

**FIFTEENTH
AIR FORCE**



We must not forget . . .

OUR LIFE MEMBERS... WE SALUTE YOU!

General James H. Doolittle
 General James P. Mullins
 General Leon W. Johnson
 General Paul K. Carlton
 General Charles C. McDonald
 General John A. Shaud
 General Russell E. Dougherty
 Lt Gen William K. Martin
 Lt Gen William F. Pitts
 Lt Gen Bryan M. Shotts
 Lt Gen John J. Murphy
 Lt Gen James E. Light
 Lt Gen James V. Edmundson
 Lt Gen Richard A. Burpee
 Lt Gen Ellie G. Shuler Jr
 Lt Gen Robert D. Beckel
 Lt Gen Arlen D. Jameson
Lt Gen John E. Jackson
 Maj Gen John A. Brashear
 Maj Gen Harold E. Humfeld
 Maj Gen Stanley C. Beck
 Maj Gen Robert E. Dempsey
 Maj Gen Lewis E. Lyle
 Maj Gen Francis W. Nye
 Maj Gen Patrick J. Halloran
 Maj Gen William G. MacLaren
 Maj Gen William B. Maxson
 Maj Gen John D. Moore
 Maj Gen Frank W. Elliott
 Maj Gen Ted W. Sorensen
 Maj Gen Edward M. Nichols
 Maj Gen Alan V. Rogers
 Maj Gen Leo C. Lewis
 Maj Gen Thomas G. Darling
 Maj Gen John S. Fairfield
 Brig Gen Murray A. Bywater
 Brig Gen William M. Constantine
 Brig Gen Regis F.A. Urschler
 Brig Gen Robert R. Scott
 Brig Gen Roger W. Smith
 Brig Gen Harold A. Strack
 Brig Gen Robert A. Duffy
 Brig Gen F.J. Zaniewski
Brig Gen William R. Brooksher
 Lt Col William D. Agnew Jr.
 James C. Althoff
 Capt John Newton Anderson
 CWO4 Nick Richard Angelo
 Earl E. Arends
 Maj Ed Armbruster
 SSgt Robert H. Armstrong
 Col Edison F. Arnold
 1Lt Richard T. Asbury
 Col Donald L. Ashley
 Leslie M. Avery
 Scott M. Aylesworth
 Richard E. Bagg
 Maj Ernie Baker
 Joseph E. Baker
CM Sgt Leonard T. Baldwin
 Lt Col Frank L. Ball
 Raymond R. Barbe
 1Lt V. James Barison
 Harry Lee Barker
 Robert E. Barnd
 SSgt Alexander Baronoski
 TSgt Edward H. Barry
 Donald A. Barta
 SMSgt James A. Barton
 A. Joseph Bastin
 TSgt James E. Bates
James F. Bates
 Lt Col Frank R. Beadle
 Lt Col Harley E. Beard
1Lt Leonard M. Beckman
 Lt Col Harold F. Beery
 Matthew G. Beland
 Harry A. Bell
 Col Vincent A. Bell
 Col Paul E. Bell
 Floyd D. Bender
 CM Sgt Ronald D. Bengel
CM Sgt Daniel L. Benstrom
 John C. Berlin
 Lt Col Raymond W. Berry
 MSgt Emery J. Bertrand
 Lt Col Vernon M. Bettencourt
 Lt Col Anthony P. Bevacqua
 M. W. Biggers
 Capt Stanley R. Billick
 Lt Col Ralph F. Bischoff
 TSgt Robert V. Black
 William Blau
 Mark Blitstein
 Alexander Boggio
 Duane L. Bohnstedt
 1Lt Edwin M. Booth
 Lt Col Thomas J. Borgstrom
 Lt Robert E. Borrman
 Lt Col I.W. Boswell
 Capt Jon L. Box
 MSgt J. R. Breed
 Pinky Brier
 John Briggs
 Lt Col Charles L. Brown
 Lt Col Barton C. Brown
 Blair P. Browne
 1Lt Robert H. Buesing
 Harry H. Bumgardner
 Sherrill Burba
 Harley L. Burgess
 Col Wilson E. Burrill
 SMSgt Dick Bursell
TSgt Duane D. Bush

