

367th, 368th, 369th, 423rd Squadrons, and service organizations
Thurleigh, Bedfordshire, England – September 1942-April 1945

306TH BOMBARDMENT GROUP ASSOCIATION

Secretary-Treasurer
William W. Collins, Jr.
2973 Westchester Drive
Poland, Ohio 44664

MARCH 15, 1978

DEAR RUSS:

I DO NOT KNOW WHETHER YOU HAVE A COPY OF THIS BOOKLET IN YOUR FILE....SO I'AM SENDING YOU THIS COPY...MIGHT BE OF SOME INTEREST.

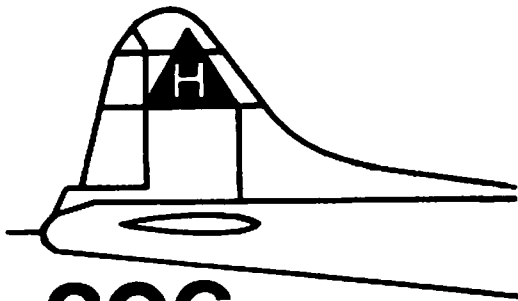
THIS WAS ISSUED TO ME WHEN I ARRIVED THURLEIGH IN 1944 AND I RAN ACROSS IT IN SOME OF MY COLLECTION OF PAPERS.

I ENJOY YOUR 306 ECHOES AND YOU MIGHT WANT TO INCLUDE PARTS OF THE HANDBOOK IN FUTURE ISSUES.

HAD A NOTE FROM BILL COLLINS LAST WEEK....I SENT HIM SOME PICTURES FROM THE ST. LOUIS REUNION.

REGARDS,

DOUG SCHRACK
1412 POWELL ST.
NORRISTOWN, PA.
19401



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Thurleigh, Bedfordshire, England – September 1942-April 1945

306TH BOMBARDMENT GROUP ASSOCIATION

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MARCH 3, 1978

DEAR RUSS:

YOU HAVE PROBABLY ALREADY RECEIVED REPLY ON YOUR FINE PICTURES
OF 306 TH AIRCRAFT BUT JUST IN CASE.....

THE DINGLEBERRY KIDS.....#42-97505....M/sgt SIGYR GUSTAFSON
COMPLETED 100 MISSIONS OR MORE. 423RD SQ.

AM ENCLOSING A PICTURE OF ANOTHER B-17.....

SOLID SENDER....#43-37616....M/SGT JOSEPH TERRANA
COMPLETED 100 MISSIONS OR MORE.....423RD. SQ.

HOPE THESE MIGHT BE OF SOME HELP.

KEEP UP THE GOOD JOB ON 306TH ECHOES.

REGARDS,

DOUG SCHRACK
1412 POWELL ST.
NORRISTOWN, PA. 19401

COMBAT CREW

CAPTAINS'

