91
369 GJK
423 J60 ER Approx 2230,
1715 Cleared cycle Relay thru Division. pilot
Lt. Reeder. T.O. 1830.
2215 Passed yellow to Div 100' - 3 Miles
2344 128 M landed belongs to Kimbolton - 7c in
disp. 30 - Div. and Kimbolton notified
2320 978 G landed belongs to Podington - 7c on
grass by trees. Div. and Podington notified
2095 Div. says Kimbolton 7c 128 M can return to base
if pilot announces ship O.K. to fly. Pilot O.K'd ship. 7c
to return to base
0830 Cleared Cycle Relay through div. - T.O. 10 o'clock
0700 R/W changed to SWN R/W 36
0700 Men to work on perimeter between 368 and 423
0745 Cycle Rock changed - cleared thru div. again.
1140 Beam turned off until Inner marker is
repaired. Chelveston will turn their beam on
until further notice is given them. Group
Communications OK'd.
1230 Lt. Crowell on
1300 Still Stand-by per opt.
1645 Cleared Cycle Relay - T.O. 1815 to Tiverton, C.C. out
start Point 1900 hrs, 8000'. Patrol 50° 00' N, 03° 00' West
at 20,000'. C.C. in Portland Bill. Pilot Lt. Carey - call
sign Eating WXQ-L - # 861
1710 Changed cycle relay to cross out at (Salisbury) Portland B.
1730 Perimeter west of #15 runway destroyed & marked. O.K.
for use in the morning
2130 All lighting checked. Light # 55 on r/w 30 out, on
perimeter # 106 amber side out & 136 blue out
contact light # 7 on left side on r/w 06 also
out.



FLYING CONTROL LOG

USAAF Station 111
306th Bombardment Group (H)
Eighth Air Force

1 June 1944 - 7 September 1945



A Throng Awaits Arrival of 300th Mission



2330 Div says stand-by all Northampton a/c down but
3 dir has some B-24's up & intruders are coming in

2340 Air raid warning broadcast

8 June

0030 Liberator landed
0040 Liberator M-Mike landed - air raid - white
0120 Passed to Div information on Libs
Lt. Laskin (18sq. 34.6p Mandelsham) # 4130 - 'E'
Lt. Becker (391sq. 34.6p ") # 4780 - 'M' -
4 engine out - both crews o.k.

0345 Attended Briefing: QFF 29.85
S.E. 0440 YF Salsbe - Foxhole White E.T.R. 1000
Taxi 0455 RY Frazier - " Silver
T.O. 0505 EE

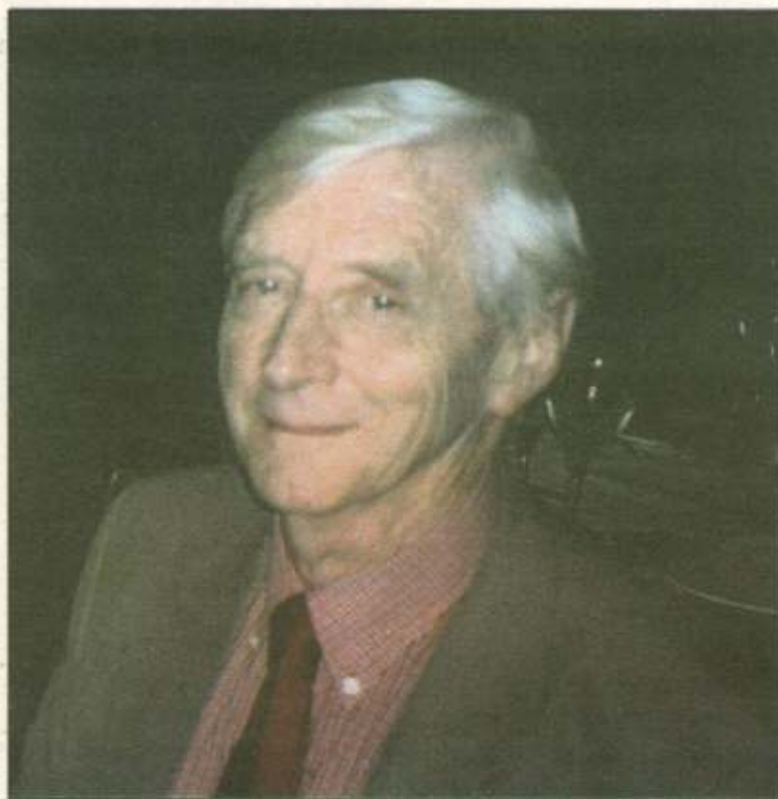
0450 No change in Marguerite per 40th
0515 Cleared cycle relay - Recker - 061 - J.D.H. - L - Bass - Reading -
Salsby Biel 8,000', 0645 hrs. Position 50°10'N - 00-40 West
at 20,000' Return at Salsby Bill.