Maj Kelton G. Bush
 Capt Bernard R. Button
 Albert D. Byrne
Thomas R. Cable
 Maj Paul V. Callis
 MSgt Gene A. Canciglia
 Lt Col Thomas J. Cantwell
1Lt Philip J. Capobianco
 Col Carmen F. Capone
 Maj George W. Carney
 Capt Richard D. Carter
 Joseph M. Casadeval
 Lt Col Ralph M. Chadwick
 Costa Chalas
 Alcide "Jim" Champagne
 Maj Charles M. Chandler
 Lt Col Francis H. Chapman
 1Lt Charles B. Christy
 MSgt Walter B. Clayton
 Anthony E. Clifford
 Lt Col Neil J. Coady
 Capt Robert H. Cockreham
 Lt Col John E. Collier
 CM Sgt George S. Colona
 1Lt Joseph J. Conlon
 Col Robert L. Cooch
 SSgt Louis E. Cook
 Capt Harold L. Cooke
 Col John K. Coolidge
 Lenworth Cottrell
 O.J. Cowart
 William R. Cowin
 Lt Col Roger C. Craig
 Howard D. Criswell
 George W. Crockford
 Col James L. Crossey
 Lt Col John H. Culley
 Lt Robert M. Cunha
 TSgt R.D. Currier
 Mel Cuslidge
 Robert F. Cutler
 William C. Dale
 Kenneth D. Daly
 Maj R.W. Danielson
 Alton T. Danisch
 Col B.H. Davidson
 Col Barrie S. Davis
 Edward S. Davis
 Fred H. Davis
 Lt Col Wendell H. Davis
 Capt Frank S. Day
 CM Sgt Irvin S. DeGross
 Socrates Delianedis
 Lt Col Mary Ann Delsman
 Roy P. Denney
 Lt Col John J. Devlin
 MSgt John Devney
 William J. Dickinson
 Lt Col Leonard F. Dixon
 Capt Benjamin W. Doddridge
 Col John F. Donahue
 Col John P. Doolittle
 Lt Col Donald G. Douglas
 1Lt Chester J. Droog
 TSgt William W. Dukes
 Douglas C. Dunsizer
 Lt Col Michael H. Eastham
 MSgt Richard A. Edgington
1Lt Peter S. Edwards
 Capt Costney R. Egan
 Frank H. English
 1Lt Eugene J. Engstrom
SSgt Archie E. Erwin
 Robert P. Esarey
 MSgt John E. Esswein
Col Richard E. Evans
 Merle James Farley
 Lawrence W. Farmer
 Capt Harry D. Feltenstein
 Lt Col Randall W. Fentress
 Lt Col John E. Fernler
 Capt Dante P. Ferrara
MSgt Robert D. Fillingame
 1Lt Nathan U. Firestone
 Col Edward B. Fitch
 Alfred M. Fite
 MSgt Thomas W. Forbes
 Boyce Forbes
 Lt Col Glenn L. Fornes
 1Lt James W. Fortenberry
 Col Robert H. Fowler
 Dino Franceschini
 Lt Col C.E. Ben Franklin
 Lt Col Henry B. Franklin
 Capt Robert Freeman
 Capt William K. Freeman
 Lt Col David J. Freeman
 Donald C. Froehlich
 Norv Gage
 Charline B. Gajdos
 Col William F. Gavitt Jr
 TSgt John A. Gearhart
 Joseph W. Geary
 Lt Col Ernest K. Gentit
 TSgt George Geraci
 Charles H. Gibson
 Clyde W. Gilbert
 Wilbert M. Gilroy
 Col Rex G. Goddard
 Dr Paul T. Golden
 TSgt Thomas A. Goode
 Col Bruce S. Goodhue
 1Lt Dean A. Goranson
 SSgt Jim Gordon

