

# 306th Echoes



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## Dr. Thurman Shuller's Leadership Changes the Course of History

by **Vernon L. Williams**  
*Historian and Director  
East Anglia Air War Archives*

*Author's note: This article is drawn from my oral history interview of Dr. Shuller recorded in 2005 in San Antonio, personal papers and a diary Dr. Shuller provided to me in the years that followed the interview, and an article published by his hometown newspaper, The McAlester News, on November 11, 2012, shortly before his death.*

Very few of the air crews who flew missions in the ETO and survived to go home knew the debt that they owed to Dr. Thurman Shuller, 306th Bomb Group Surgeon. In every bomb group stretching across East Anglia, air crews benefitted from a courageous act by Shuller early in the air war. When the 306th Bomb Group arrived at Station 111 in 1942, air crews flew their missions until one of three things occurred: 1) they were killed in action, 2) they were shot down, captured and became POWs, or 3) the war ended. This stark reality sank in early on as the 306th crews faced a grim certainty—there was little chance that they would survive the war. But that would soon change with the arrival of Group Surgeon Shuller who acted quickly to meet the growing morale crisis.

This story begins long before World War II on a small farm near Ozark, Arkansas in late spring 1914 where the young Thurman attended New Hope, a rural elementary school and later went on to achieve his dream to attend medical school, graduating from the University of Arkansas School of Medicine at Little Rock in 1939. Shuller's journey to meet his destiny in wartime England was about to begin, a journey that would save the lives of countless airmen in the Eighth Air Force.

In 1939 Shuller was commissioned as a first Lieutenant in the U.S. Medical Corps Reserve and served in a two-year medical internship at Charity Hospital in New Orleans. In July 1941 he was called to active duty and assigned as a general physician to the Air Corps gunnery School in Las Vegas, Nevada. Many years later Shuller explained that "with war raging in Europe, it seemed the practical thing to do was to spend one year of service in the Army." Just six months later the attack on Pearl Harbor changed his one year stint in the Army to an extended enlistment that lasted for the duration of the war, "nearly five years." At Las Vegas he received his first glimpse of not only the fundamentals of aerial gunnery, but acquired an up close and personal understanding of the rigors of gunnery at high altitude. He later would draw upon this experience in England as he dealt with the demands of military medicine in combat against the Axis powers in Europe—oxygen deprivation, new forms of frostbite and exposure suffered at extreme freezing temperatures, combat fatigue and wounds suffered far from Thurleigh at high altitude. All of that remained in the



**Folded Wings  
Thurman Shuller  
1914-2012**

future as Shuller prepared for his role in the air war against Germany.

A doctor friend at Las Vegas advised Shuller to apply to the School of Aviation Medicine where he could qualify as a flight surgeon. "He was also advised to pay attention to the promptness, accuracy and appearance of all his reports"—a characteristic that became a part of his service in the 306th and a contributing reason for his rapid rise from Lieutenant to Lieutenant Colonel during the war. Shuller's application was approved, and he attended the 12-week course at the School of Aviation Medicine at Randolph Field in San Antonio, Texas where he qualified as a flight surgeon. In April 1942 Shuller was promoted to captain and assigned to the 306th Bombardment Group as the 369th Bomb Squadron Flight Surgeon. Leaving the pleasant confines of San Antonio, Shuller entrained for Wendover, Utah where the 306th was engaged in training on the salt flats in the desert country of Utah.

At Wendover, Utah living and training conditions were very "primitive," and the enlisted medical personnel who assembled there with the 306th had only a minimum level of training. The Group Flight Surgeon, along with Captain Shuller and the other flight surgeons in the four bomb squadrons, faced a difficult mission as they struggled to maintain day-to-day tasking initiatives that were designed to prepare the 306th, "in a medical sense, for combat."

In July 1942 the Group Surgeon was transferred, and Dr. Shuller was named to take his place. Not long after assuming the command of the medical elements in the 306th, Shuller received promotion to major. He did not have long to get adjusted to his new duties and make final preparations for movement overseas. Two months later in September 1942, the Group departed Wendover for Thurleigh and the European Theater of Operations. For Shuller and his medical command, the war was about to begin.



**SAVE-the-DATE  
October 2-6, 2013  
New Orleans Reunion**

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**Embassy Suites Hotel  
315 Julia Street  
New Orleans, LA 70130**

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**Details will appear in the  
next issue of *Echoes***





306th reunion participants visit the chapel at the Mighty Eighth Museum at Savannah. The chapel is a reproduction of a typical English church found in most small villages across East Anglia.

Photographs courtesy Charles Neal



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#### 2012-2013 Student Interns:

Hart Mendenhall (Fall—Russell Strong Intern)  
Kendra Oregon (Spring—Russell Strong Intern)  
Kendra Oregon (Fall—Judge Donald Ross Intern)  
Ashley Johnson (Peg Haapa Intern)

The 306th Bomb Group Historical Association is a Federally tax-exempt organization and as a veteran's group is classified as 501 © (19).

## Obituaries

Please send obits as soon as possible after the death, to secretary (see contact information at left on this page below).

The secretary has learned of the following deaths:

- **Bartel, Wayne**, 368<sup>th</sup> waist-gunner (crews including Robert S Gerald), who was born in OR, died 25 Jul 12 at a care center in Morro Bay, CA at 87. He was enlisted in Los Angeles Co as a Private in the Air Corps 9 Dec 42. At least once, per Combat Crews p.173, he was waist gunner on crew of Robert S Gerald (pilot who departed Thurleigh in mid-Mar 44). Bartel, as a Sgt and then S/Sgt, was at Thurleigh from at least Jan to Jun of 44. Survived by his wife, Nancy; no further info.
- **Beckerdite, 'Dean' Atlee D**, 423<sup>rd</sup> tail-gunner (William H Baker crew), originally of KS, died 28 Dec 11, in Houston, TX, at 85. [Note: The Baker crew photo in "Combat Crews" was erroneously shown as 369<sup>th</sup> Sq, however in Beckerdite's Houston obit he was identified as 423<sup>rd</sup> and in Echoes lists of pilots, navigators, and bombardiers in 88-89, all those members of this crew were listed as 423<sup>rd</sup> Sq, having arrived Thurleigh 2 Mar 45.] He was enlisted at Ft Leavenworth, KS, in Feb 44 as Pvt in Air Corp; he arrived at Thurleigh 2 Mar 45 with Baker; as T/Sgt he departed Europe 11 Apr 46 after 18 combat missions and subsequently serving in the Casey Jones Project of aerial mapping of Europe at Istress, France and Weisbaden, Germany. Post-war he married Arlene in Aug 46, and attended CO School of Mines at Golden, CO, and NM Institute of Mining and Technology at Socorro, where he earned a BS in Geology in 50. His career was in natural resource economics and management. He and Arlene pursued a career path taking them to Bismarck, ND; Borger, TX; St Albans, WV; Denver, CO; Glenview, IL; Menlo Park, CA; Houston and San Antonio, TX; and Clearwater, FL. His work included assignments throughout Europe, Australia, Africa, No and So America. Before 79 he worked for several companies, including Stanford Research (as Director of Mining, Minerals & Materials Economics), and Tesoro Petroleum (VP and President of mineral producing subsidiaries). In 79 he and Arlene formed their own mine management consulting company, ADB, Inc., which they operated and managed until his retirement in 97, with clients including top accounting firms, major utilities, investment bankers, and other less specialized management consulting firms. He authored numerous published articles and professional papers related to mineral resources economics and management; he was a member of the AIME and VFW. On our Echoes list in Belen, NM, until Apr 10 issue was returned, he is survived by Arlene, 1d, 3gc, 4ggc; donations were suggested to the Parkinson's Foundation.
- **Brennan, Neil H**, 368<sup>th</sup> toggler/gunner, of Traverse City (formerly of Manistee), MI, died after a short illness on 1 Jul 12, a bit short of 90. After 2 years of college, he enlisted in the Air Corps in 42. Sgt Brennan arrived Thurleigh 11 May 43 not assigned to a crew. Downed 26 Nov 43 (Bremen mission, his 18<sup>th</sup> combat mission) with Francis Hoey, with all the crew surviving; as S/Sgt, he was detained by Germany at Stalag 17-B until liberated 8 Jun 45. Post-war he met and married Merrie when both were students at Western MI Univ. He earned his master's at U of MI. In Charlotte and later in Manistee, he was a teacher, guidance counselor, high school principal, and assistant superintendent. After retiring in 85, they spent summers at the family cottage in Torch River, MI and wintered in Gulf Shores, AL. Active in many civic organizations, he served on many boards during his professional career, including Salvation Army, Lions, and FIVECAP. Survived by Merrie (now in Traverse City), 2s.
- **Carruthers, William Kent**, 423<sup>rd</sup> ball-turret gunner (John M Winward crew), died 27 Aug 11 in Dana Point, CA where he had long lived, at 91. Their crew arrived at Thurleigh 4 Jun 44, and pilot Winward completed his tour 1 Oct 44. Carruthers was predeceased by his wife Nadine, in Jul 10 at 83. No further info.
- **Crunican, Charles J**, 367<sup>th</sup> bombardier (crews of Talmadge G McDonough and Robert C Sage), died 24 Jan 11 in OR at 88. After two years at college, in Mar 43 as a single resident of Multnomah County, OR, he enlisted as an aviation cadet in Santa Ana, CA. He graduated as a 2Lt bombardier at the Victorville, CA Army Airfield in Oct 43. He and the crew arrived at Thurleigh 28 Apr 44; he completed his tour in late July. He married in 44 and post-war began a career in the timber industry, working in several places across OR. In 65 he moved to the Portland area, working for Peerless, Fruehauf and Utility truck trailer builders as a machinist, Local 1005. He enjoyed woodworking, welding, hunting, photography, and stained glass work. In Oct 88, Anna Mae, his wife of 44 years, preceded him in death at 64. Survived by 1s, 2gd.
- **DeLair, Vernon R**, 423<sup>rd</sup> engineer (George Broz crew), of Sturgeon Bay, Door Co, WI, died 14 Oct 12 at 90. He arrived at Thurleigh with Broz 7 Jun 44, flew 44 missions, and completed his tour 8 Jan 45. Post-war, he worked for Martin Tractor in IL and WI as a mechanic, and drove for Badger Freightways in Sheboygan, WI until retirement. He loved restoring antique cars and showing them in parades; telling his stories with friends and family; and attending 306<sup>th</sup> reunions with his brother and family all over the US. He was member of Sturgeon Bay Moravian Church; the Antique Power Association; WI Historical Societies (Chilton; Door Co; & Sevastopol); a founding member of Door Co Threshere; and life member of the VFW Post in Sturgeon Bay. In Nov 01, at 79, long-time bachelor Vernon married his life-long friend Betty; they enjoyed travel to visit her children in ND, ID, CA, and Labrador, Canada. Survived by 5st-c; 7st-gc; 5st-ggc.
- **Dodge, Robert L**, 368<sup>th</sup> pilot & assistant operations officer 368<sup>th</sup> Sq, died at 91 on 18 Nov 12 in San Diego, CA. With his crew, he arrived at Thurleigh 8 Jul 44 and completed 30 missions, departing in May 45. Post-war, he continued in the USAF Reserves, reaching the rank of Colonel, counseling high school applicants to the Air Force Academy. He served as a law enforcement officer with the San Diego Police Dept, becoming a Police Sgt and San Diego Court Police Liaison. Graduated SDSU in 75 with a degree in Vocational Arts. He was a member of Blessed Sacrament Church and then Mission San Diego de Acala. He was an active member of Sons of the American Revolution; Military Order of the World Wars; the Order of Daedalians; and a founding member and Past President of the Dodge Family Association (DodgeFamily.org). He served as Chairman of Congressional selection committee of US Service Academy applicants, Congressman Duncan Hunter's office; and camp host, Trinity CA State Park. Survived by Hilda, his wife of 62 years, who accompanied him and son Peter to our reunions in 10 near Washington, DC, and in 11 in San Diego; 3c; 1gd.

## President's Corner

Hello Everyone,

I would like to bring you all some good news about the 306th. Marty Lennahan with me riding shotgun, left my home on October 17th for Abilene, Texas. Three days later we arrived and met Doc. Williams and began loading 36 boxes of digitized papers plus one box of photographs. After loading and saying our goodbyes, we were off for Baton Rouge, Louisiana. Had dinner, stayed overnight. Next morning we were off for Savannah, Georgia and the Eighth Air Force Museum.

