



306th Bombardment Group Association

A New Theory on a Change in Command

Why Did Armstrong Come to the 306th?



Frank Armstrong

This article is authored by Martin J. Kilcoyne, an expert in Russian history, and with a 306th background as a radio operator in the 367th squadron. He arrived 19 November 1943 as a member of Lt. Arthur Crapsey's crew. Kilcoyne was one of five members of Crapsey's crew seriously wounded 22 December at Osnabruck, and then spent four months in hospitals. He returned to combat and finished his tour with the 306th 1 August 1944. He received the Air Medal with three oak leaf clusters, the Purple Heart, and the Distinguished Flying Cross.

Dr. Kilcoyne was asked by the editor to search the papers of Lt. Gen. Frank A. Armstrong, Jr., which are now housed in University Library. Out of that search came little factual material, but instead as a historian Kilcoyne has looked into the career of Armstrong, particularly as it related to the 306th. Armstrong was the group's second commander, taking up his new duties 4 January 1943, and continuing until 17 February 1943.

Col. Frank Armstrong's tenure at Station III certainly came at a climactic time in the air war. Many commentators view the Wilhelmshaven raid, which he led, as a mere symbolic event, not much in its own right because it had only 54 planes spending a few minutes over German soil.

To them it was only a promise of things to come. But reading books on the air war published in the last few years has convinced me that the 306th performed a greater service for our war effort than has been thought. In fact, it probably saved daylight bombing. If the raid had been botched, then powerful opponents were ready to call in unison for the end to precision bombing.

I cannot resist a glance at the immediate past. As I see it, there's the dramatic setting in which Armstrong was sent to Thurleigh. As soon as the USAAF arrived in England, the U.S. public waited proudly for the soon-expected assault on Germany. But by the start of 1943 the long-heralded blow had, despite promises, not yet taken place. However, many officers still shared the public's belief that it would be an easy fight. For instance, even as late as the summer of 1943 Armstrong in the States speculated, as clippings show, with casual optimism that the bombers could get through the flak, deal with the enemy fighters, hit the target, and return with tolerable losses.

But the great day was always deferred.

Cool heads in the USAAF were not as sure of success as Armstrong was. Eaker, the man on the spot, probably understood the danger posed by the Luftflotten of 109's and 190's awaiting his Groups. Although he passionately believed in his mission, he did not think it could be carried out with the one unescorted wing, he could put over Germany. He had to stall and wait until he had larger forces.

But the impatient Arnold was pressuring him to get on with the slow-developing campaign. Arnold feared leaders in the allied camp who agitated against the daylight effort. He was especially apprehensive that FDR, a deep-water sailor casting longing glances at the desperate battles in the Pacific, might desert the cause and give in to the pleadings of the Combined Chiefs, many of whom were not enthusiastic about the Eighth and all of whom supported the constant siphoning of elements to the Mediterranean and the sideshow of the anti-submarine campaign.

"Night bombing is the only way," said the British. Churchill, Harris and Sinclair throughout the Autumn of 1942 stepped up the pressure as the Eighth's losses mounted and weather forced cancellations of strikes. By Christmas the RAF and USAAF were cool to one another. In January the weakening FDR and the worrying Arnold obliged Eaker at Casablanca to plead his own case before Churchill. He came away with a stay of execution—a very short one.

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Martin Kilcoyne

Historian Likes What ECHOES Says

To the Editor:

As a professional historian and writer, I have found ECHOES to be one of the finest periodicals of its kind. Not only is it professionally laid out and attractive as a result, but the content is quite significant historically. In every issue I find material that is must reading for my own background on the 8th Air Force. If the past is any prolog to the future, then I will look forward to seeing what else you turn up. 306th members should be proud of what they are receiving since it is of superior quality.

Jeffrey L. Ethell
Eviation Writer
Richmond, VA

Deceased

Edwin L. Fulmer, 367th gunner, 20 July 80 at Franklin, IN.