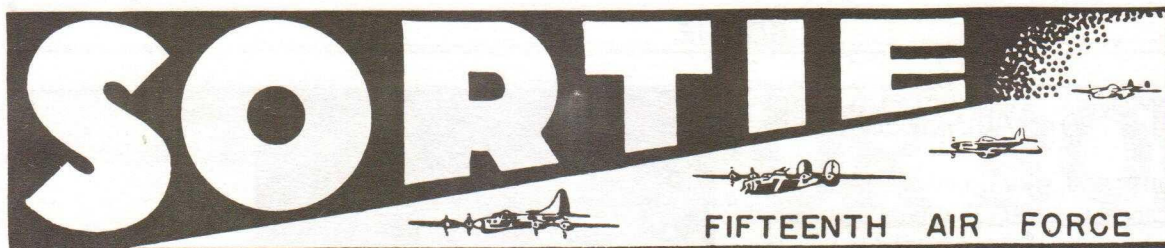
Joseph J. Gossen
 Col Marvin J. Gottschall
 Maj James D. Gould
 TSgt Richard V. Greco
 Lt Col Howard E. Green
Lt Col Howard W. Green
 Raymond P. Greene
 Col M.L. Griffith
 Lt Col William P. Griffith
 Col Wayne G. Grooms
 Cleo S. Grossman
 Lt Col Kenneth W. Gruber
 Lt Col Irving L. Guss
 Lt Col Katherine S. Hack
 CM Sgt Russel A. Hadley
 Capt George H. Haltom
 Capt Stanley E. Halverson
 Col Robert L. Hamilton
 Capt Dale E. Hamilton
 Truxton D. Hamlin
 Raymond R. Hamman
 Col Ephram M. Hampton
 1Lt Robert V. Hanson
 TSgt Donald R. Harmon
 Col Tommy G. Harrison
 Ollie R. Harrison
 Capt Thomas F. Hart
 TSgt Chauncey E. Hart
 Col Horace E. Hatch
 Albert C. Hawck
 Donald Hayden
 TSgt Jack F. Haymaker
 MSgt James H. Hearon
 Joseph M. Hebert
 Alfred H. Hecker
 Hugh K. Hedger
 Col Theodore R. Heil
 Lt Col Theodore J. Heller
 1Lt Elmo J. Henske
 Milford A. Hess
 William A. Hess
 Lt Col Robert L. Hesslink
 Col William T. Hewlett
 Sedgwick D. "Red" Hill
 1Lt Frank L. Hoch
 Col Edwin S. Hodges
 MSgt Harry Hoermann
 1Lt George F. Hoffman
 Col I. Louis Hoffman
 CM Sgt Richard H. Holley
 Roy C. Hon
 Bob Hope
 MSgt Donald W. Horine
 Maj Humphrey B. Hosmer
 John S. Howell
SSgt Harold J. Hughes
 Lt Col William F. Huggins
 Robert F. Humrick
 Dorothy G. Hunter
 Arthur Hurley
1Lt Edward A. Hurley
Richard N. Hyle
 Earl C. Isaacson
 Col Lawrence J. Israel
 Charles D. Jackson
Lt Col Zebulon V. Jackson
 Col William P. Jacobs
 Robert D. Jacobsen
 Lt Col Alfred M. Janssen
 Col Russell H. Jenkins
 Clarence Jenks
 Lt Col Nils B. Jensen
 1Lt Donald J. Johannes
 Sherwood D. Johnson
 Lt Col George A. Johnson
 Capt Keith L. Johnston
 Capt George R. Johnston
 Darrell L. Jones
 Col John P. Jones
 Melvin R. Jones
 Clyde W. Jontz
 Lt Col Paul F. Jorgensen
Lindsay V. Jorris
 Donald S. Judisch
 Jack Kammer
 1Lt Norman T. Kanel
 Robert M. Karstensen
 Lt Col Donald P. Kay
 William G. Kearney
 Charles H. Keaten
 Col Franklin E. Keller
 Lt Col Robert B. Kelley
 Lt Col J.W. Kellogg
 Col Robert E. Kimmel
 Col W. Keith Kincaid
 Benjamin F. King
 MSgt Bobby N. King
 Col Alexander J. Kisselburgh
 Roy A. Kite
 1Lt John H. Klette
 Capt Sheldon L. Kling
 Andrew G. Klopchin
 1Lt William F. Knechel
 Robert D. Knowles
 MSgt Chester E. Konkolewski
 Maj Henry J. Kreiensieck
 Lt Col Warren E. Kuhlber
 MSgt David L. Kuklok
 Col Frank Kurtz
 Lt Col William O. Kurtz
 Norbert Kustka
 Col Orville J. Kvamme
 Lt Col George W. Lamoreaux
 Lt Col Lamar R. Landry
 James T. Lang
 J. Irvin Lang