We arrived at the Museum on October 23rd and were met by a crew to help unload the boxes that were accepted by the Museum. Since World War II and all the years since, the papers have traveled across continents and oceans to finally arrive at their final destination. As the president, I signed and released all of our records to their new home where they now can be put to rest permanently and will be available to everyone worldwide. I started this project with the help of Doc. Williams and now, after five years, the paperwork is done.

I now feel that I have completed that task that we started in 2007 at Dayton, Ohio. Marty and I were on the road for 14 days and covered approximately 6,000 miles. I want to personally thank Marty for what he has done this time, and many other times before. We owe this young man so much for all his help over the years. Thank you, Marty. It was for me a great experience with a great companion.

Rocky Rockwell  
President



- **Farkash, Michael N**, 423<sup>rd</sup> tail-gunner (crews of Warren Koch and Kenneth Yass when wounded), died in the Denver area of CO (long his home) on 31 Jan 12 at 93. With Koch's crew, Farkash reported to Thurleigh 1 Dec 43. With Yass, on 31 May 44 over Namur (Liege mission), flak hit Farkash in the left arm; waist-gunner Epifanio Campos in the left side of his neck; and it took the life of a photographic Sgt from 8<sup>th</sup> AF. When Farkash departed Thurleigh in Sep 44, he had completed 29 missions. He was sent to the Denver area to recuperate from the jagged wound to his arm; there he later met and married Margaret Ann. They stayed in CO where they reared their family. His career was as a mail carrier with the Post Office, retiring at 60. Margaret Ann, at 78, preceded him in death in Oct 98. Survived by their 5d, 2s, 11gc, and many ggc. **The Secretary was glad to learn of the Veterans Memorial at Mt. Soledad, LaJolla, CA, where a handsome black granite plaque bearing Farkash's photo and military history has honored him; the impressive Memorial can be viewed at soledadmemorial.com.**
- **Ferrari, John J Jr**, 423<sup>rd</sup> tail-gunner (Harold Brown crew), of Meriden, and formerly of Wallingford, CT, died after a short illness on 3 Dec 11, at 86. He arrived at Thurleigh 17 Jul 44, flew 35 missions, completing his tour in Mar 45. He remained in the service during the Korean War, he flew in B-29's for SAC Command. Post-war, he married Jane Warner, who served as 1st Lt on Guam in WWII with the US Army Nursing Corps. He worked 39 years to retirement at American Cyanamid in Wallingford. She continued her nursing career at local facilities (Middlesex Hospital; CT State Hospital; Arden House; and Regency house) until her retirement. She died in Meriden after 60 years of marriage on 23 Oct 10, at 93. They were predeceased by 1s; survived by 2s, 4gc, 1ggd. Both had graveside services with military honors at State Veterans Cemetery in Middletown.
- **Gallagher, John W**, 423<sup>rd</sup> navigator (Robert N Horn crew), originally from Concord, MA, died 27 Sep 12 in Stratford, CT, at 87. He arrived Thurleigh 15 May 44, completed his tour and departed in Aug. He also served in the Pacific, and as radar observer bombardier. In 49, he graduated Harvard. In Oct 50 he was recalled for active duty during Korea, attending pilot training to become a fighter pilot. During pilot training in San Antonio he met Betty, a native Texan and 47 graduate of TX Woman's Univ, who also did graduate work in Interior Design at Columbia Univ, North TX Univ, and Univ of Bridgeport. They married in 52 before he was released from active duty in Dec. He earned his Master of Architecture in 57 at Harvard. A member of the American Institute of Architects, he worked as a Registered Architect in CT, MA, NY, and TX. From the Northeast to TX and back to Stamford, CT, in addition to his architectural career, he was instrumental in perpetuating reunions of his Concord [MA] high school class of 43; he maintained membership in the Concord Independent Battery; was a Visiting Lecturer in Design at TX A&M; and was an Assistant Scout Master for several years. Meanwhile, Betty worked as an interior designer; did free-lance drafting and decorating; and in the 60s and 70s she taught art and was art director in public and private schools. In retirement she was active in community activities and volunteer efforts. In 95 he retired; they moved to Stratford. He served on their village's architectural committee and contributed time and skills to community organizations, most recently volunteering playing piano Sundays for health center residents. At various times, he enjoyed skiing, squash, tennis, and golf. They were Roman Catholics. She predeceased him in Aug 10 after 58 years of marriage, at 83. Also predeceased by 1s, John is survived by 2s, 4gc.
- **Griffith, William B**, 368<sup>th</sup> armorer & Gp turret maintenance, a 9<sup>th</sup>-generation Marylander, and resident of Beallsville, Montgomery Co, MD, died 18 Dec 11 at 93. Bill enlisted Apr 42 with one year college. He served 42-45. He attended Green Briar Military Academy in Lewisburg, WV and Univ of MD. He retired from Montgomery Co government in 76 as chief of Zoning and Licenses, and was certified by the Circuit Court as an expert witness on zoning matters. At St. Peter's Episcopal Church in Poolesville, MD, he served as Vestryman, Junior Warden, Lector, and Sunday School teacher. He served as chief and president of the Upper Montgomery County Volunteer Fire Department, Beallsville, MD. As an active fireman and rescue squad member, he responded to emergency calls for 57 years. He organized and trained the original rescue squad for the Department. He and Barbara married 18 Apr 47; after 53 years of marriage, she died 5 May 00. Bill is survived by 1s-son, 1d, 6gc, 19ggc.
- **Hage, Doane Jr**, 423<sup>rd</sup> waist-gunner (Loyal M Felts crew), originally from Petersburg, VA, died 26 Sep 11 at 90. Hage was one of few crew members on 9 Nov 42 (St Nazaire) who survived the downing of Felts' B-17. He was POW at Stalag 17-B until liberated, and was honorably discharged 17 May 45. Post-war he was a designer, artist, and writer. During his 20-year civilian government employ, he served on Okinawa before retiring in 87; he also served there as a missionary. He traveled to 4 countries and lived in 10 states. Survived by his wife Ruth, 2d.
- **LaGory, Stanley J**, 423 engineer (Wilbur Weiland crew), originally of Cincinnati, OH, died 30 Apr 12 in Chicago, IL at 93. The crew arrived at Thurleigh 3 Apr 44. After he completed his 35-mission tour, he trained in Seattle and the Northeast to fly B-29 missions over Japan, though fortunately, the war ended before transfer to the Pacific. Returning home to Cincinnati, he was employed as a commercial artist by RKO Studios & produced many memorable movie posters & displays. While attending classes at Univ of Cincinnati, he met Mary. They married in Oct 48 and settled in KY. In 49, he left RKO to join Ford Motor Co as a test driver. In 54, Ford transferred him to Livonia, MI, where eventually he worked in Ford's engineering lab and was instrumental in the development & refinement of the "Fordomatic" transmission. The family enjoyed many pre-interstate road trips across the country. After Mary's death in 76, he retired from Ford in 85 and in 86 moved back to Cincinnati. Around 03, he enjoyed a family return trip to Thurleigh. In Mar 10 he moved to Chicago, where he developed a taste for the White Sox, and enjoyed road trips back to OH with family for Cincinnati Reds games. Survived by 2s, 3gc.
- **Laughlin, Harlan L, Sr**, 369<sup>th</sup> pilot, of Austin, TX, died 26 Jul 11, at 93. He graduated from the Univ of Omaha, NE. With his crew, he arrived Thurleigh 21 Aug 44 and completed his tour in Apr 45. His 28 years included flying B-29s in the Korean War and B-47s during the Cold War, retiring as LtCol. After his USAF retirement, he worked as a labor market analyst for the State of TX and volunteered in various capacities for many years. He enjoyed years of motorhome travel with his family, playing 42, and golf. Survived by Vivian, his wife of 69 years, 2s, 4gc, 1ggs.
- **Malsom, Ralph B**, 367<sup>th</sup> pilot, of Cameron, WI, died 26 Feb 12, at 95 at Heritage Manor Nursing Home in Rice Lake, WI. After being enlisted in Jul 41 as an Army infantryman, he volunteered for the Air Corp glider program, and after successful completion, was selected for bomber pilot school. He arrived at Thurleigh on 26 Feb 44 and completed his tour of 29 missions on 6 Sep 44. Post-war, though he never completed high school, he worked his way through college while working nights, graduating from Univ of WI, Madison in 50 with a journalism degree. He worked in advertising for 20 years. He married Jeraldine in 64. From 71 to 81, he was a small business owner of motels in Gallup, NM and Cameron, WI. When retired, he enjoyed hunting, fishing, golf, and cheering his grandchildren in high school sporting events. Survived by 3s, 3gc, his interment was at Northern Wisconsin Veterans Memorial Cemetery, Spooner, WI.
- **Prentice, Albert John**, 423<sup>rd</sup> navigator & POW (crews of Eugene F 'Gene' Bumpas initially & later Robert McCallum), died in the Detroit area after 3 years of dementia 29 Sep 12 at 93. He reported to Thurleigh 1 Aug 43 with Bumpas' crew on 'Queen Jeannie.' When McCallum died in their downing 14 Oct 43 (Schweinfurt), Prentice was one of 5 crew members surviving. He was POW at Stalag Luft 3, and was on the forced march to Stalag 7A which began 27 Jan 45. Post-war his career was in the milk business, the wholesale lumber business, and in real estate. He was a huge Detroit Red Wing hockey fan and made sure his family knew many of the players from the late 50s and 60s. Survived by his wife of 67 years, Margaret, 2s (including Michael who accompanied Dad to our 07 Reunion in Dayton), 4gs (including Josh and Bryan, who were also with us in 07 in Dayton), 1ggs.
- **Rotter, Gerald 'Gerry' D**, 369<sup>th</sup> Sq bombardier, crew bombardier (Riordan), originally from OK, died 10 Feb 11, at 89 in Austin, TX, where they settled when Col. Rotter retired in 75 with honors from USAF, with 33+ years of service, including WWII and Vietnam. Before joining the service, in AZ he met and married Lois in Jun 42; she preceded him in death in Oct 08 at 86. After Thurleigh, he served in the Pacific, flying in the last bombing raid to Japan. He served in Tactical Air Command, Pacific Air Command, Missile Air Command, and Strategic Air Command. Gerry and family were stationed many places, including cities in CA, HI, IN, NE, TX, and VA. He served as a 306<sup>th</sup> Director Fall 84-87. He and Lois enjoyed RVing more than 20 summers in Gunnison, CO. He never met a stranger and was known for helping anyone he came in contact with. He volunteered with the Pecan Springs Springdale Hills Neighborhood Association for many years; was Coordinator for the Weed and Seed Program; and was happy to assist on any community project where he was needed. Survived by 2c, 4gc, 4ggc.
- **Shekailo, Harry** 368<sup>th</sup> armorer, bomb handler, radio & plane mechanic, & mail clerk, originally from NY, died 28 Sep 11 in Norfolk, VA, where he and his wife had long lived, at 93. His wife Emilia predeceased him in Jan 03 at 80. They are buried at Woodlawn Memorial Gardens in Norfolk; survived at the time of her death by 4s, 8gc, 2ggc. No further info.
- **Shuller, Thurman**, 306<sup>th</sup> Group surgeon & 1<sup>st</sup> Air Division surgeon, a native of AR, died at 98 in his longtime home at McAlester, OK, on 24 Nov 12, two days after a stroke. He served at Wendover and Thurleigh from the beginning of the 306<sup>th</sup> and by war's end had served five years of active duty. Post-war, he married Joanna and entered residency in pediatrics in New Orleans. In 48 they relocated to McAlester, where he was the first board-trained pediatrician to settle in OK outside the larger cities of Oklahoma City and Tulsa. He practiced pediatrics for 41 years, retiring at 75 in 89. He served as chief of staff at both St. Mary's and McAlester General Hospital, and on various committees; as president of the Pittsburg County Medical Society; two terms on the council of the OK Medical Association; as chief of staff of the McAlester Clinic for several years; as member of the Boards of McAlester General Hospital for 24 years, and of OK Blue Cross-Blue Shield. He served the Boy Scouts on the cub and troop levels and as president of their area council. He was a 60 year member of the McAlester Rotary Club, where he served as president and on various committees. He was a founding member and president of the Pittsburg County Genealogical and Historical Society, where he also helped others with their research. He researched and wrote of local McAlester history before and after statehood. He researched and published a book on deaths due to coal mine accidents in southeastern OK. One of his historical articles was recently accepted for publication in the state historical journal, Chronicles of Oklahoma. He served as volunteer reading instructor with the local literacy program. This past July he enjoyed a big family reunion in Richmond, VA. This Fall he still taught Sunday School weekly at First United Methodist, where he had long been an active member of various boards and committees. In Oct 11, at 97, he had an Honor Flight to DC, when he was thrilled by letters from many 306<sup>th</sup> admirers. In Jun 10, he was predeceased by his wife, Joanna. Survived by 4c, 2gc, 4ggc. (See cover story on Dr. Shuller career and the 306<sup>th</sup> Thurman Shuller Award, which was to have surprised him 8 Dec.)
- **Winning, Harry H Jr**, 423<sup>rd</sup> bombardier & navigator (Ferman 'Jack' L Millette Jr crew), died at 90, in the St Petersburg, FL area, at Baytree Lakeside Assisted Living Facility 2 Oct 12. He had fond memories during the crew's training at Dyersburg, TN, of them all going down to MS to the "yacht club" (a barge docked in the Mississippi) owned by Millette's father, where they were treated as royalty. They arrived Thurleigh 30 Apr 44, and on Millette's Lead crew, he served as Lead bombardier, eventually serving more as navigator. He completed his tour in Aug 44, and post-war was in the AF Reserves where he completed 22 years of service. In 45, he married Evelyn, from Tampa, and in 50, he graduated from Univ of FL. He then worked at Sears Roebuck in various places, retiring after 30 years, as general manager of the Virginia Beach, VA Pembroke store. They moved to Pinellas County, FL, and went to