289 Combat Crews Came To Thurleigh

It is estimated that between 3200 and 3300 combat crewmen served with the 306th between September 1942 and April 1945.

We have been able to come up with a fairly accurate count on combat crews, with 289 having been accounted for at this time. As the accompanying chart shows, it was really April of 1943 before new crews in any numbers began to arrive at Thurleigh to replace those lost and to bolster the remaining original combat crewmen.

It was also in April of 1943 that Michael Roskovitch, the Mad Russian, became the first man in the Eighth to complete a 25-mission tour, closely followed by Lt. Eugene Pollock, 423rd navigator who was

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Frank Armstrong at the 306th

(Continued from Page 1)

Grand strategy aside for the moment, there is another consideration. The men at Wycombe Abbey did not have to be seers to visualize the hosannas that would greet the first U.S. raid on the Nazi homeland. The American public was bored with assaults on unheard of places in France and the Lowlands. Who cared about strikes at wharfs in Ghent or runways in Lille? But newsmen promised juicy headlines if the attacks switched to Germany.

Eaker realized how endangered unescorted bombers would be inside the Reich. He must have had nightmares about the headlines that would follow if the first attack there failed. The mission of the USAAF begun in the 1920's—precision bombing—was at stake. Time was running out. Eaker knew he had to have the best group and the best commander for the job. Three days after he made his plea in Casablanca he flung the dice: The 306th led the attack on Germany.

His strategic plan for the raid was first-rate. The Luftwaffe was bunched in Western France to meet the expected raids. Eaker sent his force around the flank, over the empty North Sea, and into the thinly defended German rear. Armstrong's tactical handling of the raid was ably done as he quickly adjusted to changing conditions over the Weser, switched from primary Vegesack to secondary Wilhelmshaven, and struck under poor conditions with satisfactory results.

The 306th and its men were the weapons with which the colonel achieved this life saving success.

There are mysteries surrounding Armstrong's going to Thurleigh and his leaving it. His own file does not throw much light on these problems; he hints and suggests rather than makes precise statements.

In Armstrong's unpublished manuscript, **SO NEAR HEAVEN AND SURROUNDED BY HELL**, he provides the following biographical sketch.

He has had a successful career in England when he is called in to talk to his old friend Eaker. The general appreciates his performance and proposes to give him command of the 306th. If the colonel will do this as a favor to his boss he will get a promotion to star rank.

At Thurleigh he pulls off the big raid and so gets his promotion. He leaves Station III abruptly and hangs around England until he departs for the States. He is given a training command, later he joins in the bombing of Japan. After the war his career prospers as he takes on ever-greater responsibilities. Finally, he hangs up his flying helmet and retires full of honors despite his resigning after being betrayed by people in the government. Eaker, incidentally, at this time sent a short note of sympathy.

It seems to me that we ought to accept Armstrong's claims that he had done well, that Eaker appreciated his accomplishments, and the interview was friendly. Moreover, we cannot picture Eaker sending a so-so commander to lead a make-or-break mission. The general's own career was being put on the line. But Armstrong may have expected to come out of the meeting with more than another command of a Group. He had already proved himself on that level. He was ready for bigger things. A Combat Wing, perhaps?

As a career officer he knew that in the tradition of successful commanders he had always to appear upward bound, avoiding the repetition of assignments or sideways moves, as the 306th assignment seemed to be.

In fact, the files characterize him from the moment he stepped into uniform as man on his way to the heights, always ascending. Did Eaker say, "Do this job for me and I'll make you a general?" Thus would he sweeten the cup of a command that made Armstrong seem to stand in place marking time. For security reasons, of course, neither man could mention the proposed raid in any written non-secret document, even after the raid. No doubt other able commanders wanted the honor of leading the historic attack, and Armstrong in being coy was protecting Eaker from protests originating in the ranks of the disappointed.

The colonel does not say he took up the task with the goal of preparing the Group for an attack on Germany. But he tells what purports to be a true story; it has the ring of a parable.