Maj Lawrence Langlois
 Col William R. Large
 Mary K. F. Larsen
 Clifford F. Larsson
 Francis J. Lashinsky
 Lt Col Zane P. Laurini
 Norma B. Lavender
 Lt Col Daniel C. Leach Jr.
 Edward J. Leahy
 John B. Lee
 Stephen S. Lee
 Maj Robert E. Lehnherr
 1Lt Howard W. Leshner
 1Lt Jack A. Levin
 Robert H. Lewis
 Col William E. Lewis
 CM Sgt Paul J. Libbey
 Lt Col Vaun N. Liniger
 Raymond W. Lohnes
 1Lt. Donald D. Long
Alvin P. Lowenkrong
 Maj Edward J. Ludwig
 Lt Col Vic Lumovich
 Lt Col Charles I. Lynch
 Lt Col Ped G. Magnus
 Louis J. Mancano
 Lt Col Theodore J. Mandro
 MSgt William J. Mansfield
 Col Joseph G. Manyo
 Joseph J. Marallo
 Maj Lowell K. Marcus
 Daniel H. Marchi
 1Lt Alvin H. Marjamaa
 Bud Markel
 Herman Marks
 Dr Raymond C. Maronpot
 Dr. Donald Martens
 Col Richard J. Mattice
John A. Mazza
 Dr. Valentino D.B. Mazzia
 Charles J. McArthur
 Col Charles J. McCarthy
 Joe B. McCaskill
 Arvin McCauley
 Paul McCollum
 James A. McConnell
 Lt Col William J. McCormick
 1Lt Robert McFall
 Capt Margaret A. McGregor
 Col Kenneth G. McGrew
 Robert N. McLean
 Victor K. Meeker
 Donald L. Menck
 TSgt Charles E. Meyer
 Lt Col Chester J. Milczarek
 Charles E. Miller
 SST Clarence P. Miller
 Lt Col Clark R. Miller
 Capt Glenn E. Miller
 Capt Joel Evans Miller
 Col Lloyd G. Miller
 Peter P. Miller
 Samuel R. Miller
 Col William E. Mills
 Gregor W. Milne
 Alfeo E. Minato
 1Lt Chester W. Mitchell
 Col William E. Mohr
 Lt Col Clifton K. Momberg
 George W. Moore
 Frank Morgese
 Arthur N. Morin
 1Lt Robert K. Morrell
 Lt Col Roger Monroe
 1Lt John R. Monroe
 Capt H. Rebecca Monroe
 Howard F. Montgomery
 Lt Col Luther D. Moore
 Maj Thomas L. Moore
 Maj Ira K. Moore
 Col Marvin N. Morss
 Lt Col Thomas R. Moss
John D. Mullins
 Lt Col James M. Murphy
 Dr Robert T. Myers
 Lt Col Edward E. Myllmaki
 Col John C. Nagle
 Arnold P. Nagelhout
 Leroy W. Neal
 1Lt Vernon M. Neff
 Lt Col Alvin S. Neighbours
 MSgt Gus F. Nelson
 Maj Tom M. Newbold
 Wayne Newton
 CM Sgt Robert Nicoletti
 Prentiss Noble
 1Lt Donald A. Novak
 Reiner Nowak
 Robert Nugent
 John M. Nusskern
 Lt Col Frank C. O'Bannon
 Lt Col James R. O'Brien
 Maj Kenneth B. O'Connell
 Clarence R. O'Donnell
 MSgt Clark O'Hagan
 SSgt John J. O'Hara
 Lt Col Thomas P. O'Reilly
 Lt Col George R. Olds
 MSgt Gerald W. Oliver
 Col Arthur S. Olson
 Maurice S. Olson
 Maj Stephen Ondeck
 LeRoy E. Ordling
 Lt Col David B. Osborne
 Kathleen E. Oyler
 Maj Homer H. Ozenghar