**PLEASE SEND IN YOUR ADDRESS AND CONTACT INFORMATION CORRECTIONS. WE NEED EMAIL ADDRESSES ON EVERYONE WHO HAS ONE.**

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Mission No. 28  
ROYAN, FRANCE.  
14 APRIL 1945  
flight time  
8:00

**M**Y HAND and ARM IS A LOT BETTER. I ASKED THE DOC TO RELEASE ME FROM THE HOSPITAL, and AFTER PLEADING WITH OUR FLIGHT SURGEON HE CONSENTED TO LET ME GO BACK ON OPERATIONS. IT LOOKS LIKE WE'RE GOING TO START CLEANING OUT THESE NAZI POCKETS THAT WERE BY-PASSED BY PATTON IN HIS MAD RUSH TO THE RHINE. THE WHOLE 8<sup>TH</sup> AIR FORCE WENT TO THIS TARGET TODAY, CARRYING ALL TYPES OF BOMBS, DEMOS, INCENDIARIES, and FRAGS. WE WERE SUPPOSED TO BREAK UP THEIR FORTIFICATIONS THEN THE FRENCH WERE COMING IN

68

and mop up. THE POSITIONS JERRIE HELD KEPT THE PORT OF BORDEAUX SEWED UP and USE LESS. OUR COURSE LED US OVER OMAHA BEACH and THE NORMANDY INVASION STRIP. NOT FAR FROM THE BOMB CRATERED BEACH HEAD WAS A FIELD OF WHITE CROSSES, PRECIOUS GROUND THAT WILL FOREVER BE AMERICAN. OUT IN THE WATER WERE OLD LANDING BARLES, L.S.T.'S TROOP TRANSPORTS, and TANKERS ALL WERE HALF WAY UNDER THE WATER. GRIM REMINDERS OF THE HELL THAT ONCE COVERED THIS AREA. WE STARTED OUR CHMB and TOOK AN I.P. 10 MILES OUT IN THE ATLANTIC OCEAN. FLAK WAS LIGHT. WE MADE A GOOD RUN WITH EXCELLENT RESULTS. MY HAND WAS A LITTLE STIFF TONIGHT.

69

15 APRIL 1945  
flight time  
7:30

**A**FTER THAT RAID ON ORANIENBURG, MAE and I STARTER COLLECTING FLAK SUITS and FLAK PADS. WE HAD THEM WELL PLACED AROUND THE COCKPIT. WE PULLED THE CURTAIN ABOVE OUR HEADS and PUT A PAD ON IT, WE PUT SOME ON THE FLOOR and SAT ON ABOUT SIX. TODAY'S TARGET WAS IN THE SAME AREA AS YESTERDAY'S, and FOR THE SAME PURPOSE. WE ASSEMBLED OVER PARIS - AT THE SAME TIME THEY WERE HAVING MEMORIAL SERVICES FOR THE LATE PRESIDENT ROOSEVELT. A FINAL TRIBUTE TO A GREAT MAN. WE WERE BRIEFED NOT TO DROP

70

ANY BOMBS AFTER 1130, FOR AT 1135 A GROUP FROM THE 3RD DIVISION WAS COMING IN AT 8000 FT AND CLEAN UP WHAT WE MISSED. OUR AIMING POINT WAS NAVAL GUN POSITIONS COMMANDING THE PORT ENTRANCE, WE WERE TO KNOCK THEM OUT SO THE NAVY COULD GET IN CLOSE and WORK OVER THE SMALLER POSITIONS. BEFORE WE COULD SEE THE TARGET WE COULD HEAR SOME JOKER IN A "MOSQUITO" GIVING A PLAY BY PLAY ACCOUNT. IT WENT SOMETHING LIKE THIS: "FLAK IS STARTING TO POP!" - "GOOD HITS LEAD GROUP!" - "FLAK IS SLACKENING OFF!" - "NO MORE FLAK... GO GET 'EM YANKS!" HE WAS A LIMB - THE RAF. IS O.K. FOR MY MONEY. WE COULDN'T GET RID OF A 2000 POUNDER - RACK MALFUNCTION, SO WE BROUGHT IT BACK.

71

Mission No. 30  
PLATTLING, GER.  
16 APRIL 1945  
flight time  
8:55

**P**ATTON'S 3RD ARMY IS REPORTED HAVING SURROUNDED HALLE and LEIPZIG - TWO ROUGH TARGETS I'M GLAD TO BE RID OF. THE WAR IS IN IT'S FINAL STAGE NOW - ONE OR TWO MORE MONTHS WILL FINISH IT UP. BEAUTIFUL WEATHER FOR BOMBING TODAY. NOT A CLOUD IN THE SKY. WE CROSSED THE RHINE AT FRANKFURT - DOWN THE "BLUE DANUBE" - TOOK OUR INTERVAL and DROPPED WITH EXCELLENT RESULTS. WE TURNED OFF THE TARGET and CAME BACK ON THE SOUTH SIDE OF THE DANUBE. THE SKY AHEAD WAS FILLED WITH BLACK SPECKS, WHICH LOOKED

72



### Part 3: Lt. Robert E. Woods' War Diary

(Part 3 concludes the Woods' wartime diary. Part 1 appeared in the Spring 2012 issue and Part 2 appeared in the Summer 2012.)

(The Diary pages can be enlarged for easier viewing at our website, 306bg.org under the Echoes tab.)

Photograph at left courtesy East Anglia Air War Project.

LIKE HUNDREDS OF FIGHTERS, AS WE GOT CLOSER, TO OUR RELIEF, IT TURNED OUT TO BE B-24 LIBS. THE FIRST and LAST TIME I EVER SAW THE 8<sup>TH</sup> and THE 15<sup>TH</sup> AIR FORCES IN THE AIR TOGETHER IN THE SAME TARGET AREA. THEY MUST HAVE BEEN TO MUNICH.

ON THE WAY BACK WE FLEW OVER A VERY ACTIVE PART OF THE FRONT. WE COULD SEE TANKS PARKED OUTSIDE OF A TOWN, POUNDING AWAY WITH IT'S GUNS. P-51'S and P-47'S WERE HAVING A BIG TIME SHOOTING UP TRAINS. WHEN THEY HIT THE ENGINE, IT WOULD SPOUT OUT STEAM LIKE A GARDEN SPRINKLER. THE OIL CARS GO "POOF!" - and A BIG BLACK GYSHERS OF SMOKE and OIL BLOW OUT OF THE TOP FILLER CAP. MORE FUN!

73

Mission No. 31  
ROSENHEIM, GER.  
18 APRIL 1945  
flight time  
10:15

**M**AC IS NOW A FIRST PILOT WITH A CREW OF HIS OWN. SOPINSKI HAS COMPLETED 34 MISSIONS and IS SWEATING OUT THE REPORT FROM THE FLIGHT OFFICER BOARD BEFORE HE FLIES HIS LAST ONE. I HOPE HE GETS HIS COMMISSION. I LED THE HIGH ELEMENT OF THE HIGH SQUADRON TODAY. MAE FLEW ON MY RIGHT WING and SANDINI ON MY LEFT. THE TOWN OF ROSENHEIM IS LOCATED S.E. OF MUNICH and 30 MILES N.W. OF HITLER'S HANG OUT, BERCHESGADEN. WE FLEW OVER THE ALPS FOR THE FIRST TIME - and GOT A HECTIC WELCOME. WE WERE BUZZING ALONG

74

OVER THESE UGLY JAGGED PEAKS - WHEN SMALL GRAY PUFFS APPEARED ALL AROUND US. THIS WAS OUR OLD FRIEND, FLAK, BUT IN A MINUTE FORM. ABOUT 75 MM. - THE SMALLEST I'VE SEEN. WE'RE ACCUSTOMED TO 105 and 155 MM STUFF THAT LOOKS LIKE A HOUSE BURNING WHEN THEY BREAK. THE MOUNTAINS WERE 7000 FT HIGH - and WE WERE ONLY 1800 FT. - and THEY COULD HAVE HIT US WITH SLING SHOTS. WE Poured THE COAL ON and DID THE OLD "GET THE HELL OUTA HERE". NO ONE WAS HIT BAD - I GOT A FEW HOLES. I GUESS I'M WHAT IS KNOWN AS A FLAK MAGNET. WE HIT THE POWER HOUSE AT ROSENHEIM SQUARE IN THE MIDDLE - and WALKED A FEW UP THE MARSHALLING YARD FOR GOOD MEASURE. JUST FOUR MORE MISSIONS!

75

Mission No. 32  
FALKENBURG, GER.  
19 APRIL 1945  
flight time  
8:45

**W**E WERE ALL LINED UP THIS MORNING ON THE RUNWAY WAITING FOR THE "GREEN-GREEN" FROM THE TOWER, WHEN THE LEFT TIRE OF THE DEPUTY LEAD BLEW OUT. WE GOT A 15 MIN. DELAY. WHILE WE WERE WAITING, WE HEARD AN EXPLOSION and SAW THE SKY LIGHT UP OVER AT PÖDINGTUN. EVERYONE KNEW WHAT IT WAS, WE HAD HEARD THESE EXPLOSIONS BEFORE. SOMETIMES YOU DON'T MAKE IT ON TAKE OFF. A FLAT TIRE WHEN YOU'RE HALFWAY DOWN THE RUNWAY, OR MAYBE YOU LOSE AN ENGINE, OR GET CAUGHT IN BAD PROP WASH - LATER YOUR WIFE OR MOTHER

76

RECEIVES A "REGRET TO INFORM YOU..." TELEGRAM. YOU REALIZE YOU'RE PLAYING FOR KEEPS. YOUNG BOYS HAVE THAT OLD LOOK IN THEIR EYES OF HAVING LIVED A LIFE TIME IN A FEW WEEKS. EVERY DAY YOU OPEN THE THROTTLE YOU'RE LAYING YOUR LIFE and 9 OTHER'S ON THE LINE, HOPING TO COME BACK WITH IT 10 HOURS LATER. SOME WIN, SOME DON'T. THIS WAS THE LAST BOMBING THE 306<sup>TH</sup> BOMB GROUP FLEW IN THE E.T.O. OUR SQUADRON MADE 2, 360'S OVER THE TARGET, EACH TIME IT WAS THROUGH FLAK. WE WERE FILLED WITH HOLES BUT WE FINALLY DROPPED and GAVE HOME ALONE, THE OTHER TWO SQUADRONS DROPPED THE FIRST TIME OVER. OUR SQUADRON NAVIGATOR WASN'T TOO SHARP TODAY. THIS WAS HIS FIRST LEAD. IFRATIC FINISHED HIS TOUR TODAY.