HANDBOOK

AAF. STATION

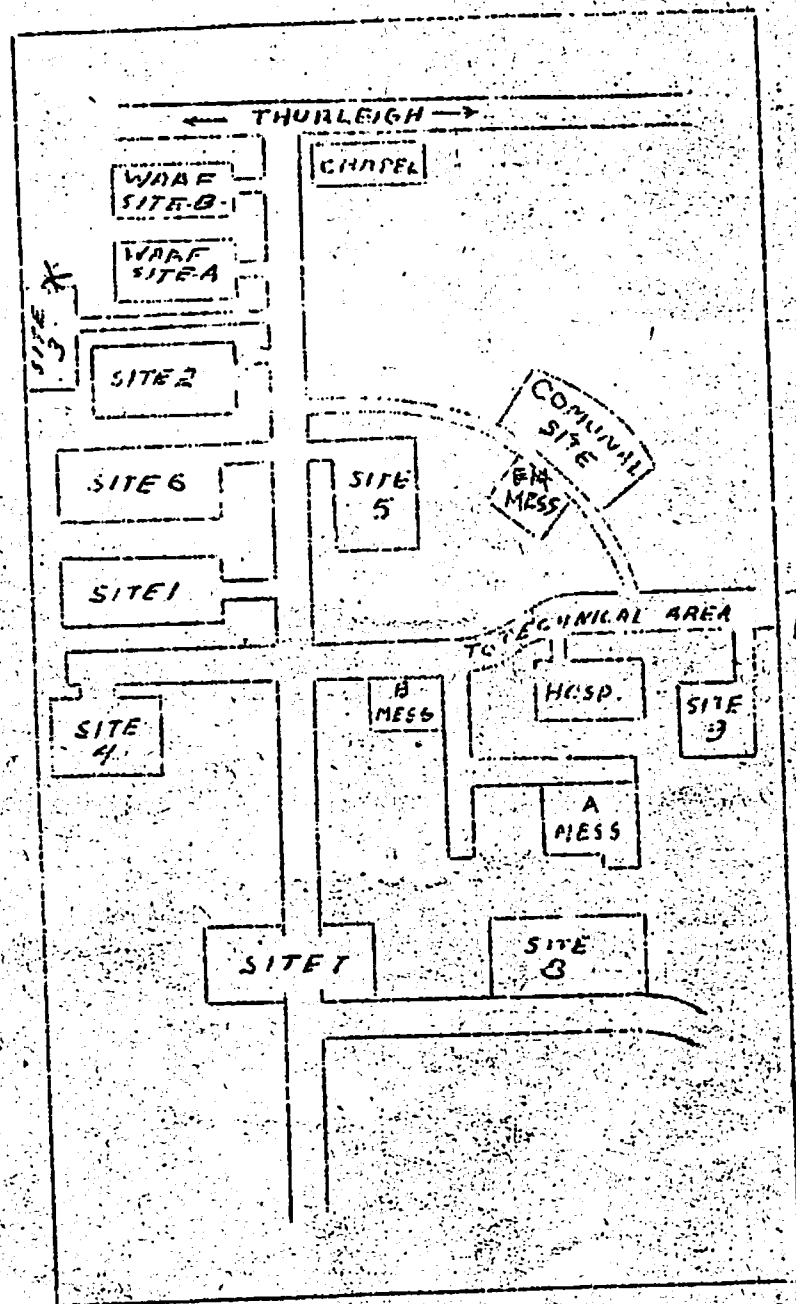
NO. III

Name - SPR No.
423rd Bomb. Squad (H)
306th Bomb. Group (H)
A.P.O. 5557 9th Air Force
Winnipeg, Manitoba

Prisoner

Manitoba - A.C.

44



1. Welcome to the 306th Group. You're coming into the oldest and proudest combat Group in this theater. As a combat crew Captain you are about to assume a role of vital responsibility.

Enlisted Men's Mess Schedule

Breakfast-----	0630 to 0800 hours
Dinner-----	1200 to 1330 hours
Supper-----	1700 to 1830 hours

We have two Officers' Messes

"A" Mess for Officers of the rank of Captain or above.
 "B" Mess for Lieutenants and Flight Officers.

Sure there's a PX, and a Theatre, and a Red Cross Aero Club all conveniently grouped around the Enlisted Men's Mess.

Get your PX ration cards from your Squadron Orderly Room.

There are Liberty Run Trucks to Bedford:

For Enlisted Men--Leaving the intersection of the two main drags at 1800 hours and returning at 2300 hours.

Officers' Bus to Bedford leaves from "A" and "B" mess at 1815 hours and returns from the Granada Theatre in Bedford at 2215 and 2300 hours.

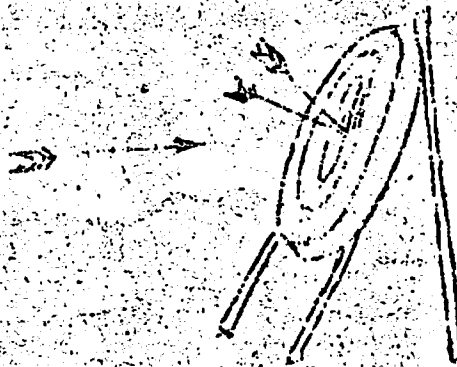
2. Our principles. (a) Treat an officer like a gentleman and he will act like a gentleman.
 (b) Treat your enlisted combat crew members

and your ground personnel like American men and they will fight and work like American men.