0645 Passed Green to Div.
0800 On duty Capt Broadbent
0805 RIW 24 in use - wind W - 10.
1215 On duty Lt. Carlisle
1235 Cleared 4930 - B-24 thru 1st dir.
1830 Inspected airfield
1700 ^{the change in RIW - 10, W, 24 for tonight}
1730 Permit flushing 2R tonight
1750 Flare Patch on 11/2 24

9 June 44

0800 Red to div. and ops.
0805 Aena Grove concerning C-47's. told them airfield
not and to hold their usual word from us.
0930 Called Salsby about C-47's they said to hold
them until they called back. I was notified
1015 Capt Galloday advise that our Station Log
will be changed to 5055 AC at midnight tonight.
1220 Lt. Crowell on - field steel yard.
1400 Inspected perimeter - all clear. Check of work in King
H. If on digging ditch at end of 20.
2100 We are stand down
2230 General Turner requests 40th Wing be advised
immediately of red alert of air raid. 11 when
they start (2) all clear (3) any incidents.

Roger Freeman, 8th Historian, Dies in October



Roger Freeman, a quiet English farmer, became the # 1 historian of the 8th in the years after WWII. He turned out about 40 books, most of them classics, that now stand proudly on the shelves of thousands of 8th enthusiasts and public libraries around the world.

Borrowing from others, his obsession with the aircraft, and pursuit up that channel quickly led him into the writing field. His first significant creation was a large volume of text in chronology format, accompanied by numerous pictures, tables of data essentially on the bombardment groups, but certain auxiliary organizations included as well.

The heroes of the 8th had their lives told and pictures with them. All of this material was well indexed so that one could pursue it with ease.

But, as many of us know, the 8th did not lend itself to one volume. There was just too much to assimilate in trying to show the sophistication of the Mighty Eighth, which included a Mighty Large support organization. Eighth AF headquarters itself was an amalgam of military leaders, historians, statisticians, reporters, and the kinds of people who had been used to such an immense administrative structure.

There is a triumvirate of books that tell best the 8th story: *The Mighty Eighth*, 1970; *Mighty Eighth War Manual*, 1984, the nuts and bolts of operations, organizations, and how it was all put together; and *Mighty Eighth War Diary*, 1981, details of each mission flown by the 8th by chronological order, with each Group's effort in detail, including bombers, fighters and other operations.

This writer believes that the fourth most valuable volume is *The B-17 Flying Fortress Story-Design-Production-History* 1998 (with David R. Osborne). Its principal feature is a listing of all B-17s built and what happened to them.

Other Freeman books in this writer's possession are: *Airfields of the Mighty Eighth, Then and Now; Raiding the Reich, The Allied Strategic Bombing Offensive in Europe; Claims to Fame, The B-17 Flying Fortress; The U.S. Strategic Bomber; The Mighty Eighth, Warpaint and Heraldry; Mustang at War; B-17 Fortress at War, and The Mighty Eighth in Color.*

Roger Freeman's life came to a close 7 October 2005, after an extended illness. He leaves his wife and three children.