77

Mission No. 33  
DUNKIRK, FRANCE @ THE HAGUE @ UTRECHT, HOLLAND.  
29 APRIL 1945  
flight time  
4:30

**T**HE 369<sup>TH</sup> SQUADRON IS NOW OPERATING AS A SEPERATE UNIT FROM THE REST OF THE GROUP. WE HAVE BEEN ASSIGNED THE JOB OF CARRYING SUPPLIES TO THE CONCENTRATION CAMPS TAKEN FROM THE NAZIS and DROPPING PROPAGANDA and SURRENDER LEAFLETS ON THE RETREATING GERMAN ARMY. WE GO IN ALONE, and NO FIGHTER ESCORT UNLESS IT'S OVER THE ENEMY LINES. NO CREDIT IS GIVEN, AS A COMBAT MISSION, UNLESS IT IS OVER ENEMY LINES. OUR C.O., COL UPHAM, ASKED TO GO ON THE ROUghest ONE. I FLEW CO-PILOT FOR HIM. WE TOOK "RUN NO. 6" - DUNKIRK,

78

THE HAGUE and UTRECHT, HOLLAND. LT. KESTER WAS OUR NAVIGATOR. WE WERE CARRYING 8 "BOMBS" LOADED WITH LEAFLETS. THEY HAD A BAROMETRIC FUSE ON THEM THAT WOULD EXPLODE THE CONTAINER AT 2000 FT, SCATTERING PAPERS OVER A WIDE AREA. WE DECIDED TO MAKE OUR RUN ON DUNKIRK FROM THE WEST, AT 25000 FT, TURN LEFT and GO UP THE FRENCH COAST TO OUR OTHER TWO TARGETS. EVERYTHING WENT AS SCHEDULED, ONLY TWO BURST OF FLAK OVER DUNKIRK - and NONE OVER TARGETS 2 and 3. ON THE WAY BACK - A P-39 CAME OVER and FLEW FORMATION WITH US. LT. SMITH, FROM ARK., WENT TO BREMEN TODAY - HE GOT SHOT UP PROTEY BAD. IT'S A REST NOT TO FLY FORMATION FOR 8 HOURS.

79

UNOFFICIAL MISSION  
HANNOVER, GER.  
3 MAY 1945  
flight time  
7:00

**A**T LAST MY GOLDBAR HAS BEEN FROST BITTEN - ROGER! I'M A FIRST LIEUTENANT AS OF APRIL 29<sup>TH</sup>. SO WITH MY NEW SHINEY SILVER BAR and A LOAD OF THE LATEST "POP" FOR NAZILAND. WE HEAD FOR HANNOVER GERMANY. WE CLIMBED UP THROUGH 19000 FEET OF CLOUDS and ICE BEFORE WE FOUND SUNSHINE. AFTER WE CROSSED THE RHINE IT CLEARED UP A LITTLE. WE FOUND A HOLE IN THE CLOUDS and WENT DOWN TO 8000 FT. ALTHOUGH WE WERE IN ALLIED TERRITORY, P-51'S KEPT A CLOSE ESCORT UNTIL WE WENT DOWN TO FIND OUR TARGET. OR WHAT WAS LEFT OF

80

IT. OUR PAPERS SETTLED OVER THE TOWN LIKE SNOW FLAKES. PEOPLE RAN OUT, PICKING THEM UP and READING THE TRUTH, SOMETHING THEY HAD NOT KNOWN FOR 5 YEARS UNDER HITLER. THE CITY OF HANNOVER IS A HORRIBLE WRECK - JUST FRAMES OF WOOD BUILDINGS STANDING. THE BRICK ONES ARE REDUCED TO DUST. WE FOUND THE SUPER HIGHWAY BUILT BY HITLER TO TRANSPORT HIS WAR SUPPLIES ACROSS A ONCE POWERFUL EMPIRE. WE FLEW DOWN THIS AVIATION THAT LEADS TO THE RHINE and THROUGH THE RHINE VALLEY. WE WERE ABOUT 100 FT. ABOVE THE GROUND. EVERY ONE WAVED WHITE RAGS - OR RAN FAR OVER. THEY HAD LEARNED TO FEAR THE BIG BIRDS. ALL THE BRIDGES ALONG THE HIGHWAY HAD BEEN DESTROYED, EITHER BY THE RETREATING NAZIS

81

Lt. Robert E. Woods' diary continued from page 4

OR BY OUR OWN ADVANCING FORCES. OUR TOUR BACK INCLUDED THE CITIES OF MINDEN, BIELEFELD, DORTMUND, ESSEN, DUSSELDORF, COLOGNE, AACHEN, JULICH, LILLE and BRUSSELS. ALL EXCEPT THE LATTER WERE MORE SHELLS OF TOWNS. COLOGNE'S CATHEDRAL STILL STANDS, ALTHO ALL WINDOWS ARE BROKEN and SHELLS HAVE TORN HOLES IN HER WALLS.

IT WAS A THRILL BEYOND DESCRIPTION AS WE BUZZED DOWN HAPPY VALLEY. SEEING AT CLOSE RANGE OUR OLD TARGETS, and THE FLAK GUNS THAT TRIED TO DEFEND IT. THE VALLEY IS COVERED WITH PIECES OF B-17'S, B-24'S, P-51'S, C-47'S LIKE BOXES SHINING ON A DESERT. GRIM REMINDERS OF THE PRICE THAT WAS PAID. SHIPS and GALLANT CREWS THAT ONCE THUNDERED ACROSS THE BLUE, NOW GROUNDED FOREVER.

82

**Mission No. 34**  
**DUNKIRK, FRANCE**  
**6 MAY 1945**  
**Flight Time 3:05**

**S**OPINSKI FLEW HIS LAST MISSION TODAY- A SWELL ONE TO FINISH. I DIDN'T GO IN LIKE I DID WITH THE COLONEL LAST TIME WE WERE HERE. THIS TIME, AFTER WE CAME IN RANGE OF DUNKIRK'S GUNS, I NEVER HEED THE SAME COURSE FOR OVER 15 SECONDS. THIS WAY THEY CAN'T AIM AT YOU, AND IF YOU GET HIT, IT'S BY ACCIDENT. THE REASON?... IT TAKES 5 SECONDS TO GET RANGE and your speed. and the SHELL TRAVELS APPROXIMATELY 1000 FT. PER SECOND. WE WERE FLYING AT 27,000 FT... SO IT TAKES A TOTAL OF 32 SECONDS FROM THE TIME THEY SPOT YOU UNTIL THE SHELL EXPLODES

83

OF EVASIVE ACTION IS IMPOSSIBLE ON THE BOMB RUN WITH A FORMATION OF 36 SHIPS, and A GROUP OF SHIPS THIS SIZE IS A MUCH BIGGER TARGET.

AFTER LEOPOLD DROPPED HIS LOAD, WE TURNED OFF TO THE LEFT and HEADED HOME - AT 195 M.P.H. MY SHORTEST MISSION SO FAR.

JUST ONE MORE TO GO. BERLIN and HAMBURG FELL TODAY.

SGT. HUNTER FINISHED HIS TOUR ALSO TODAY.



84

**Mission No. 35**  
**DUNKIRK, FRANCE**  
**7 MAY 1945**  
**Flight Time 2:45**

**L**ISEC WAS MY NAVIGATOR TODAY - and WE WASTED NO TIME. STRAIGHT TO DOVER and ACROSS THE CHANNEL. CHIMING AT 135 M.P.H. AIRSPEED. WE ZIG-ZAGGED OUR WAY INTO DUNKIRK, WHICH WAS P.A.N.U., FOR THE FIRST TIME TODAY, AT AN ALTITUDE OF 29,500. AFTER WE DROPPED, I ROLLED OVER and DIVED DOWN, LOSING 5000 FT PER MINUTE.

WE TOOK OUR COURSE TO BASE. I HELD A SLOW LET DOWN and 205 MPH ALL THE WAY. CAPT HAAZ, OUR OPERATION OFFICER, LT KEARNEY and I FINISHED OUR TOUR TODAY. THAT'S ALL BROTHER!.....

85



**TRIBUTE**  
*Editorial in the London "Daily Express" 26<sup>th</sup> May 1945*

**T**HERE IS SPECIAL AFFECTION IN BRITISH HEARTS FOR THE FORTRESSES and LIBERATORS OF THE U.S. EIGHTH AIR FORCE.

THEIR CREWS and GROUND STAFFS HAVE BEEN OVER HERE LONGER THAN ANY OF THE U.S. FORCES. THEY ARRIVED IN THE MIDDLE OF 1942, AND ABSORBED IN THEIR GROWING STRENGTH THE GALLANT "EAGLE SQUADRONS" THAT HAD SHARED IN THE FIGHT IN THE DARKEST HOURS ALONGSIDE THE R.A.F.

THEIR FIRST INDEPENDENT BOMBING MISSION WAS ON AUGUST 17, 1942, and THEY OPERATED FROM THIS COUNTRY RIGHT TO THE END.

THEY WERE PROTAGONISTS OF DAY BOMBING. THEY WERE TRAINED and ELABORATELY EQUIPPED FOR THIS BRANCH OF AIR WAR AT A TIME WHEN IT WAS ALREADY REJECTED BY THE OTHER BELLIGERENTS.

86

DID YOU KNOW THAT EVEN IN 1942 THE WHOLE FUTURE OF DAY BOMBING WAS BACK IN THE MELTING-POT, FOR A MOMENT, and THE EIGHTH AIR FORCE MIGHT HAVE LEFT THIS COUNTRY AGAIN WITHOUT PUTTING ITS THEORIES TO THE TEST?

THE CONTROVERSY LASTED UNTIL THE CASABLANCA CONFERENCE IN 1943. THERE, THE ISSUE OF DAY VERSUS NIGHT BOMBING, WAS FINALLY THRASHED OUT BY THE AIR CHIEFS OF EACH SCHOOL OF THOUGHT IN THE PRESENCE OF PRESIDENT ROOSEVELT and MR. CHURCHILL.

AND THE EIGHTH AIR FORCE WERE ALLOWED TO GO AHEAD WITH THE MIGHTY and BRILLIANT CONCEPTION OF AIR WAR MAPPED OUT FOR THEM.

ALL THE WORLD KNOWS NOW THEY WENT AHEAD and HOW THEIR CAMPAIGN DEVELOPED and EXTENDED OVER ALL GERMANY.

IT WAS THOROUGH, IT WAS SWIFT and REMORSELESSLY EFFICIENT. IT WAS CARRIED OUT UNFLINCHINGLY, EVEN

87

WHEN LOSSES WERE 60 OR MORE BOMBERS, EACH WITH A CREW OF 10, ON A SINGLE RAID.

THE MEN OF THE EIGHTH AIR FORCE BELIEVED IN THEIR MISSION, and THE UTTER BREAKDOWN OF THE HUGE GERMAN WAR MACHINE, WHEN THE TEST CAME, HAS PROVED HOW RIGHT THEY WERE.

THE TRIBUTE and GRATITUDE OF THE FREE WORLD GOES WITH THE VALIANT EIGHTH and THEIR BRILLIANT COMMANDER, GENERAL DOOLITTLE, AS THEY CROSS THE OCEANS AGAIN FOR NEW MISSIONS AGAINST JAPAN, THE LAST ENEMY.

FAREWELL TO THEM and GOOD-SPEED IN THEIR NEW TASKS.

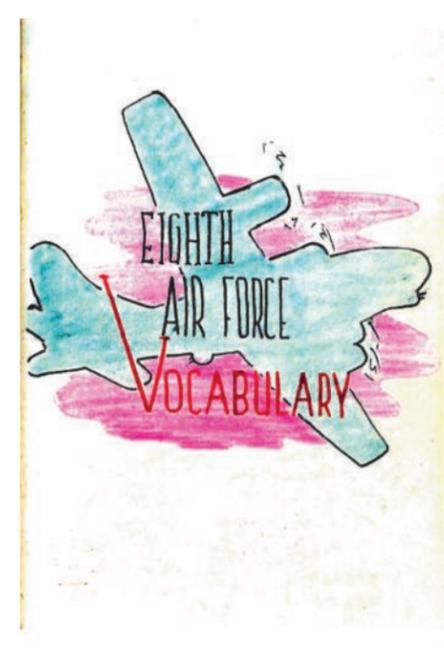
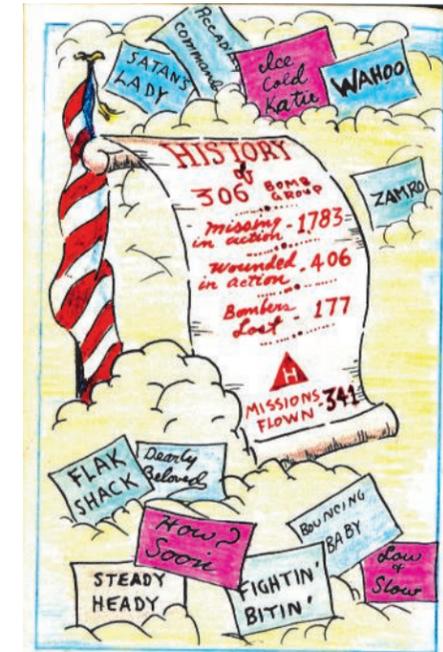
... WHEN THE TOTALS ARE DRAWN, IT WILL BE FOUND THAT THE COMBINED LOSSES OF AMERICAN and BRITISH AIRMEN FROM SEPT. 3, 1939, WHEN THE AIR BATTLE TO DESTROY GERMANY BEGAN, TO V-E DAY, FAR EXCEEDED THE TOLL OF DEAD IN THE COMBINED AMERICAN and BRITISH LAND FORCES FROM THE INVASION OF NORMANDY TO THE END OF THE WAR IN EUROPE."