SSgt Harry T. Page
 George T. Panichas
 Charles Pappas
 Rev Eugene E. Parker
Col Merton L. Parks
William A. Parsons
 Lt Col Harry J. Pascoe
 M.C. Patrick
 Col John V. Patterson
 Capt Neal D. Payton
 TSgt Ernest J. Pellington
 MSgt James S. Peters
 Allen F. Peterson
 MSgt Donald H. Phillips
 TSgt Archie Piirainen
 Dennis R. Pixler
 Col Martin E. Plocher
Howard A. Pollman
 Walter A. Porteous
 Lt Col Claude L. Porter
 Judge Donald E. Powers
 Harold V. Powers
 Capt William T. Pridmore
 Ralph W. Raines
 William R. Rains
 Nick Rajkovich
 Lt Col James R. Ramsay
 George W. Rands
 Col Carl E. Rankin
 Col Arthur L. Rawlings
 MSgt Chester L. Ray Sr
 Robert E. Ream
 Robert H. Redfield
 Curtis W. Reese
 MSgt Eugene J. Remmell
 Capt Gordon E. Reno
 Capt Samuel J. Resnick
 Harry Reuss
 Capt Harley W. Rhodehamel
 CWO4 Howard C. Richards
 Herman Rinna
 Lt Col John P. Roberts
 TSgt Sidney Rotz
 1Lt Irving Rubin
 Jack L. Ruehlman
 Richard F. Rushmore Jr.
 Robert B. Russell
 Lt Col James Roy Ryan
 Glen L. Sandberg
 Capt William W. Sanders
 Octavio Santiago
 FO Anthony Santomango
 Maj Donald W. Saunders
 Col Vincent T. Scarano
 Walter K. Schaffner
 Col John S. Schifferer
 D.E. Schippers
 Lt Col Horst R. Schoene
 Jack C. Schoonover
 Capt Robert W. Schuetz
 Dr Harold F. Schuknecht
 Col Philip L. Schultz
 Lt Col Gerald K. Schuman
 Nicholas G. Schwalier
Gerald H. Seacat
 SSgt Robert S. Seidel
 Maj Holger A. Selling
 CM Sgt William R. Setchell
 SSgt George A. Setser
 TSgt Warren E. Shaffer
 Courtney D. Shanken
 Irving Shapiro
 Maj Milburne C. Sharpe
 Maj Paul J. Siler
 Lt Col John Simeroth
 Col Jerry L. Sinclair
 Col William D. Sinclair
 Capt Revis G. Sirmom
 Lt Col Bryant L. Smick
 John M. Smidi
 TSgt Dan O. Smith
 Garel E. Smith
 Col Robert G. Smith
 SSgt Stephen Smith Jr
 Ted Smith
 Norman W. Smith
 Lt Col Donald L. Snyder
 Lt Col Fred A. Sommer
 SSgt Alex J. Sonkoly
 Maj Warren Sotomome
 Lt Col John C. Speight
 Maj Reed Sprinkel
 TSgt Norman M. Steinhauer
 John P. Stephen
 Lt Col John E. Stevens
Ralph S. Stevenson
 William R. Stevenson
 Col Albert G. Stewart
 Clifton J. Stewart
 Bert E. Stigberg
 Thomas H. Story
 Clifford W. Stone
 Lt Col Fred Stowell
 Capt John E. Strang
 Raymond Strautman
 Lt Col Ross D. Strode
 Kenneth E. Strong
 Capt Millard E. Stroppe
 Capt Donald Strutz
 Lt Col Lawrence Stumpf
Maj Adrian Swain
 Col Arthur B. Swan
 Col John R. Sweeney
 Al Sykes