(c) A fair amount of Military courtesy and discipline is required to maintain the organization and fighting efficiency of a combat unit. You will be required to practice this military courtesy both top side and down.

(d) We like to keep all of our people as happy as the circumstances allow. You won't find a great many petty restrictions and written regulations. When you are asked to co-operate on something it is more pleasant for everyone concerned if you do just that. Our "screw-ups" are rare enough that we can deal with them by individual cases. In the interest of not restricting the freedom of innocent people by blanket restrictions, individual offenses of a deliberate character are not lightly dealt with.

(e) We are all on the same team fighting the same war for the same reasons. We work together and right or wrong we all stay on the same side.



3. Our Aims:

(a) To destroy the target with a minimum of losses. This means making every bomb count.

(b) To look after the best interests of every member of the organization.

(c) To continually strive to better our organization, to perfect our tactics and training, and to improve our striking power.

4. Your responsibilities:

(a) General: It is doubtful that if ever in the history of civilization individuals of our age and background have carried responsibilities so heavy as that of a combat crew Captain. You are the representative of one of the proudest Governments in the world and as such you are its most important means of carrying this war to the heart of the enemy and preventing the devastation of our own homeland. You are charged directly with the lives of nine (9) individuals besides your own (It takes some twenty (20) years to grow a man--an airplane can be built in a few months). You are charged with the operation of almost one-half million dollars worth of invaluable Government equipment. Your airplane is one of the most highly technical and infinitely complicated instruments of warfare ever conceived by man. Whether it operates effectively or whether you needlessly sacrifice the lives of your crew and the efforts of our workmen on the home front depends entirely upon your technical ability, your flying skill, your good judgment, and your attention to minute details.

(b) Your Crew: You must be a mother, brother and father confessor to your crew. It is up to you to see that each member of your crew is properly fed, clothed, trained, given the proper amount of relaxation and kept thoroughly fit for combat. It is also up to you to see that each individual combat crew member keeps his combat equipment in the very best condition possible, his guns clean, and reports on time to the proper place.

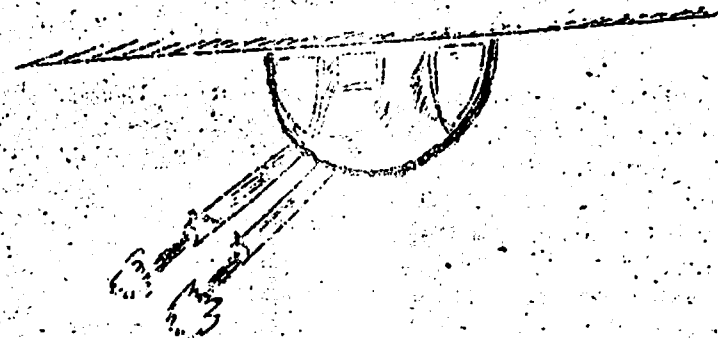
(1) Your Co-Pilot: Your Co-Pilot is a potential combat crew captain and flight commander. If he isn't we don't want him. Train him as such. Make him understudy you in everything you do. Put as much responsibility on him as he can carry efficiently. His graduation to the pilot's seat will come very rapidly if he has the proper stuff.

(2) Your Navigator is more important in this theater of war than he was during the training program. He is your brains and he also mans one of the most important guns in the airplane. See that he can Navigate by pilotage, dead reckoning, radio aids and by celestial objects both by day and by night and in all conditions of visibility. Make him feel that his job is highly important. Good Navigators are hard to find. If you have a good one he will get a promotion shortly.