..... Readers Digest, Aug. 1945

88

## Williams to Speak at British University

Dr. Vernon L. Williams will be speaking about his research and work on World War II England at the University of Exeter on April 21st this spring. His topic, "Glenn Miller, the Jitterbug, and the Big Band Invasion of Britain in World War II," is drawn from a chapter in a book he is currently writing on the social history of the air war. The book will appear sometime late this year or early in 2014 and is tentatively titled, *A Time for War, A Time for Community: The Anglo-American Cultural Exchange in World War England, 1942-1945*. The book will be the first in a series of books on the air war in the European Theater of Operations and will be based on hundreds of interviews recorded in England and across the United States during the past twelve years. "While the next several books to come out of the East Anglia Air War Project will deal with logistics, missions, and combat topics," explained Williams, "this first book sets the story of the air war in rural England where the Yanks and the British families forged new relationships that has lasted well beyond the war and into the 21st century."



Newly restored photograph received of the R.A. Lissner crew: Top row, standing, left to right: R.A. Lissner (P), C.J. Britton (CP), F.G. Robbins (N), F.E. Ballish (B). Bottom row, left to right: V.L. Fennerty (RO), H.R. Bemetz (Armor), E.J. Baryla (WG), L.M. Miller (E), W.H. Cranford (BT), and G.W. Beck (TG).



- AIMING POINT:** EXACT SPOT THE BOMBARDIER TRIES TO HIT.
- ABORT:** LEAVE THE BOMBER FORMATION, BEFORE REACHING THE TARGET, and RETURNING TO BASE.
- ALTIMETER:** FLIGHT INSTRUMENT FOR TELLING YOUR HEIGHT ABOVE THE GROUND.
- ASTRODOME:** PLEXI GLASS WINDOW IN THE TOP OF THE NOSE OF A B-17.
- BANDITS:** ENEMY FIGHTERS.
- BIG 'B':** BERLIN, GERMANY.
- BIG FRIENDS:** HEAVY BOMBERS
- BOMBER STREAM:** GROUPS OF BOMBERS LINED UP BEHIND EACH OTHER.
- BIG GAS BIRDS:** HEAVY BOMBERS
- BIG IRON BIRDS:** "
- BITCHING:** GRIPPING.
- BOGIE:** UNIDENTIFIED AIRCRAFT.
- BRIEFING:** OUTLINING THE BATTLE ORDER, GIVING DETAILS OF THE TARGET TO THE CREWS.
- B.T.C.:** BASIC TRAINING CENTER
- C.A.V.U.:** CEILING AND VISIBILITY UNLIMITED. GOOD WEATHER.

- CEILING:** HEIGHT OF CLOUDS
- CHAFF:** THIN METAL STRIPS USED TO CONFUSE THE RADAR EQUIPMENT OF FLAK GUNS.
- CHUTE:** PARACHUTE.
- C.O.:** COMMANDING OFFICER.
- C.Q.:** CHARGE OF QUARTERS.
- C-2:** AUTOMATIC PILOT.
- DE-ICING BOOTS:** RUBBER TUBES THAT COVER THE LEADING EDGES OF WINGS and TAIL THAT EXPAND and RETRACT, BREAKING THE ICE and THROWING IT OFF THE SURFACE
- DEPUTY LEAD:** SECOND-IN-COMMAND OF A BOMBER FORMATION.
- DIVISION:** TWO OR MORE BOMBER WINGS.
- FLAK:** ANTI-AIRCRAFT FIRE.
- FEATHER:** STOPPING AN ENGINE BY TURNING THE PROPELLER BLADES' LEADING EDGE DIRECTLY INTO THE WIND
- FLAK BATTERY:** GROUP OF FLAK GUNS
- FLAK HAPPY:** BATTLE FATIGUE.
- FLAK HELMET:** HELMET WORN BY AIRCREWS...SEE PAGE 51. MADE OF STEEL.

Obituaries continued from page 2

Real Estate school & opened a company doing residential real estate; he also got his real estate instructors license and taught it for years. During these last 30 years in realty, he also served on various military, civic, and charitable foundations. Survived by Evelyn, his wife of 67 years, 2s, 1gs, and ggc. Private burial to be at Bay Pines National Cemetery.

#### FAMILY:

- **Beck, Barbara**, wife of Robert H, (423 waist gunner, Harold Brown crew), died in their longtime hometown of Randallstown, MD, 9 Nov 02, a few days short of 76. They married in 57. She had taken care of her sister, who preceded her in death. Survived by Bob, 3c, and now 3gs. Buried at Holy Family Cemetery, Randallstown, MD.
- **Ketcham, Phyllis Jean**, wife of Gailard 'Red' (369<sup>th</sup> ball-turret gunner & Casey Jones Project, crew of Donovan Holve), died 24 Feb 12 at Bethany Village in Centerville, OH at 91. Jean is survived by her husband of 61 years, Gailard; 1d, step-gc, and ggc. Burial at Crooksville Cemetery, Crooksville, OH.
- **Latscha, Mary Jayne**, widow of Walter V (368<sup>th</sup> navigator, Richard Weiser crew; Walter died in Nov 93; his obit was in our Apr '11 issue), died 28 Mar 11 in Cincinnati, OH at 89, with memorials requested to Fr. Jim Bok's Missions (Franciscan Friars). Predeceased by 1gc; survived by 1d, 6gc, 12ggc.
- **Simmons, Mary Ruth**, widow of Andrew V (423<sup>rd</sup> navigator, crews of Bart Wigginton & with Warren George when downed on 17 Apr 43 Bremen mission; POW Stalag 3; he died 22 May 85), of Tyler, TX died 17 Sep 10, at 93, survived at least by one son. No further info.
- **Stafford, Yvonne**, wife of Roy (367 tail-gunner, initially on crew of Charles T Sutton, and then as a roving gunner), died 4 Sep 12 at 90. She worked as a bookkeeper during WWII, and later with her husband in his meat-packing business in Lincoln City, OR. Survived by her husband of 63 years, Roy and 4c (Roy & daughter Cheri were with us in Savannah, Oct 12; he & son Terry were with us in Ft Worth, Oct 09, for Roy's first reunion).
- **Stelzer, Frances B**, widow of James (368<sup>th</sup> engineer & POW Stalag 17-B; he died 4 Jan 07), died 24 Sep 09 at 89 in Plano, TX. Survived by 2c, 5gc, 7ggc. No further info.
- **Tanella, Florence M**, wife of Stephen F (367<sup>th</sup> bombardier, Perry Raster crew, & Sq bombardier), died 26 Jul 08 in Boynton Beach, FL, where they had long lived, at 86. She was apparently survived by family members including Stephen, who would be 95 this year. His mail has been returned and phone disconnected. The last Boynton Beach facility where Secretary traced him says he's no longer there and they can give no further info. Secretary would appreciate any further info from our readers; see Secretary's contact info, p.2 of each issue.

#### Obituaries Not Recent; Not Previously Published

(Arranged by Date of Death)

- **Fatica, Charles 'Chuck' A**, 423<sup>rd</sup> radio operator (Harold Brown crew), a lifelong resident of Cleveland, OH, died there 30 May 10, at 86. Brown's crew arrived at Thurleigh 17 Jul 44, completing the tour in Dec 44. Post-war, Charles 'No Leak' was President of Plumbers Union UA Local 55 in Cleveland, and member of Holy Rosary Church. He enjoyed his career, his extended family, traveling, hunting, and fishing. His friends and relatives noted he lived life to the fullest, with gusto, and enjoyed every day. They have fond memories of his homemade wine, jars of his "canned" fava beans, his wisdom, sense of humor, and infectious smile, as well as his stories of WWII, including "un-sticking" one of the bombs in the bomb bay. He was predeceased by his wife Jean "Jeanie" Grace in Dec 90 at 65; they are buried together at Lake View Cemetery in Cleveland, with no immediate family members listed as survivors.
- **Kimsey, Taylor Eugene 'Gene'**, 423 waist-gunner (Harold Brown crew), of Greenville, SC, died 15 Mar 10 just days short of 86. Reported to Thurleigh 17 Jul 44 and was there at least through Mar 45. Post-war he retired as a Supervisor from Norfolk Southern Railways after 38 years. He was a member of Brushy Creek Baptist Church in Easley, SC. Survived by Eloise, his wife of 54 years. Buried at Green Lawn Cemetery, Roswell, GA. The Secretary appreciates Eloise Kimsey's inquiries regarding her husband's crew members, which led to several obits in this issue.
- **Bailey, Walter S**, 368<sup>th</sup> tail-gunner (George DeVack crew) and mechanic tech supply, died 20 Jun 08 at 89 in Ellicott City, MD, where they had lived for several years with a daughter. Single when he enlisted in Mar 42 in NYC, he worked extensively stateside as a mechanic on plane engines, before arriving at Thurleigh 3 Apr 44. While in England, he met and married 'Gwen' Wiley, his war bride. They departed in Sep 45. In his post-war career, mainly in Delaware, he did drafting for companies and, for a number of years, taught drafting for architecture in community college, where he particularly enjoyed working with students. When he retired at 65 they moved to Boynton Beach, FL, where they lived over 20 years and enjoyed travel back to England. His passions included golf and painting watercolors on commission of many peoples' homes. He and his wife enjoyed attending many 306<sup>th</sup> reunions over the years. Surviving him in addition to his wife Gwen, are 2d, 4gc, 5ggc.
- **Burnette, Martin**, 423<sup>rd</sup> radio operator (William H Baker crew), seems to be the man of that name originally from Macon, GA, who died 15 Mar 08 in Satellite Beach, FL. The Baker crew photo in "Combat Crews" was shown as 369<sup>th</sup> Sq, however in lists of pilots, navigators, and bombardiers in Echoes in 88-89, all those men for this crew are listed as 423<sup>rd</sup> Sq, having arrived Thurleigh 2 Mar 45 with no departure shown. Crew photo has Martin's surname without a final "e" which may well be a typographical omission. Martin Burnette, Major, USAF retired, served 20 years in USAF retiring in 63, with tours of duty in WWII and Korea. He then worked for NASA retiring in 89 after 25 years. He was member of Holy Apostles Episcopal Church, Sons of the American Revolution, American Legion, VFW, then-TROA which is now the Military Officers Assoc of America,

Clifford and Brandy Deets work in the setup room on Wednesday and prepare the display banners Dr. Williams produced in Abilene and brought to Savannah.



Bahia Shrine, and was a 60-year Mason. Survived as of Mar 08 by Joyce, his wife of 57 years, 2c, 5gc, and a ggc due Apr 08. No further info.