Without commenting he recounts how a bombardier accosted him on the base and said he had heard rumors that the colonel had come to lead the Group to Happy Valley. The bombardier added that he was ready to fly anywhere with the CO. The man made a right guess about the country, but picked the wrong target.

Is this Armstrong's way of confirming the theory of a specific mission? In addition, he knocked out the only other plausible reason for taking command of the 306th when he admitted he was not sent to whip the Group into shape. He refers to it as "a sharp outfit with an excellent record." (Roger Freeman in **THE MIGHTY EIGHTH**, p. 25, says he was sent in to "shape up" a "battle-sore outfit." I prefer Armstrong's version.)

I do not know if good leaders were in short supply in the Eighth at that time, but the colonel certainly had well developed combat instincts and a sound record of organizational ability. He was just the man Eaker needed for the job.

So the raid succeeded and he got his promotion but no command. After a short while he left the Group. He had done his job. But what nags is the length of time he hung around England in limbo. His upward march seemed stalled. In addition, he left at a bad time when the USAAF in the ETO could have used him. Missions of the last week of July flopped with heavy losses. On 1 August 50 Libs went down in the disaster at Ploesti, and on 17 August,

Reunion in Orlando Set For Oct. 31-Nov. 2

The list continues to grow for those who have made reservations through Rambling Tours for the reunion to the 306th Bomb Group at Orlando Oct. 31, Nov. 1 and 2.

Col. Jack Lambert, former 423rd commander, is among first timers who will be recalling tall tales with the 306th, on the weekend.

There is a large contingent of Florida people who have not yet checked in, but whom it is hoped will attend, including Col. George L. Robinson, group commander for 15 months, and Maj. Gen. James S. Cheney, former group navigator and later judge advocate general for the USAF.

Recent additions to the list of registrants include:

Richard Argo, Bill Collins, Dellon Bumgardner, Clifford Evans, Earl Schwab, Dr. Arthur Weihe, Gordon Bowers, Frank Serafin, Ralph Bordner, J.P. Shutz and Gus Lamb.

Henderson Knight, William Taylor, James Lenaghan, Bill Flanagan, Joseph Broussard, Don Sheridan, Dennis Sharkey, Joe Hoffman, Louis Cowley, Dr. Thurman Shuller, Al Walton, Charles Jordon, Joe Hardesty and George Wortham.

Those who had registred earlier are:

Warren Day, Robert Sage, Leslie Turner, Kenneth Norris, William Carlisle, Casey Jones and John Howard.

Saul Kupferman, Jack Hubbard, George Roberts, Joe Gabrish, Charles Schwoch, Russell Strong, Douglas Schrack, John Grimm, Bill Perry, Jack Schmidt and Robert Lavery.

Mrs. Catherine (Joseph) Brennan.

Additions at press time include Charles Vondrachek, Ski Roskoski, Richard O'llara, John Corcoran, Joseph Jaeger, Harold Lightbown, Al Smith, Lee Kessler, Robert Roth, Bill Casey, George Klucick, Robert Crane, Elbert Odle, Duke Heon, Don Upchurch, Trygve Olsen, Wendell Larson, Wallace Boring, Gene Wood, Wendell Hull and Edward Jordan.

The 306th was well represented at a planning meeting in Orlando, including D. Luke Jacobs, 367th; Wilson Elliott, 369th; Warren Borges, 423rd, and Bill Collins, 369th.

the anniversary of the Eighth in England, the Regensburg-Schweinfurt shuttle raid was a waste of time.

Nevertheless, he goes home to a training command, maybe a ticket to the road to the peak, but maybe an invitation to oblivion. Such jobs were sometimes given to failed generals. But if Armstrong had a cloud over his head when he returned to ZI he certainly worked his way out of it.

So I still have not made much progress in trying to figure out what happened at Station III. The incident is an enigma. The manuscripts say something but it's indistinct. We ought not to necessarily think the colonel was using guile. Those were the days before Americans developed the national neuroses causing them to confess everything in their private lives. But Armstrong was a man of his time, and he was cautious, still hoping for a long career.