(3) Your Bombardier must learn a new technique of AFBG bombing. He must man a very important gun position. At times he must navigate. He must learn to accurately determine the wind direction and velocity. His job is highly technical and the instruments he uses are among the most complicated in existence. It is a good idea to make him your airplane Armament Officer.

(4) Your top turret gunner is no longer someone that transfers gas for you and calls off the air speed when you land. He is probably the single most important individual in the defense of your airplane. If your airplane is damaged he will help more than any other individual to get you home. He is also the engineer on the ground who keeps you continually informed of the status of all equipment in your airplane.

(5) Your radio Operator has a highly important job to perform. He can bring you home when other methods of navigation fail. He can call for help when you need it. He is in a central position in the airplane and can move about more readily than any other combat crew member when it becomes necessary to take care of wounded or to make emergency repairs on equipment. Some day the effective fire from his guns will keep the enemy from dropping a bomb in your radio hatch. He is also responsible for the maintenance and operation of every item of radio equipment in your airplane.



(6) Your ball turret gunner occupies a cold, uncomfortable and dangerous position. Yet, you will find that he generally fires more ammunition in combat than any other gun position. He must be a good gunner and he must have a fighting heart. It is also well to charge him with the responsibility of seeing that all emergency equipment is properly installed and in good operation. This means oxygen properly serviced, walk around and bail out bottles in the proper place, life rafts, emergency radio in position and properly serviced, first aid kits, fire extinguishers and spare oxygen masks all in place when they are needed.

(7) Your Waist Gunners: One (1) of them will be your assistant engineer and the other will probably be your assistant radio operator. See that they perform these functions in addition to manning their guns.

(8) Your Tail Gunner is, in addition to covering an important area in your defense, the eyes in the back of your head. He tells you how the formation behind you is disposed. He tells you when to take evasive action when flak bursts start closing in. He tells you when people are in trouble and he generally sees more than any other combat crew member. Tell him all you know about flying, about formations, about tactics so that in

addition to being a gunner he will be a tactical advisor. It is a good idea to make him your airplane armament chief.

(b) We know that all of your crew members were not properly trained to do all the things that we have found it necessary for them to do. We know your gunners aren't artists, that your navigators and bombardiers need more training. We know that your radio operators are probably bewildered at the complexity of the communications procedure in this theatre. We have all sorts of training devices and we run classes continually. It is up to you to tell your operations officer of the type of training each individual needs and then to see that he goes to the classes and benefits by them when there is a schedule. That's a little enough to ask when it will probably save your life.

(c) Your airplane will probably need a lot of going over before it is ready for combat. There are a lot of tricks about the operation of equipment in the extreme cold of high altitude which your crew chief and your flight commander will tell you. This will get your superchargers to functioning properly, your heater, guns and turrets to working when you need them, your bomb doors to open and close, and to keep your crew members from coming down with frozen hands and toes. Listen to them because they know what they are talking about. But in addition to having all of your equipment functioning properly at high altitude there are a great many other things that you must do. Unless you take an interest in the cleanliness and state of maintenance of your airplane your ground crew will become lax and one day you will have equipment failure in a most embarrassing situation. Your AFCE must be working properly, your radio compass must be calibrated. Your compasses must be swung and properly installed. Your airspeed indicators must be calibrated and your free air thermometers must be calibrated. All of these things require work and worry and nobody's going to do it for you. But if you don't do it, your bombs are going to miss the target and as a result we will all find our-

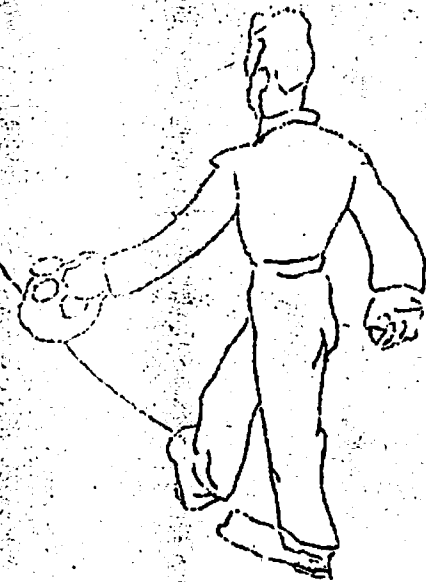
selves going back time and again to targets which should have been obliterated the first time across.