- **Powers, Robert E**, 369<sup>th</sup> pilot & co-pilot, originally of Hailey, ID, died in Louisville, CO at 83 on 7 Jun 04. After high school in 38, he worked with his father in mining prior to enlisting 2 Aug 43 as a Pvt in the Air Corps in Fresno, CA. He attended OCS, was commissioned, and trained as a B-17 pilot. Arrived Thurleigh 20 Dec 44 as a co-pilot. Three weeks later, 10 Jan, his pilot, Henry W Pearce (who seldom wore a flak helmet, considering it a detriment in handling the plane) was hit in the head by a large piece of flak over the target. Powers took the controls, successfully landing the crippled plane in friendly territory in France, saving the crew, and got immediate medical attention for Pearce (who died in days). In May 45 completed his tour. In Oct 45 in ID, he married Marjorie, who after high school had worked at Sun Valley, ID (a naval hospital during the war) and had acted in extra roles in several popular movies filmed there, before supporting the war effort working in an ammunitions factory in Salt Lake City. He left the service in 46. They later moved to Pocatello, where he attended ID State Univ. Retired in 85 after 34 years at Garrett Freightliners. He was an avid hunter and fisherman. Meanwhile Marge in 70 began working at ID State Univ; she retired in 90 as secretary to director of admissions. Both were lifelong members of the Catholic Church who sacrificed to put all their children through ID State Univ. In Jan 04 they moved to CO, to live with a daughter as his health was failing. He was survived until Jan 08 by Marge, who died at 84 following a courageous battle with cancer. Survived by 3c (including son Tom, with us in Savannah for his first 306<sup>th</sup> reunion), 8gc, 2ggc.
- **Castner, Donald F**, 423<sup>rd</sup> gunnery instructor & aerial photographer (Casey Jones Project), longtime resident of FL and originally of Swissvale, PA, died 19 Sep 04 at 78. Enlistment records show he joined the Air Corps in May 44 in PA. After serving at Thurleigh and in the Casey Jones Project of aerial mapping of Europe, he was stationed stateside until discharged in 46. He earned his architecture degree in 51 at Carnegie Mellon Univ in Philadelphia, PA. He later moved to Ft Lauderdale, FL where he formed a successful architectural practice, and met, and married Joni. After retiring and spending several years with family in Madison, in northern FL, they moved to Tallahassee in about 86. Don was a Roman Catholic, a lover of the arts, nature, a gifted scholar, and a humble man who never welcomed recognition. He is survived by Joni, 4c (including son Colin who attended his first reunion in Oct 12 in Savannah), 5gc.
- **Lauer, Frederick B**, 367<sup>th</sup> tail-gunner (crews of Talmadge G McDonough & Robert C Sage) died 22 Feb 04 at 87. Thanks to his surviving crew members, we learned Fred was from NJ, and that after the war he was a policeman, in Trenton. Fred and his wife Betty attended some 306<sup>th</sup> Reunions. She preceded him in death in Feb 02 at 86. Survived by no c, 1 niece, they are buried at B/G William C Doyle Veterans Memorial Cemetery in Wrightstown, NJ. No further info.
- **McCaleb, Harold 'Kenneth'** 367<sup>th</sup> navigator & POW (crews of James G Parks, & Richard Butler when downed), originally from Joplin, MO, died at 82 after a brief illness, 8 Oct 02 in Huntsville, AL where they had long lived. Downed on 14 Oct 43, his 19<sup>th</sup> mission; held at Stalag Luft 3. Post-war in Jun 45 married Margaret, his hometown sweetheart, and graduated Univ of OK in Mechanical Engineering. He worked in the atomic energy program at Oak Ridge, TN about 10 years, followed by about 20 years at NASA's Marshall Space Flight Center in Huntsville, AL, where he retired. Kenneth and Margaret were active members and volunteers with "The Chart," their pre-war college's newspaper in Joplin (where 6 Oct 12 Kenneth, their founding editor, was honored as the first inductee in their Hall of Fame); Grace United Methodist in Huntsville; Girl Scouts; Boy Scouts; Meals on Wheels; libraries; American ex-POWs; Second Schweinfurt Memorial Association; the 306<sup>th</sup>; 8<sup>th</sup> AFHS; and Veterans Museum in Huntsville. In 98, Kenneth and Margaret founded the McCaleb Initiative for Peace at their pre-war college (now MO Southern State Univ) in Joplin. She survived him nearly 6 years to 8 Jul 08, in Cleveland, TN. They're buried at Chattanooga National Cemetery in TN; survived by 1s (Robert, who with his wife Patti, joined us for their first reunion at Savannah in Oct 12), 3gc.