Perhaps after his triumphs he was afflicted with a touch of overweening pride and got uppity with a superior. Maybe Armstrong thought of the Thurleigh contretemps—if there was any—as an anomalie that would never happen again. Remember, too, he was a law school grad, and such skills as he learned there must have enabled him to make a document convey the meaning he wanted, no more or no less, as the Queen of Hearts said. But in it he certainly did not want to indict himself or malfeasance.

He knew how to put a good face on things. I'm not accusing the general of misinforming us. I regard him too highly to make such a charge. But he was human; there must have been some bumps and mischances in his life's path. He was not part of any "old-boy" net; therefore that meant that if he made a misstep he was especially vulnerable to reprisal. If indeed he committed some kind of LESE MAJESTE against a superior he silently paid the price, did not call attention to it, eventually worked his way out of the doghouse, and continued with a distinguished career.

HELPING THE 306th

I enclose my check for \$_____ to support the production and mailing of ECHOES, and reunion activities of the 306th Association. (Mail your check to Wm. M. Collins, Jr., 2973 Heatherbrae Dr., Poland, OH 44514)

I enclose my check for \$_____ to support the research, writing and publication of a new history of the 306th Bomb Group. Publication is expected during 1980. (Mail your check to Russell Strong, 2041 Hillsdale, Kalamazoo, MI 49007) Contributions of \$100 or more will receive a copy of the history without further charge.

Name _____

Address _____

91 Combat Missions Marked Klette's 8th Tour

Immanuel Klette by any standards is an unusual man. His record with the 306th and 91st Bomb Groups was unusual, and he has continued to set new standards of excellence in all that he has done.

Klette came to the 369th Squadron 12 March 43 in the first flood of replacement crews, so badly needed by the battered and war weary group. He was a co-pilot on Keith Conley's crew and began his combat career inauspiciously six days after arriving with a mission to Vegesack.

He was in the air six hours and 30 minutes that day, and by the end of the war his combat time had risen to 689 hours and 25 minutes.

Klette led the 8th in credited combat missions—91 in all—flown with 306 through 23 Sept. and then with the 91st from August 44 to 25 April 45.

Of German origin, Klette went to England with some firm convictions about Naziism, and a commitment that held him there until the war's end.

Klette became the first officer in the 8th to officially fly more than 25 missions. His 25th mission came on 24 August 1943 when he was given up for lost, and might have gone down over Villacoublay or anywhere along the miles back to Thurleigh.

Quoting from Yank magazine:
"Klette's number 4 engine had been knocked out just before he started her on the bomb run, and the bombs had gotten away on three engines. Number 3 engine died a minute or so after the Connecticut Yankee left the target. From then on it was touch and go. The ship was knocked out of formation. Klette had to have his tail gunner keep him informed of Forts coming on, and he managed to stay under them, thus getting temporary cover. All the rest of the gunners were ordered into the radio room, in order to get as much weight forward as possible.

"Halfway across the Channel he ordered all the ammunition thrown out. He tried to send distress signals. Couldn't. He tried for QDM. No luck. As he neared the coast of Britian he had to rely entirely on the navigator's dead reckoning.

"...He transferred gas from his right wing to his left, just managed to slip past London's balloon barrage, and came over the trees

where 200 men assembled on the ground saw him.

"The crippled plane came sliding over the field, flying at 2,500 feet...Numbers 1 and 2 were holding the ship up—nothing else.

"The Connecticut Yankee circled to the right. The ship was unable to make a left turn because of the damaged engines. Klette started to point in toward the field. As he did a burst of flame came from his number 1 engine.

"On the control tower balcony the colonel (George L. Robinson) was doing as much flying as Klette. 'Bail out, boy', he yelled."

Klette ignored these instructions and went about the problem of landing. Flying with maximum power on the number 2 engine, Klette found himself going too fast on the final approach. Wheels down did little to slow it, and when Co-pilot Willard Lockyear resisted dropping full flaps above the maximum for this action, Klette ordered him again to do so.