(d) In addition to your other responsibilities you have a great responsibility to your fellow crew members, to the people who fly in the formation with you. Our tactics are sound, they were evolved by the cruel trial and error method. Our mistakes were paid for with the lives of many of our best friends, but we have evolved a system of attacking our targets with very little loss. The tactical plan is based on having a certain number of planes in a certain position in a big formation. It is the system of all around defense and no enemy airplane can approach our formation from any direction without having at least 35 .50 calibre machine guns staring him right in the face and within effective range. This means that when you take off to fill a position in a formation it is assumed that you are going to defend your assigned sector all the way to and from the target. If, for any reason, you do not maintain your position in the formation you are exposing the rest of the formation to an avenue of easy attack and you are reducing the fire power of the formation by approximately 10%. We don't want you to take a bad airplane into enemy territory, but we do want you to keep your airplane in good shape and not to abort unless you have serious trouble.

5. Conclusion: All this sounds like a big order and it is a big order, but if you will look around and investigate the functioning of the old combat crew members who have survived the experimental stage when losses were naturally heavy you will see that the broad principles laid down in this pamphlet are those which were evolved over a period of time as the only ones which are effective in this theater. Your flight commander, your operations officer and the air executive are all available to help you with any problem you might have. The door to the Group Commander's Office is always open. We will see that the facilities are made available to you in order that you may accomplish everything that is necessary. In return we

expect you to put in a working day of ten (10) or twelve (12) hours when you work. You will be given enough time off to get ample relaxation. We have a good many parties and a lot of fun but at Réveille the next morning everybody gets up, goes to work and works hard until the work is done. Good luck to you and we are expecting a lot of help from you.

GOOD LUCK FELLOWS,
AND GIVE 'EM HELL!



4 March 1986

Dr. Douglas T. Schrack
1412 Powell Street
Norristown, PA 19401

Dear Doug:

If you have your 201 file, and can find a copy of Special Order 221, 21 August 1944, please make a copy of it and send it along to me.

Additionally, I would like copies of any other orders you have that were issued by Station 111 at Thurleigh, or by the 423rd Squadron while you were a member.

I have decided that I've got to get to work directly if I am to bring my collection of 306th orders into good shape. I have the '44 orders on microfilm, but they are difficult to use and almost impossible to copy.

Hope to see you in Dayton.

Sincerely yours,

Russell A. Strong



AP Photo

GRIEVING FATHER — Raymond Barnard leaves the funeral yesterday in Hallstead, Pa., for his son, Staff Sgt. Larry R. Barnard, 29, who was killed during the U.S. invasion of Panama. Barnard belonged to the 82nd Airborne Division and had served in the U.S. invasion of Grenada. With his father at the United Methodist Church is family friend Trudi Zurn.

OBITUARIES

Mary I. Muscatello

Mary I. (Varrese) Muscatello, a homemaker, died yesterday at her home on Lemon Street in Ambler. She was 78.

Born in south Ambler, Mrs. Muscatello was a member of St. Joseph Roman Catholic Church in the borough and the Lodge Ruggerio Bronchi 543 Club.

She was the widow of Peter Muscatello.

Surviving are two daughters, Judith A. Passerini of Gwynedd and Eileen M. Lapore of Ambler; a

son, Bernard F. of Ambler; 11 grandchildren; two great-grandchildren; two sisters, Catherine DeSando and Angela Taverno, and a brother, Nicholas Varrese, all of Ambler.

A Mass of Christian Burial will be celebrated at 11 a.m. tomorrow in St. Joseph Church, Main and Poplar streets. Burial will be in St. Anthony's church yard.

Friends may call from 9 to 10:30 a.m. tomorrow at the Anton B. Urban Funeral Home, 1111 Bethlehem Pike, Ambler.