Not Recent obituaries continued on page 8



**SAVE-the-DATE**  
**October 2-6, 2013**  
**New Orleans Reunion**

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**Embassy Suites Hotel**  
**315 Julia Street**  
**New Orleans, LA 70130**

~~~  
**Details will appear in the**  
**next issue of Echoes**



## Secretary's Column

Barbara Neal  
Secretary, 306th Bomb Group Association  
(contact information on page 2)

More than 330 of our 306<sup>th</sup>-related people have let me know their email addresses. If you have access to email, and have not received my periodic emails but would like to do so, I'd appreciate you letting me know your email address. My contact information is on page 2 of each *Echoes* issue. Additionally, I'll repeat here that the NEW and ACTIVE Facebook page for our organization is 306<sup>th</sup> Bomb Group – First Over Germany. As Sue Fox Moyer wrote in the cover article of our last issue of *Echoes* ("Summer 2012" or #3 of volume 37), "the 306th Facebook page is up and running again as a group page. As a group page your request to be a member either will be approved by an administrator, or current members may invite "friends" already on Facebook."

Below is the email recap I sent to our 330+ email-receiving 306<sup>th</sup>-related people, two weeks after our Savannah Reunion:

We had a great Reunion in Savannah with 150 people, including the below-listed vets; plus vet-generation widows, wives, and "significant-other" ladies; Ralph & Daphne Franklin from England; and many, many younger 306th-family members of both attending vets and of deceased vets -- including some drop-ins, some of whom found us thanks to facebook.

**2013 REUNION** will be in New Orleans, giving the chance to tour the (new to most of us) World War II Museum, and where hopefully many can fly directly and avoid having to change planes. A Reunion Committee will plan that Reunion, relieving Dr Vernon Williams of that responsibility so he can better do so much else.

**WEBSITE:** If you haven't done so recently, check the "what's new" part of our website, [306bg.org](http://306bg.org), for a list of recently posted items Dr Williams has been able to begin posting now that the earlier 306th archived originals were successfully organized and delivered (thanks to our wonderful longtime volunteer Marty Lenaghan) to the Mighty 8th Museum near Savannah. Digital copies are going not only there, but also to the 306th Museum at Thurleigh. Dr Williams will continue to accept and scan 306th memorabilia. Arrangements are in place for sharing newer scans with both the 306th Thurleigh Museum and the Mighty 8th Museum. And the Mighty 8th Museum will share digital scans of 306th-related material given directly to them, with us.

**OFFICERS AND DIRECTORS** after the election in Savannah are as follows, with staggered Director terms to provide continuity, and with relationships to 306th shown. **To help all of us serve our 306th vets and family members -- about 1,000 people -- PLEASE DO NOT send ANY "Forward" emails to me or to ANY of these email addresses.**

- **President** Robert 'Rocky' Rockwell (has no email; his duty is shown below)
- **Vice President** Charles Neal (email is charles306@earthlink.net; nephew of Alfred Lubojacky, dec'd 369 ball-turret gunner)
- **Treasurer** Judith 'Judy' Hermley (new email is bnjhermley@gmail.com; daughter of Joseph L Brennan, dec'd 423 ball-turret gunner of George Berner & Harry Hill crews)
- **Secretary** Barbara Neal (new email for all 306th communications is barb306neal@gmail.com; niece of Alfred Lubojacky, dec'd 369 ball turret gunner)
- **Past President** Walt Rozett, in place of Don Snook due to health issues (term exp.'13; email iswrozett@urcad.org; his duty is shown below)
- **Director** Emma 'Em' Christianson (term exp.'13; no email; widow of 368 pilot 'Chris' Maurice Christianson)
- **Director** Allan Lawson (term exp.'14; email is lawson15@cox.net; his duty is shown below)
- **Director** Clifford Deets (term exp.'14; email is cldeets@att.net; nephew of John Deets, dec'd 369 gunner of Dale Briscoe crew)
- **Director** Nancy Huebotter (term exp.'15; email is nhueotter@roadrunner.com; daughter of Richard Huebotter, dec'd 368 waist-gunner of Dean Allen crew 'Hard to Get'; POW Stalag 4)
- **Director** Steve Snyder (term exp.'15; email is palmsny@gmail.com; son of Howard Snyder, dec'd 369 pilot of 'Susan Ruth' & evadee)

**306th VETS WITH US IN SAVANNAH**, alphabetically (Please alert me of any errors in duty shown):

- Richard L Brown, 369 radio operator of Edgar R Smith crew 'Beautiful Take-off'
- William R Carlile Jr, Group flying control officer
- John J 'JJ' Gaydosh, 369 pilot of 'Deanna D'
- Grover C Goode, 368 engr/top-turret gunner of Wm Nash crew 'Belle of the Brawl'
- William F 'Mickey' Griffin, 367 co-pilot of Charles Wegener crew 'Umbriago'; POW of Germany
- Carl A Groesbeck, 368 navigator of Roy Ranck crew; POW Stalag 7-A
- William F 'Bill' Houlihan, 367 medic NCO
- Lee T Jenks, 423 waist-gunner of Nelson Hardin crew 'Wampus Cat'; POW in Holland & Germany
- Gailard 'Red' Ketcham, 369 ball-turret gunner of Donovan Holve crew & Casey Jones Project
- Allan Lawson, 369 co-pilot of John Gaydosh crew 'Deanna D' & pilot
- Dillon J McDermott, 369 ball-turret gunner of John Gaydosh crew 'Deanna D'
- Philip Mundell, 369 ball-turret gunner of Wm Hilton crew 'Fightin Bitin' & Andrew Kata crew 'Dam Yankee'
- Walter F Olmsted Jr, 369 gunnery Sgt & gunner of Billy Cassidy crew 'Dearly Beloved'
- Jack Persac Jr, 423 ball-turret gunner of Paul Reieux crew 'Choo Z Suzy'
- Robert G 'Rocky' Rockwell, 367 engr/top-turret gunner of Wm Rutherford & Brad Butterfield crews; & subst-waist gunner of Loren Page crew
- Howard Roth, 423 pilot of B-17 '674'
- Walter P Rozett, 369 pilot & Casey Jones Project
- Edward J Sandini, 369 pilot
- Robert E 'Bob' Schuberg, at his 1st-ever Reunion; 368 tail-gunner, of Leon Dorich crew
- Roy L Stafford, 367 tail-gunner of Charles Sutton & various other crews
- Robert 'Bob' Starzynski, 367 tail-gunner of Virgil Dingman crew; evadee
- Robert Waldrop, 367 waist gunner & armorer of Henry Ware crew; POW Stalags 6 & 4; Waldrop missed our Sat evening vets photo, since he was with us only Fri, at Mighty 8th Museum



*Work, Work, Work—Behind the Scenes at the Savannah Reunion. It was a great reunion because so many 306th family members volunteered for countless jobs necessary to pull off a reunion in these 21st century days. Top, clockwise: 1) in the setup room on Wednesday working long before most families even arrived in Savannah: Left to right: Sue Fox Moyer, Susan O'Konski, Em Christianson, and Rocky Rockwell. 2) Charles Neal and Dr. Vernon Williams work on programs, agenda, and other registration items. 3) The 306th Board takes a break from a busy agenda session: Steve Snyder, Nancy Huebotter, Walt Rozett, Joel LaBo, Barbara Neal, Charles Neal, Em Christianson, Bill Houlihan, Judy Hermley, Rocky Rockwell, Walter Lubojacky, Ralph Franklin, Allan Lawson. Board members not pictured: Cliff Deets and Vernon Williams.*

- **ADD'L INFO re Robbins, Judson J.** (367th waist gunner, Ralph Malsom & Talmadge G McDonough crews), originally of Trenton, NJ, died 7 Jan 02 in Hamilton, NJ, at 85. The crew arrived at Thurleigh 24 Feb 44; he logged 31 missions completed 24 July. He attended Mechanical Drawing Arts School in Trenton and lived in nearby Mercerville over 50 years. He retired in 83 after 40 years as a pattern maker with Pattern Machine and Foundry Corp of Trenton. He was a member of American Legion Post 31 of Hamilton. Survived by 3c (including son Barry and his wife Linda, who found our Oct 12 Reunion in Savannah), and now 7gc, 10ggc.
- **Malone, James R.**, 423<sup>rd</sup> navigator (John M Winward crew), died in the Covington, KY area near Erlanger, KY where he had long lived, 30 Nov 01, at 77. Their crew arrived at Thurleigh 4 Jun 44, and pilot Winward completed his tour 1 Oct 44. A crew mate knew he was involved in making beautifully -carved wood-working items, but Malone had not indicated whether that was commercially or as a hobby. Malone was predeceased by his wife Martha, who apparently died in Erlanger, KY, 14 May 98, at 74. Both are buried at St Marys Cemetery in nearby Fort Mitchell, Kenton Co, KY. No further info.
- **Carter, Lester F.**, 368<sup>th</sup> Sq gunner (apparently various crews), of Hardinsburg, Breckinridge Co, KY, died 24 Feb 96 at 76. A general farm hand when enlisted in Oct 43 at Louisville, T/Sgt Carter was at Thurleigh at least from Jan through Jul 44. Preceded in death by his wife Helen in Feb 89 at 70, and twin daughters in infancy; all of them are buried at Horsley Chapel United Methodist Church Cemetery. No further info.
- **McQuarrie, Willard Howard**, 423 tail-gunner & POW (crews of Eugene F 'Gene' Bumpas initially & later Robert McCallum), died 5 Jun 84 at 62. As a MA resident, he was single when enlisted Aug 42 at Ft Devens, MA. He reported to Thurleigh 1 Aug 43 with Bumpas' crew on 'Queen Jeannie.' When McCallum died in their downing 14 Oct 43 (Schweinfurt), McQuarrie was one of 5 crew members surviving. He was POW at Stalag 17-B near Krems, Austria. McQuarrie is buried at Houston National Cemetery, Houston, TX. No further info.
- **Manning, Paul V.**, 423<sup>rd</sup> bombardier & POW (crews of Eugene F 'Gene' Bumpas initially, and later Robert McCallum) died in the Boston, MA area 6 Aug 82, at 66. He reported to Thurleigh 1 Aug 43 with Bumpas' crew on 'Queen Jeannie.' When McCallum died in their downing 14 Oct 43 (Schweinfurt), Manning was one of 5 crew members surviving; POW at Stalag Luft 3. Post-war he was a fireman in Boston. No further info.
- **Bumpas, Eugene 'Gene' F.**, 423<sup>rd</sup> pilot, died 11 Feb 81 at 65. He reported to Thurleigh 1 Aug 43 with his crew on 'Queen Jeannie.' Bumpas continued in the USAF through Korea and on to retirement. Survived by his wife Jeannie, LtCol Bumpas was buried at Arlington National Cemetery.
- **Sadler, Austin H.**, 423 waist-gunner & POW (crew of Robert McCallum), originally of Correctionville, IA, died 26 Nov 79 at 61, in Grand Junction, CO of an apparent heart attack. When McCallum died in their downing 14 Oct 43 (Schweinfurt), McQuarrie was one of 5 crew members surviving. He was POW at Stalag 17-B near Krems, Austria. Post-war, he moved to Sioux City, IA, and in 70 moved to CO. At his death he was survived by 2c, 5gc. Buried at Fairfield Cemetery, Correctionville, IA.
- **Bartlett, Marvin L.**, 423 engineer & POW (crews of Eugene F 'Gene' Bumpas initially, and later Robert McCallum), appears to be the Marvin L Bartlett who was born in Aug 10 in OR, resided in 30 at La Grande, Union Co, OR; in San Francisco, CA in 35; in Apr 40 was stationed at Selfridge Air Field, Macomb, Harrison Township, MI; and died 25 Dec 78 at the V.A. Hospital in Dallas, TX of a heart attack, at 68. He reported to Thurleigh 1 Aug 43 with Bumpas, and flew on 'Queen Jeannie.' When McCallum died in their downing 14 Oct 43 (Schweinfurt), Bartlett was one of 5 crew members surviving. He was POW at Stalag 17-B near Krems, Austria. Post-war, he married Clara Ward, of Henderson Co, TX. He was a carpenter; they lived on a farm near Malakoff, TX. Clara survived him until Mar 89, dying at 73. She is buried at Post Oak Memorial Cemetery, Cross Roads, Henderson Co, TX, where his cremated remains may also be, though her marker does not reflect his name. No further info.
- **Hedley, Thomas David.**, 423<sup>rd</sup> pilot, who pre-war in 40 had lived with his parents in Wewoka, OK, died 4 Jun 60, in Houston, TX at 40 of a gunshot wound of the head, self-inflicted Saturday 3pm in a ditch near the Sam Houston Tollway, per the coroner's inquest. With his crew, he arrived at Thurleigh 28 Nov 44, and was flight commander in Apr 45. After combat ended, he and another 423 pilot, Cliff Steiger, brought a war-weary B-17 back to the states on 3 engines as relayed in Steiger's recollections in Jan 98 Echoes. At the time of his death, he was a resident of Houston, employed as a geologist for an oil company. Survived by his wife Ammie, 2 pre-school c. The Secretary appreciates crew members help, which led to locating this info.

- **McKinney, James A.**, 369<sup>th</sup> pilot & Sq Commanding Officer, who was originally from Hood River, OR, died in San Diego, CA on 12 Sep 58, at 38. He was a Jan 43 graduate of US Military Academy at West Point; was Sq Acting CO, and was named Sq CO 30 Oct 44. Buried at Fort Rosecranz National Cemetery in San Diego, CA, he was survived by his wife Wanda, who reported being 94 in Jul 10 when called re 306<sup>th</sup> Reunion; issues of Echoes since July 11 have been returned. No further info.

Lt. Robert E. Woods' diary continued from page 5

**INCENDIARY BOMB:** FIRE BOMB.  
**INTERPHONE:** COMMUNICATION SYSTEM WITHIN THE BOMBER.  
**JERRIE:** GERMANS; NAZIS  
**JET:** NAZI JET PROPELLED AIRCRAFT.  
**KNOB-TWISTER:** BOMBARDIER  
**LIMIE:** ENGLISHMAN.  
**LOADING LIST:** LIST OF CREWS WHO ARE TO FLY THE DAYS MISSION.  
**LITTLE FRIENDS:** OUR FIGHTER ESCORT.  
**MICKLEY:** INSTRUMENT BOMBING EQUIPT.  
**MARSHALLING YARDS:** FREIGHT YARDS, RAILROAD  
**MILK RUN:** EASY MISSION.  
**NICKLES:** PROPAGANDA, LEAFLETS.  
**ON INSTRUMENTS:** BLIND FLYING.  
**ON THE BALL:** SHARP, WIDE AWAKE.  
**PENCIL PUSHER:** NAVIGATOR.  
**PEEL-OFF:** LEAVING FORMATION IN A DIVING TURN.  
**PERIMETER TRACK:** HARD SURFACE TRACK AROUND FIELD USED FOR TAXING.  
**POOP:** HOT INFORMATION.  
**POSTHOLE:** BOMB AIRFIELD (IN GENERAL).  
**PRIMARY:** FIRST OR MAIN TARGET.  
**PURPLE HEART CORNER:** SEE PAGE 11.

**RED-RED:** MISSION SCRUBBED.  
**RAF:** ROYAL AIR FORCE.  
**R.T.U.:** REPLACEMENT TRAINING UNIT.  
**SACK:** BED; BUNK.  
**SALVO:** DRIPPING ALL BOMBS AT ONCE.  
**SCARE-CROW:** EXTRA LARGE FLAK BURST WHICH LOOKS LIKE A SHIP EXPLODED.  
**SCRUB:** MISSION IS CANCELLED.  
**SOUP:** THICK OVERCAST.  
**SPLIT'S:** ROLLING A SHIP OVER ON IT'S BACK and DIVING DOWN. RECOVERING LIKE THE LAST HALF OF A LOOP.  
**TEN-TENTHS:** SOLID OVERCAST OF CLOUDS.  
**TARGET OF OPPORTUNITY:** [ANY ENEMY MILITARY INSTALLATION].  
**THROTTLE JOCKEY:** PILOT.  
**TOUR:** 35 MISSIONS IN COMBAT.  
**UNDERCAST:** SOLID LAYER OF CLOUDS BELOW.  
**WING:** TWO OR MORE BOMBER GROUPS.  
**ZERO-ZERO:** CEILING and VISIBILITY IS LESS THAN 50 FT. BAD WEATHER.

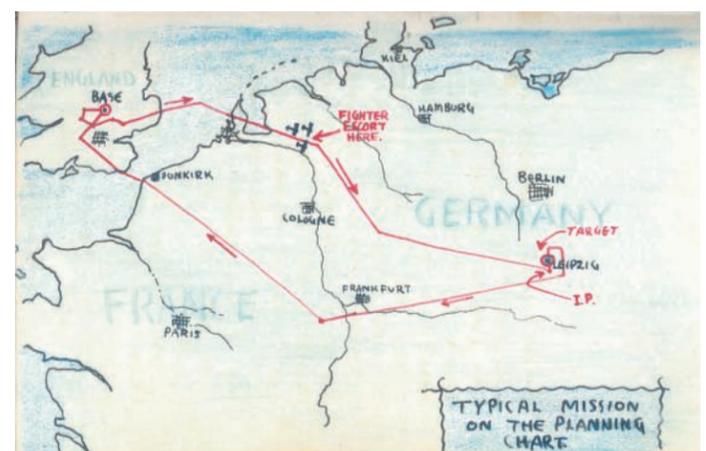
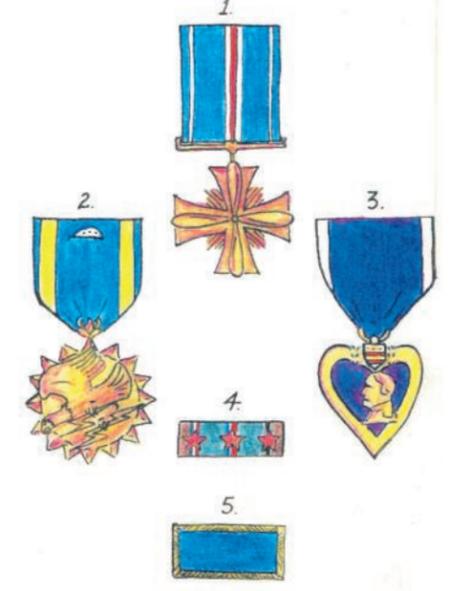
No. 1  
**DISTINGUISHED FLYING CROSS**  
 "For extraordinary achievement while serving as Pilot of a B-17 airplane on a bombing mission over Germany, 10 April 1945."

No. 2  
**AIR MEDAL with FIVE OAK-LEAF CLUSTERS**  
 "For meritorious achievement while participating in sustained bomber combat operations over Germany and German occupied countries."

No. 3  
**PURPLE HEART**  
 "For wound received in action on a bombardment mission over Germany, 10 April 1945."

No. 4  
**EUROPEAN THEATRE OF OPERATIONS with THREE BATTLE STARS**

No. 5  