NOTE: New life members are bold printed.

Continued on Page 19



VOL. VIII No. 1

P.O. Box 6325, March Air Force Base, California 92518

1993 REUNION CANCELED

1993 REUNION

We have regretfully canceled our 1993 reunion, which was to be held here at March Air Force Base. There are a number of reasons for our decision to cancel, but the bottom line is that a series of circumstances has diminished our plans to a point where we could no longer be confident that the reunion would be a quality affair—one that we felt comfortable recommending to you—and one worthy of your money, time, and travel from distant points.

From the beginning, our plans for a March Air Force Base reunion centered around a 50th anniversary celebration of the 15th Air Force which would be jointly staged and hosted by the active duty command. Recent force reduction plans have created doubts about the future of March as an active duty base and have presented us with the strong possibility that 15th Air Force Headquarters will be relocated to Travis Air Force Base near San Francisco. The future of our 15th Air Force Band (always an important and integral part of our reunions) is also in doubt.

While dates and even final decisions are still to be determined, much of our reunion program was dependent on the band and headquarters staff participation, and we became increasingly uncomfortable with the instability and uncertainty.

A number of our most faithful reunion attenders wrote us indicating that they would not be attending in 1993, expressing concerns for their safety due to the well publicized riots, earthquakes, crime, etc. Also impacting potential attendance, a major bomb group which had planned to hold a concurrent reunion, relocated to another city when their local hotel was sold for use by our university.

Compounding the problems, our Visitors and Conventions Center changed management; prices were raised significantly, making a Riverside reunion as expensive as one held in a major convention city.

We lost a major element of our celebration program when a well known celebrity canceled due to advancing age and health problems.

Please know that we canceled in what we believe to be your best interests. We are in the process of considering future reunion sites and dates and will advise when we have tentative plans for your consideration.

15th MEMORIAL

We are proceeding with our plans to dedicate a 15th Air Force Memorial at the new museum site. We have completed our final design and believe that you will find it an appropriate and impressive monument to forever honor and recognize your distinctive achievements and sacrifices.

The final design incorporates a granite wall which will extend 180 feet and reach heights of 10 feet in selected areas. Centered on this wall will be a large bronze plaque with the 15th Air Force insignia and appropriate words honoring and memorializing those who served with us in defense of our country.

We are also planning to recognize the distinguished history of the 15th Air Force and hope to depict each of our aircraft and missiles on the wall by a laser embossing process. Other portions of the memorial wall are reserved for 15th Air Force Group and Squadron memorial plaques.

We plan to maintain a Memorial Book at the site, which will list each donor and provide a space for you to memorialize a friend, relative, or Group.

As explained in our last *Sortie*, a bronze bust of General Doolittle will be placed on a pedestal in the memorial plaza in front of the wall. Space is available in the plaza to similarly recognize other distinguished 15th Air Force veterans. These are long term plans which may finally bring our 15th Air Force Hall of Fame to fruition.

We have designed the memorial in stages so we can complete each section of the plaza and wall as your support permits. We are very grateful for each of you who have donated to the Memorial, but we are critically short of funds to even complete the first stage of the Memorial. In fact, several local businessmen and civic leaders who never served in the 15th Air Force have provided the majority of funds and support to date.