Emma A. Davis

Emma A. (Anderson) Davis, a homemaker, died Wednesday at Montgomery Hospital after a brief illness. She was 84.

Mrs. Davis, who lived in King of Prussia for the past four months, was formerly of Hackensack, N.J.

Born in Jersey City, N.J., she was a member of St. Mark's Lutheran Church, Hackensack.

She was the widow of Frank O. Davis.

Surviving are a son, Donald A. of Richmond, Va.; two daughters, Margaret of Bergenfield, N.J., and Arlene Osborne, with whom she lived; eight grandchildren; a great-grandchild; and a sister, Constance Anderson of Irvington, N.J.

The funeral will be tomorrow in Hackensack. Burial will be in George Washington Memorial Park, Paramus, N.J.

Arrangements are by the Courtney Funeral Home, Bridgeport.

Emma M. Kramer

Emma M. (Miller) Kramer, a retired school teacher, died yesterday at the Pottstown Memorial Medical Center. She was 94.

Mrs. Kramer, who lived in Boyertown, was a teacher in the Norristown area for many years.

She was a member of All Saints Episcopal Church in Norristown and the National Retired Teachers Association.

Mrs. Kramer also served as a foster grandmother at the Martin Luther School in Norristown, and at Boyertown Elementary School.

Born in Philadelphia, she attended West Chester Normal School.

She was the widow of Charles A. Kramer.

Surviving are a daughter, Luise Burger, with whom she lived; five grandchildren; six great-grandchildren; and a brother, Thomas Miller of Quakertown.

A son, Charles A. Kramer Jr. of Norristown, died in 1988.

A graveside service will be held at 10 a.m. Tuesday at Riverside Cemetery, 200 S. Montgomery Ave., West Norriton Township.

Arrangements are by Szpindor Funeral Home, Trooper.

Frederick J. Bailey

Frederick J. Bailey, a retired quality control specialist, died yesterday in Sacred Heart Hospital. He was 77.

Mr. Bailey, of Muhlenburg Drive in Blue Bell, worked for the General Electric Co. He was a member of St. John's Lutheran Church in Center Square and the Norristown Coast Guard Auxiliary.

Born in Hoboken, N.J., he was a

Douglas T. Schrack

Douglas T. Schrack, an optometrist, died Wednesday at his home in Norristown after a long illness. He was 69.

Dr. Schrack lived on Powell Street and was a member of the Norristown Lions Club. A U.S. Army veteran of World War II, he served as a B-17 pilot.

Born in Norristown, Dr. Schrack graduated in 1937 from the Valley Forge Military Academy and in 1941 from the Pennsylvania College of Optometry in Philadelphia.

Surviving are his wife, Margaret (Hogan); three sons, Todd of Bethlehem, Douglas of East Norriton Township and David of Norristown; a sister, Elizabeth Town of Hillsboro, Ore.; and three grandchildren.

The funeral and burial will be private.

Arrangements are by the Bailey Funeral Chapel Ltd., Norristown.

Funeral Notices

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27 Dec 89

February 9, 1990

To Whom It May Concern:

I wanted to let you know that my father, Douglas T. Schrack passed away December 27, 1989. My father was an Eighth Air Force First Lt. # 0-824254 pilot 423rd Bombardment Squadron, 306th Bombardment Group (H), Stationed at Thurleigh Air Base, Bedford, England from the dates September 1944 to February 1945.

I have enclosed a copy of the obituary in hopes that you might include mentioning my father in your newsletter.

Please accept my application to the Eighth Air Force Historical Society so that I might receive the Eighth Air Force News and more importantly the 306th Echoes.

Douglas J. Schrack

P.S. His plane was the "Solid Sender".

Enclosed is a check for \$10.00 for membership and a \$25.00 donation.

Russ
NOTE THE 8TH AF
MEMBERSHIP.
Dale

Douglas J. Schrack
3805 Patricia Circle
Norristown, PA 19401

