

GEN. RUSH DECORATES

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to Brigadier General Rush to receive the coveted Silver Star Medal.

The Distinguished Flying Cross was bestowed on other officers and enlisted men in the Group with Major Kenneth Bushnell, C. O. of the 721st, leading the way for eleven recipients.

The Bronze Star, that elusive award for ground personnel, came through for nine more men. Captain James S. Whytall, 722nd Squadron S-2, was the only officer receiving the decoration. The remaining eight were earned by enlisted men.

Following are the decorations awarded at the presentation:

Silver Star

- Colonel E. R. Jacoby
- T-Sgt. Timothy A. Wilkerson
- D. F. C.

- Major Kenneth Bushnell
- Capt. James J. Ryan
- Capt. Warren F. Maust
- Capt. Rush L. Young
- 1st Lt. Neal S. Andrews
- " " Howard J. Egan
- " " Martin Feingold
- " " William M. Franks
- " " Martin D. Fredrikson
- " " Earl Johnston
- " " Fnoch S. Cody
- " " Thomas O. Feasel
- " " Harold B. Hall
- " " George F. Martus
- " " John J. Noll
- " " Walter Stepanek
- " " William H. Mc Teer
- " " Murray G. Stowe
- 2nd Lt. Stanley B. Purwinis
- T-Sgt. Harry W. Ashworth
- S-Sgt. Norman J. Arnold

Bronze Star

- Capt. James S. Whytall, Jr.
- M-Sgt. Carl O. Bebee
- M-Sgt. William M. Board
- M-Sgt. Herbert B. Chester
- M-Sgt. Stanley J. Gerdes
- M-Sgt. John L. Hohman
- M-Sgt. John E. Robertson
- Sgt. Roger G. Carpenter

CUTIE COLONNA

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interpretations of "Frankie and Johnny" and other bawdy ballads.

Also featured was a skilled magician, a strong-man act, a pretty Italian *cantatrice*, an acrobatic dancer, and finally, Signorina Colonna, a solidly-built creature who outstripped the entire show.

Veteran burlesque fans who witnessed her act declared that Signorina Colonna would not rate in high-class ecstasiastic circles and that she could not be described accurately as a strip-teaser, in the accepted Margie Hart-Ann Corio tradition, because she dispensed with all the "tease" preliminaries. Without any of the tantalizing suggestiveness characteristic of the strip art, she simply stepped out on the stage in a black lace robe, wiggled in it a bit, and then she was out of it.

But despite the fact that technique was lacking, the mere presence of an attractive female nude (not conventionally but completely *sol*) was the climax to a highly entertaining evening for the 723rd Squadron.

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However, Group Headquarters has made arrangements to send several ground men periodically to the Capri Rest Camp. This should serve to assuage war weary nerves.

WHO'S WHO

Lt. Robert D. Goodoak, 723rd bombardier, often has difficulty keeping track with the passage of time and events. At the age of 24, he has already seen more than 6 years of military service in 3 separate branches, toured half the world as a soldier-adventurer, and has an established, successful position in civilian life.

Son of a retired Lt. Col. in the Regular Army, Lt. Goodoak was under contract with the United States Navy as a ship designer prior to enlisting in the Coast Artillery in 1938. Specializing in air conditioning, he owns a set of patents now used by the Navy for the air conditioning off all types of naval vessels, particularly destroyers, cruisers and aircraft carriers.

Discharged from the Coast Artillery in August 1940, he enlisted in

the Navy, received an appointment to the Naval Flying School and became a Pilot, flying F4Fs. Then for 14 months he went on detached service from the Navy to be stationed in India with the American-Chinese Aircraft Corp. His job was to fly supplies into beleaguered China by DC-3 and 4 vi. Singapore, through the Malay States and Burma, and he also made flights to Australia. All of his missions were unescorted, and he frequently ran into Jap fighters.

Shipped back to the States after Pearl Harbor, Lt. Goodoak resigned from the Navy and enlisted in the Air Corps in April 1943, took Cadet training as a bombardier, and joined the 450th last November. To him, missions over Fortress Europe are just another series of experiences, less exciting and dangerous than those he has already undergone.

Softball Season Begins April 2

The Group Softball League is scheduled to open play on Monday, April 2. Twenty four teams have already put in their entries and more are expected before the closing date on March 31. Each team will be required to furnish one umpire.

Last year's league, one of the finest in the Wing, was won by the 720th Squadron. This year the 720th faces the loss of three star players but under the fine coaching of Capt. Ernest Quillin, the Squadron expects to be battling for top honors when the curtain rings down the end of the season. The

721st Ordnance, runner-up, has its original team and promises plenty of trouble for the other organizations. Group Radar and Group Gunnery are new entries whose qualities are unknown.

The 331st Signal Corps who got off to a fine start last year, only to sag at the end of the closely contested race, has bolstered its team and expects to be up there fighting it out for a top berth. The 723rd Armament team, composed of veteran players, also shows plenty of promise, as does the fine Group HQ team.

ON THE LINE

The dexterity and efficiency of our engine-change crews have been proven time and time again. The shortness of the elapsed time between the removal of the cowling and the completion of ground slow timing has repeatedly put our aircraft in commission in time for the next mission. There is one important procedure during engine change that is worth while discussing, and that is the cleaning of oil system and accessories in the event that the engine removed had metal particles at the oil screen and in the sumps.

In all cases of internal engine failures, cleaning and flushing of the oil system should be accomplished as follows:

a. The complete oil system should be thoroughly flushed and cleaned with kerosene or other similar solvent.

b. Oil lines should be disconnected by removing all hose connections. All hose and lines should then be inspected for any trapped debris and thoroughly cleaned before being reinstalled on the airplane. Hose connections showing any indication of deterioration should be replaced.

c. Due to the baffling in the oil tanks, a thorough inspection of the tank for dirt, sludge, and metal particles is absolutely necessary. Where it is not feasible to remove the oil tank, the tank sump should be removed and every effort should be made to clean the tank of all foreign matter.

d. The turbo supercharger oil cuno filter should be drained and the oil inspected. If particles are found, investigate further to determine if particles have made their way into the supercharge lubricating system. In the event that metal particles have passed the cuno, the supercharger should be changed.

e. Oil assemblies should be cleaned at each normal engine change. If the engine is being changed because of an internal failure that released metal particles into the oil system, the oil cooler MUST BE REBUILT if it is to be used for future engine operation. According to regulations the oil cooler assembly will be removed from the airplane and tagged with AAF Form No. 50 marked "METAL - REBUILT" and turned in to the Service Squadron.

The foregoing procedure will not only insure a successful engine change, but will insure the life of of the newly installed engine. Long engine time is a good sign of not only proper engine operation and maintenance, but superior engine installation.

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on Jan. 12, 1942 and was commissioned at Ellington Field, Tex., on Sept. 6, 1942. He attended Colorado College for three years and received his degree at Denver University Law School in 1940. He was also a member of the Sigma Chi, Alpha Kappa Si and Phi Alpha Delta fraternities.

Capt. Young succeeds Major Kenneth R. Stevens who completed his tour of duty and left for the States.