Whatever Happened to Drake or Flakie?



headquarters where his duty was to teach high ranking officers how to fly. An adventurer, Fowler soon bored of this and began to wangle assignment to a combat unit.

Fowler, who at some point acquired the nickname of Flakie, was assigned to the 367th and the last barracks, closest to the baseball diamond, and "yours truly", was just across the barracks from the corner where Flakie bunked in. He quickly checked out in the 17 and got himself some slow timing. He also acquired Drake early on, and the delightful dog moved into our Barracks, as well. He had a fine disposition, but Flakie had dreams of taking Drake home with him and using him in a stud

service that Flakie and his wife were "talking" about.

Fowler had plenty of time with the dog, but he wasn't flying any missions—and like all of the fliers, that was ticket home. So, signs began turning up around Flakie's corner announcing that he was ready for combat, and here was where to find him. After several nights of this being pointed out to the CQs, there came that morning Fowler had long waited for—he was wakened at an early hour and was soon off to briefing.

When the planes were back, interrogations conducted, and that delicious combat meal was ready after many slugged down their double-double of Scotch,

Fowler on his way back to the barracks.

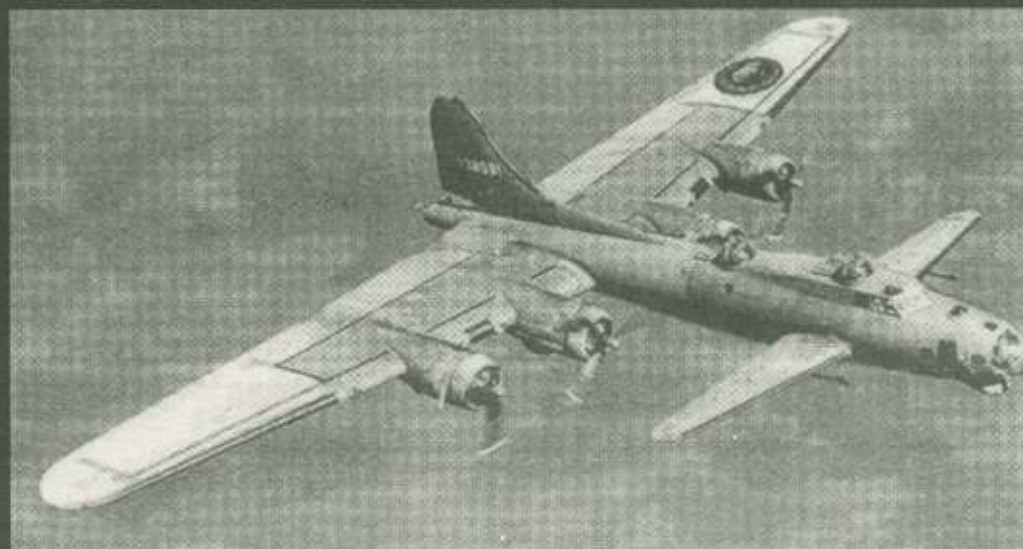
Several of us were sitting around when Fowler charged in, straight to his bed, and yelled "No (expletive) mail", and collapsed on his bed for a good night's sleep. Whether he was up at 6 or so the next morning I don't recall.

Fowler evidently finished his tour in mid-January or so.

Obviously, Fowler did not take the big hair ball home with him. I tracked Ward some years back to the Palo Alto, CA, area, but never located him for the Echoes' mail list.

Can anyone else throw any light on Flakie or Drake?

This story is really about Drake, a fine Springer Spaniel, who came to Thurleigh soon after Ward R. Fowler, became a 367th pilot in mid-July 1944. Fowler had been assigned to 8th AF



A Burt Rutan Design Idea applied to a B-17

Borrowed from the 452nd Bomb Group's publication, this shows what a B-17 could have looked like if Burt Rutan had reconfigured it, as indicated in some of his more recent design efforts with slow flying, long range fighter craft. Rutan usually is standing on the threshold of aviation during the next century. Carey Mavor, 452nd editor, reports that his son found this on the internet. Hope you enjoy a laugh or two.