We are proceeding on the assumption that you want to provide a lasting memorial to your friends, comrades, and crew members who served at your side. Over these many years we have written to hundreds of widows expressing our condolences and promising that we would not forget our comrades. We will do all that is possible to keep this commitment, **BUT WE NEED YOU. PLEASE HELP US.**

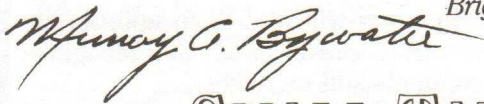
PRESIDENT'S MESSAGE

As Ben has explained on page 3, your Board of Directors has reluctantly voted to cancel the 1993 Reunion. I am sure I speak for the Board when I say we all regret having to take the action, although it is for the best. We will now look forward to conducting a future reunion and in a more centrally located city.

We are enthusiastic, however, with plans to hold a 50th anniversary celebration of the 15th Air Force. It is tentatively planned to be held at March Air Force Base on October 30-31, 1993 in connection with an Open House featuring the Thunderbirds. We hope to have high level military and civilian officials in attendance to honor the 15th Air Force.

We believe that it will be a special occasion and we invite those who can conveniently join us to do so. We have some accommodations reserved, so please let us know if you can be with us. We again thank you for your support.

MURRAY A. BYWATER
Brig Gen, USAF, Retired
President



SMALL TALK

MEMORIAL: As explained on page 3, our plans for the Memorial include dedicating a portion of the Memorial Wall for 15th Air Force Group and Squadron memorial plaques. We have tentatively arranged with a local monument company to cast a standardized bronze memorial plaque 18"x20" to fit a wall space measuring 24"x24". The price of \$1500 includes a bronze flat-relief casting with your Group or Squadron insignia, your memorializing words, and dates of service. The price also includes installation of your plaque on the wall.

We have reserved a limited number of spaces on the wall for future use. These spaces are for Groups who prefer to defer the casting and placement until arrangements can be made for a dedication ceremony at some future date. A Memorial space may be reserved for future use for \$500, which is applied to the total \$1500 cost; in the interim, the Group or Squadron name is laser embossed on the Memorial Wall in the reserved space.

Another portion of the Memorial Wall has been dedicated for memorial plaques which will forever honor the memory of individual 15th Air Force veterans. These bronze plaques are the same dimensions as those described for the Groups and Squadrons and are available on the same terms. Total cost is \$1500, with a \$500 space reservation fee which will be applied to the total cost.



In Memory of the Brave American Airmen.

Courtesy: Charline Gajdos.

MEMORIAL BENCH: We are disappointed that we still do not have the funds necessary to place a Memorial Bench at the Air Force Museum at Wright-Patterson Air Force Base, Dayton, Ohio. Most Air Forces and many Groups have remembered and honored their veterans with impressive monuments at the museum site. We hope we will be able to do the same at some future date, but for now we should at least show we remember by placing a Memorial Bench. The 455th Bomb Group made a generous contribution for this purpose, but we need others to respond to this need. Please help us.

OVERSEAS MEMORIALS: Our secretary (Charline Gajdos) and her husband Jerry visited Czechoslovakia recently and took the unusual photo above in the small town of Sedlcany. Unusual, because the citizens of this small town marked the crash site of one of the bombers with the marble monument shown in the photo. They also placed one of the props as part of a memorial in the town cemetery. Those who witnessed the crash said that the surviving crew members were shot by the Germans. We have received similar reports from many of the countries where we operated in WW II. Note the memorials mentioned on page 17 in Austria and France. Also note that none of these who have memorialized and honored our friends and comrades ever served with them or knew them. How can we, who served at their side, do less? Please help us. All contributions are tax deductible; checks should be made payable to the 15th AF Memorial Fund and mailed to P.O. Box 6325, March AFB, CA 92518. We will send you a receipt.

Ben



Sortie is published on behalf of members of the 15th Air Force Association, Box 6325, March AFB, CA 92518, a nonprofit organization dedicated to the preservation of the heritage, legacy, and tradition of the 15th Air Force. Contributions are tax deductible.