As they landed, they discovered the left tire was shot out, and then the tail wheel wouldn't unlock. But finally, it all came together, and Klette ground looped the plane to a stop.

As luck would have it, a large press gathering was at Thurleigh that day, and Klette received considerable coverage across America.

Major Robert Riordan had approved Klette's request for more missions, and Col. Robinson also approved, but three was put as the limit.

After three weeks off, Klette was back flying 15 Sept. to Romilly and the following day to Nantes. His final mission was 23 September to Nantes, leading the high squadron. And this proved to be as "hairy" as the 25th, but this time more to a leaking fuel tank than to enemy action.

He was forced to drop out as the squadron lead when he feathered two engines. With his navigator lost, he got direction from "Darkie", and headed for a haven in England. With one engine at full power, Klette's ship was losing 400 feet per minute. In the darkness, landing lights were turned on and he saw very rough terrain ahead, and he managed to lift the stricken ship over this area and into a wooded place.

The plane settled into the trees, and when the left wing hit a particularly large one, the plane dropped to the ground. Klette crawled out the pilot's window, and when he next came to, was lying some distance from the plane.

Counting the crew members, he learned that Lt. Eugene P. Madden, the navigator, was still in the nose. RAF rescue crews from the hoped-for landing spot a mile and a half away dug into the nose and pulled Madden out.

Both men were taken by ambulance to Aylesbury, where close examination showed



that Klette had five fractures and Madden had eight. Later they were transferred to Oxford, and Klette was confined for five months, much of it in a body cast from neck to knees.

When he emerged from that ordeal he was determined to stay in England, and finally managed a transfer to USSTAFF, which was just getting organized, and there became tactical briefing officer to Lt. Gen. Carl "Toohey" Spaatz, an opportunity that exposed him to all ranks from Gen. Dwight D. Eisenhower on down.

After a stint at this, Klette was asked by Lt. Col. Henry W. Terry, (originally a 367th pilot, and then 369th and deputy group C.O.) to come to the 91st group at Basingbourne and to take command of the 324th Squadron, which at that time had an unsavory reputation.

Klette took the challenge, and found that the way he could lead his unit back to accepted standards was

to set an example by flying with them.

He led the combat wing 6 August 1944 to Brandenburg, and flew four missions that month. He went on six in September, 10 in October, six in November, seven in December, four in January, seven in February, 10 in March and nine in April, bringing his count to 91 officially recorded.

Some of his more memorable dates with the 306th were 17 April 43 to Bremen, when the 306th lost 10; 26 June to Tricqueville, the day Pappy Check was killed; 24 July to Heroya, Norway, and 17 August to Schweinfurt; in addition to those already mentioned.

His most intense combat participation was 26 June, 27 June to Huls, 28 June to St. Nazaire and 29 June to Paris.

Lt. Richard Claeys, a 368th pilot, was credited with 71 missions with the 306th, earning an Air Medal and nine clusters, and Lt. Col. William Raper developed high official and unofficial totals with the 306th and then as commander of the 303rd.

How the Army Air Corps Prepared for World War II

"A Few Great Captains. The Men and Events That Shaped the Development of U.S. Air Power", by Dewitt S. Copp. Garden City, Doubleday & Co., 1980. 531 pp. \$17.50.

Increasingly, historians and the reading public are finding World War II a fascinating subject for discourse.

DeWitt Copp has performed an interesting piece of research and writing, with a lengthy exploration of the development of the Army Air Corps in the days before World War II opened.

His concentration is on such names as Billy Mitchell, Benny Foulois, Oscar Westover, Hap Arnold, Ira Eaker, Tooey Spaatz, and Frank Andrews.

One of the most fascinating chapters is "The Bomber Advocates," which opens with the following: "The B-17's genesis lay in the undeveloped application of long range bombardment instituted by the major combatants in the World War."