**PRESIDENTIAL CITATION of 306 BOMB GROUP**



**DONATIONS FOR THE 306TH BOMB GROUP ASSOCIATION**

Those who are able are asked to make an annual contribution to keep everything running smoothly in our Association. There are no dues—so your gift is needed to support the 306th operations. Your gift is tax-deductible.

Name \_\_\_\_\_

Street and No. \_\_\_\_\_

City, State & Zip \_\_\_\_\_

Telephone No. \_\_\_\_\_ 306th Unit \_\_\_\_\_



Send to:  
 Judy Hermley, Treasurer  
 306th Bomb Group Association  
 5314 Bob Sikes Blvd  
 Jay, FL 32565

\_\_\_\_\_ Date

## The Thurman Shuller Award Makes Its Début at Savannah

The heroes of WWII are famous for being reluctant to even talk about their exploits during the war, so it is no surprise the 306<sup>th</sup> Bomb Group Historical Association has not been very active in giving out awards. However, at the last reunion/meeting in Savannah the board created an awards committee whose members are the Association officers and up to two other persons appointed by the President; they cannot receive an award while serving on the awards committee.

The board also authorized the establishment of THE THURMAN SHULLER AWARD. This award was created as the highest award to be conferred by the Association, in honor of the widely recognized outstanding achievements of Dr. Thurman Shuller to the men of the 306<sup>th</sup> Bomb Group and his lifetime of achievement.

Persons selected for the Thurman Shuller Award must have made particularly notable and long term contributions to the 306<sup>th</sup> Bomb Group, the 306<sup>th</sup> Bomb Group Historical Association and/or achievements in the preservation and dissemination of the 306<sup>th</sup> Bomb Group history. On October 24<sup>th</sup>, 2012 the committee conferred the first award to Dr. Thurman Shuller and the second to Ralph and Daphne Franklin.

The Franklins, who were at the reunion, were presented a handsome plaque at the banquet. As our British representatives for so many years and the creators of the 306<sup>th</sup> Bomb Group Museum in Thurleigh UK, which recently celebrated its tenth anniversary, the Franklins are universally respected here and in Britain for their labor of love. They have charmed and inspired 306<sup>th</sup> Association participants for decades.

As Dr. Shuller could not attend the reunion, plans were made for a surprise presentation to him on December 8<sup>th</sup> at his residence with three of his children attending. Sadly, the 98 year old died two weeks before the award could be presented to him. It was presented to all four of his children at his memorial service on Thursday November 29<sup>th</sup>. His memory and legacy will live on in the hearts of the many people he touched, and through the Thurman Shuller Award.

Charles Neal  
Vice President &  
Chairman, 306<sup>th</sup> Awards Committee



**Do you know this crew or anyone pictured in this photograph?** Adrian O'Konski flew with the Sumner crew but on this occasion, he flew this mission with this unknown crew. The O'Konski family and the East Anglia Air War Archives would like to identify the men flying this day. O'Konski is picture in the far back, standing, second from the right. Contact Dr. Williams (see contact information on page 2) if you can identify anyone else in this image or if you have an original print of this photograph.

*Shuller continued from page 1*

As the 306th arrived at Thurleigh, Shuller and the medical team found the base staffed with a few RAF personnel who would soon transfer Station 111 to the Americans. The medical facilities consisted of a station dispensary with a minimum of 28 beds and a mortuary.

The first combat mission took off on October 9, 1942, and the Group suffered its first loss. It soon got worse. By the early weeks of 1943, the 306th had lost almost 80% of its original combat crews and morale spiraled downward as the realization that the odds of surviving the war grew smaller and more apparent. Shuller quickly saw an increase in "flying fatigue" as the desperate combat situation began to impact the surviving crews. Something had to be done and in March 1943 Shuller acted.

In a report to the Group's Commanding Officer, Colonel Claude E. Putnam, Jr., Shuller stated that there had to be a maximum numbers of missions set for air crews and that number should be 20. "Fliers suffered unbearable casualties in personnel and planes, yet at the same time realizing their effort hadn't done one thing to further the war effort." Shuller knew the report had to be forwarded to the highest authority in the Eighth Air Force and that, of course, was Major General Ira Eaker. Such a demanding and corresponding argument from an officer who was very junior and far from the command echelon represented a serious threat to career and Shuller's standing in Eaker's command. But the Group Surgeon did not stop there.

Shuller argued that "the fliers were actually saying among themselves that the only apparent hope of survival in the theatre of war is either to become a prisoner of war or to get 'the jitters' and be removed from combat." He explained that even with a limit of 20 missions, few crews could actually survive such a number but that setting such a standard "would be an invaluable morale factor in giving these men at least a small hope for the future and a goal for which to survive."

Shuller went further out on the limb and quoted General Eaker's own words to give his arguments force. "Of this I am certain and you can count upon it," Eaker earlier had said, "a combat crew must be told what their combat expectancy is. And they must be told that when they have completed that period, they will never again be required to man a combat crew station in an airplane on operations against the enemy." Colonel Putnam endorsed the letter and sent it up to higher headquarters. Three weeks later the reply came down from Eighth Air Force. Shuller remembered that "an order was written setting 25 as the number of missions required before relief from combat duty. The crews were jubilant because they now had hope that they had a chance of survival."

Shuller's audacious maneuver had succeeded. How many 8th Air Force crews who flew in the ETO after March 1943 were saved by this and other limits imposed? Of the tens of thousands of air crews who later flew their missions and went home—how many of them would have been lost on a 40th mission, or a 50th mission? No one will ever know, but judging by the losses suffered in the first months of combat, that number would have been high. Those men who have lived long and productive lives since the war—many of them owe their lives, their families and all the

good things of life to a little known surgeon, a civilian at heart, who was a "jealous guardian of the rights and privileges of combat crew personnel—a man called Thurman Shuller.



Above: Walter Lubojacky, representing the 306th BGA, makes the presentation of the Shuller Award to Dr. Shuller's family on November 29, 2012. Left to right are: Mary Beth Carney, Frank Shuller, Walter Lubojacky, Henry Shuller, Maggie Davis. At right: Charles Neal (306th BGA Vice President) presents the Shuller Award to Ralph and Daphne Franklin at the Savannah Reunion. Left to right: Daphne Franklin, Ralph Franklin, and Charles Neal.





Top Photograph, Veterans gather before the Saturday night banquet. Front row L to Rt: Dillon J McDermott, Lee T Jenks, Roy L Stafford, Walter P Rozett, Richard L Brown, Grover C Goode, Robert G 'Rocky' Rockwell, Robert Starzynski, Carl A Groesbeck. Back row L to Rt: Jack Persac Jr, John J Gaydosh, Allan Lawson, Edward J Sandini, William F 'Mickey' Griffin, William R Carlile Jr, Edwin D 'Dave' Woellner Jr, Howard Roth (in light blue jacket), Gailard 'Red' Ketcham (in his WWII uniform), Walter F Olmsted Jr, Philip Mundell, William F Houlihan, Robert E Schuberg (at his first reunion).



# Savannah Reunion October 24-28, 2012

Editor's note: Special thanks to Charles Neal for all color reunion photographs in this issue.



Riverboat Cruise



Boar's Head Dinner



Families Gather to Celebrate and Remember Their 306th Veteran's Service to Our Nation





Veterans' wives, widows, and significant others: Front row, left to right: Virginia Brown, Marilyn M Kelly, Elizabeth Huebotter, Peg Albertson, Dorothy 'Dottie' Leasman, Emma 'Em' Christianson, Mary Bennet, Louise Starzynski. Back row, left to right: Doris Jenks, Bernardine Persac, Janet Goode, Cynthia Lawson, Karen Sandini.

10/27/2012



10/27/2012 06:20



10/27/2012 08:13

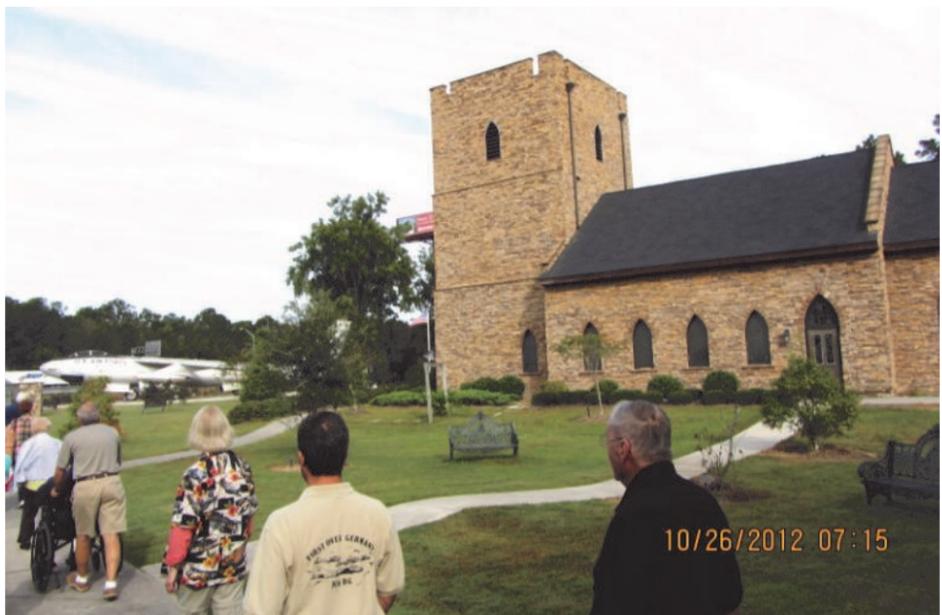
# MIGHTY EIGHTH AIR FORCE MUSEUM



10/26/2012 07:09



10/26/2012 08:07



10/26/2012 07:15



10/26/2012 07:00

# Museum Notes

## Thurleigh Airfield 306th Bomb Group Museum

### 2012 Was a Very Good Year

*A Report from Thurleigh to the Savannah Reunion*

By **Ralph Franklin**

Keysoe, England

The famous wartime song, "We'll Meet Again," is very appropriate for this occasion and comes to mind each year as Daphne and I prepare for our trip across the pond to join you all for yet another meeting of a wonderful group of friends. This year being our 23rd consecutive time, and with the years, the reunions seem to be more meaningful to us. Of course some who were with us in San Diego are not with us on this occasion, and at this point I would like to take this opportunity to wish Don Snook a speedy recovery from his health problems.

As most of you are aware on the 8th of July this year, we celebrated the 10th anniversary of the opening of our Museum. Now some of you may say what was all the fuss about for just 10 years? For Daphne and I, it really meant a great deal. You know, friends, when the ribbon was first cut way back in 2002 and our displays were declared open, the first thing that went through my mind was will it all be a one-year wonder and once the local community had paid us a visit, that would be it. How wrong I was. Over the years we have had visitors from many different parts of the world.

After many months of hard work and preparation, our big day arrived. Unfortunately we awoke to an overcast wet morning, but the show must go on. We arrived at the airfield very early to be greeted by a smiling security guard informing us that our visitors were already arriving, and arrive they certainly did. So much so that by the end of the day, the final count revealed we had around 700. We were overwhelmed with the support that we received from the owners of military vehicles and in spite of the dismal weather, we finally had a most amazing array of 50 vehicles. There was an impressive line of 20 jeeps in assorted livery, an Austin K2 ambulance, and an articulated Chevrolet truck, complete with a Wright Cyclone 14R2600/20 engine, propeller blades and ammunition boxes, a GMC truck and a 1939 Austin staff car. In addition, the civilian vehicles included a 1933 Lanchester, a 1949 MGTC, an Austin 7 and a Bedford truck.

We were also well supported by American volunteers from RAF Molesworth who supervised the parking with the panache that only Americans can achieve. It made such an impressive welcome to all our visitors. They were backed up by the Air Training Corps Cadets from the local Oakley Squadron. One of the many impressive displays was by the Northamptonshire Home Guard who set up an amazing display outside the Museum entrance. Captain Gary Powers, accompanied by his wife, joined the Chaplain from the Salvation Army for the rededication of the Group Memorial at its new site next to the Museum. By the way friends, we have received many comments saying how nice the stone looks in its new position. The Bedford branch of the Royal British Legion paraded their colors and contributed to the ceremony. Music for the occasion was provided by the Bombardiers. At the appropriate time, they played both the American and British national anthems. We provided wreaths for both Daphne and I and Barbara and Charles Neal to place at the Memorial. Wreaths were also laid by Captain Powers and a member of the British Legion.

As the day progressed, the 16-piece Mainline Big Band were playing in our large marquee, complete with a dance floor. Everyone was entertained either by listening or dancing to their rich sound. So in keeping with Thurleigh in the 1940s and as the Band took their well deserved breaks, a lovely singer Luna Nightingale, in period dress, serenaded everyone as she moved through the crowds. Visitors were invited to dress in 40s style clothing, they really rose to the occasion, we had the usual array of military personnel but also some very attractive civilian ladies and their handsome partners who did the whole event credit. We had booked both the B-17 Sally B and a Spitfire from the Battle of Britain Memorial Flight, unfortunately both were unable to



attend due to low clouds. Our visitors were very understanding and it didn't spoil a great day. They simply didn't get the icing on the cake. However, the East Anglian Air Ambulance was able to land and was duly surrounded by a selection of Jeeps and other military vehicles.

So many people visited the Museum on the day and said that they must return when it is less crowded. My friends, I can assure you they have, we have had another very good season. Daphne and I are so happy to know that as the years go by we are still able to tell so many of the story of Station 111 and the many exploits of what we believe to be the greatest Group in the 8th Air Force, the wonderful 306th Bomb Group.

Talking of visitors, we were delighted to learn that Vernon, Charles and Barbara were going to be with us for the day. I mention these in particular as they have been so helpful to me in recent times, but Barbara please be careful as some of your emails are so lengthy that you will end up with repetitive strain injury. If that happens I feel we will all be in deep trouble.

As with the vast amount of airfields constructed in the UK (638) during World War 2, Thurleigh is not the easiest to get to if you do not have your own transport. So can I remind you once again to contact me prior to coming over so arrangements can be made for me to meet you, preferably at the Bedford Train Station, and drive you out to the Airfield. I am more than happy to do this, all part of the service, and of course, this avoids the problem of hiring a cab which is very expensive.

Daphne and I are regularly asked how can you spend so much time involved in the Museum. The simple answer is it's a labour of love. We are totally dedicated to the cause of presenting all who visit the wonderful history of a wonderful Bomb Group and the 8,000 plus young men who served at Station 111. We really do love our very long association with the Group, and to all of you here today a big thank you.

Once again in the words of the song, "we'll meet again, don't know where, don't know when, but I know we'll meet again some sunny day." Thank you for your continued friendship, see you next year.