And the ideas about bombard-

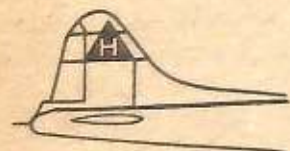
ment were pushed during the 30's at the Air Corps Tactical School at Maxwell Field. Under the direction of Maj. Harold George, new ideas about bombardment "were advanced with considerable care," because they were regarded as heresy by the War Department General Staff.

The conclusions reached at Maxwell were basically "If you could build a large enough plane, heavily enough armed so that, in concert with others like it, you could fly to a given target and with an accurate bombsight destroy the target below and return home safely, you could destroy your enemy's capability to wage war."

The slow development of the B-17 will fascinate many 306th readers. Much of it was linked with the Navy's impression of its mission, and the reluctance of the War Department and official Washington to fund such a venture.

Copp carries the story of the B-17 through its various tests, and the

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Combat Crews

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the first 306th officer and second in the Eighth, to complete a tour.

Also, from the very beginning other combat officers and enlisted men arrived singly and in small groups, but not with any crew. This influx continued throughout the war.

The biggest day for new crews may have been 1 Dec. 1943 when eight crews checked in, including among first pilots: Richard Somerville and Ross McCollum, 367th; Robert Ehrler and Thomas Symons, 368th; Alvin Schuering, Sidney Wolfe and Rudolph Horst, 369th, and Harold Richard, 423rd.

COMBAT CREW ARRIVALS

	1942	1943	1944	1945
Jan.		3	6	8
Feb.		2	10	25
Mar.		7	4	8
Apr.		24	42	19
May		7	16	
June		6	20	
July		7	11	
Aug.		10	16	
Sept.	34	2	22	
Oct.	1	12	11	
Nov.	2	13	4	
Dec.	3	11	23	
Totals	40	104	185	60

Army Air Corps

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long over water flights that brought great attention to the nation and the fledgling air corps. Also figuring in are a number of young men who became leaders of the World War II era and beyond.

Of course, the B-17 is placed along side the B-18 (which the 306th began training in at Wendover, Utah), and they did not compare favorably:

"The B-18 was simply the latest example of a system that had gone for second best because it was less expensive and it was possible to rationalize use by fitting it into the accepted War Department strategic mold..."

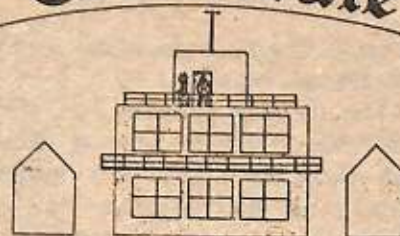
But like so many things, the pressure of world events began to change the shape of the military in the United States, and slowly the new era moved in. Hap Arnold took over in Washington following the death of Westover, and with the support of George Marshall as chief of staff of the Army, many of the old, entrenched bureaucrats who had fought the Air Corps so long passed on.

For those who remember the 30's and those who find the history of the U.S. Air Force fascinating, this is another link in the long chain of materials that are becoming available.

Perhaps out of the wealth of Copp's material there is a nagging question that he leaves unanswered, at least to this reviewer: How did Spaatz rise to his position among the welter of qualified possibilities, or is there another, or many more, stories yet to be told about this whole saga?

WHILE YOU WORK WE SWEAT

Certificate



YOU BRING THE WRECK HOME

WE WILL SWEAT YOU DOWN

Greetings:

This is to certify that SWEATING CADET

has read the necessary TECHNICAL ORDERS and has passed the flight test, enabling him to assume the duties and enjoy the privileges of Sweating Squadrons (H). He has agreed to sweat down operational aircraft, keep proper logs and files and to under proper reports. He is to criticize landings and to talk just as if he knew what he was talking about.

ACCEPTED, *D. H. Coleman*
DOUGLAS R. COLEMAN
1st Lt., Air Corps,
Commanding
1st Sweating Squadron (H)

George L. Robinson
GEORGE L. ROBINSON
Colonel, Air Corps,
President
Sweating Cadet Examining Board.

First Sweating Squadron Gave Emotional Outlet

Invariably, when it is time for the Fortresses of this base to return from a mission, a certain group of officers gathers at the top of the flight control tower, scanning the sky in every direction for the first sight of the returning ships. Known as the "First Sweating Squadron (H)," these high ranking staff officers are deeply concerned with the outcome of the day's operations.

Ground crews have always "sweated out" the return of the planes — waited impatiently and anxiously for their return — but it is believed that this base is the first to honor its "groundhogs" with such an organization. Baby of the air crews, the idea was first proposed by Lt. Col. Robert C. Williams, Operations Officer. The "First Sweating Squadron (H)" came into being on Nov. 22, 1943, promulgated by "Disorder No. 66-6, dated 22 November, 1943, pursuant to authority contained in a bad dream of the Commanding Officer," Col. George L. Robinson.

With great ceremony the first induction of officers into the honorary organization was made on Dec. 3, 1943. Lt. Col. Douglas H. Coleman, Station Ground Executive, was made C.O. of the outfit; and Lt. Col. Stanley S. Furst, Maj. Charles G. Duy, Maj. Claude S. Hostetter, Maj. John T. Stanko and others were among the charter members of the group.

"Technical Order No. 123-4-G-S.O.B." sets up the general duties of the squadron and also the qualifications required of prospective members. The principal duty of the squadron is to aid in "sweating out" the planes when due home from a mission. Additional duties include:

- Criticize landings and take-offs, submitting written reports on same.
- Put out the pails of "prop wash" at the ends of the runways.
- Sell official programs just before the mission ("The onlooker can't know the players without a program")
- Observe take-offs four hours a month or "sweat out" eight landings a month.

Failure of "squadron" members to comply with the above duties results in strict disciplinary action by the "Squadron Commander". For example, he may be fined his gum ration for a whole week. Benefits of membership include authorization to possess a fur-lined bath tub, type B.O.-2. Further, the quartermaster has been requisitioned for materials to erect a "synthetic imaginary glass panel" for protection from the wind on top the tower.

On this station, by means of this "organization," the interdependence of ground and air crews has been given better recognition than is sometimes the case. The air crews express their appreciation of the ground crews' good work by means of the "Squadron," and the ground men derive more compensation for their long hours of monotony, by the same means.

Two Tours for a Hardy Few

Special Order No. 149, issued by the First Bombardment Division, 28 May 1944, is an interesting order, one listing 12 combat men out of the 306th who would return to the United States for rest and recuperation, and then come back to Thurleigh to fly more combat.

Three officers, two pilots and a navigator, from the 367th headed the orders: 1st Lt. Henry E. Hanson, 1st Lt. Edward W. Magee and 1st Lt. Paul V. Osburn.

367th enlisted men were: T/Sgt. Arthur S. Cruft, and S/Sgts. Clarence H. Gillespie, Gene W. Holland, Durwood F. Offord, Charles G. Smith and Charles Walters.

From the 368th: S/Sgt. David Burger; 369th: S/Sgt. Harry Yanka, and 423rd, Pfc. Jack D. Subal.

Having completed 30 missions before leaving, all came back to fly another 20 before calling it quits. On his second tour Osborn became squadron navigator of the 367th.

Another two-tour man was the late Col. Earl Kesling. Kesling arrived in the Spring of 1944 as a captain in the 369th squadron and was later 367th Squadron commander before moving into Group headquarters. Upon completion of his first tour, he just stayed with the group and continued flying until he reached 50 missions.

New Names, New Addresses

Babin, Allen, 6644 Orleans Av., New Orleans, LA 70124 369
Edinger, Charles A., 6350 NW 37th Terr., Miami Springs, FL 33166 368
Figone, Albert, 1571 Alta Glen Dr., San Jose, CA 95125 423
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Ludlam, Charles W., 17 Baylis Pl., Syosset, NY 11791
Russell, Richard W., 3167 Mayfield Av., San Bernardino, CA 92405 367
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Sutton, Russell, 44 Hollister St., Coxsack, NY 12051 369