PRESIDENT.....Murray A. Bywater
Brig Gen, USAF, Ret.
EXECUTIVE DIRECTOR, EDITORC.E. Ben Franklin
Lt Col, USAF, Ret.
WRITER/PGOTOGRAPHERWayne Corbett
Col, USAF

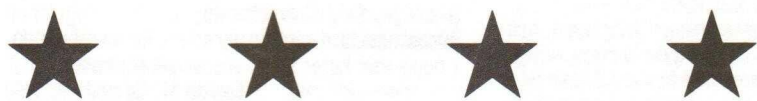
TAPS

In memory of our beloved comrades who now rest in honored glory

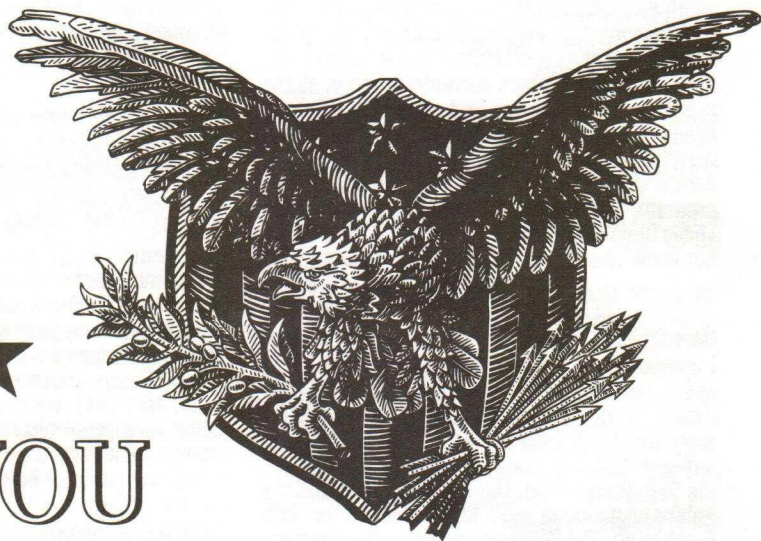
Oren Dudley Bragdon 459 BG	Ed Markarian 97 BG
Samuel Bryan Jr. 461 BG	Ross P. McKinney 459 BG
Donald G. Charland 461 BG	Irving G. Nilson 98 BG
William N. Flanagan 450 BG	Lionel L. Olyer 450 BG
Meryll M. Frost 451 BG	George V. Parker 99 BG
Henry Baker Hewett 484 BG	James E. Pierce 376 BG
Herman C. Hoffman 450 BG	Clement E. Pless 459 BG
Robert E. Hoffman 1 FG	Harold Wayne Strutt 2 BG
Joseph H. Koss 464 BG	Buddy Summers 450 BG
Dean C. Kuhn 99 BG	Robert S. Sypolt 450 BG
Alva Lett Jr. 450 BG	May Ilene Wehrer

OUR HONOR ROLL

485th Bomb Group



WE SALUTE YOU



FOR OUTSTANDING PERFORMANCE OF DUTY in armed conflict with the enemy. Notified to prepare maximum aircraft for a vitally important mission against the Vienna Florisdorf Oil Refinery in Austria, the ground crews, fully realizing the strategic importance of this mission, worked with enthusiasm and grim determination throughout the day and night prior to the mission to have their aircraft at the peak of mechanical perfection to insure the success of the operation. A successful completion of this attack would further cripple the output of enemy oil, sorely needed by the Axis war machine at this critical period.

On 26 June 1944, 36 B-24 type aircraft, heavily loaded with maximum tonnage of incendiary bombs, were airborne and set course for their destination. Enroute to the target, severe and adverse weather conditions were encountered which threatened to preclude a successful completion of this mission. However, displaying outstanding skill and determination, the crews maintained a perfect formation and successfully brought their ships through to the target area.

Approaching the objective, their formation was aggressively and persistently attacked by approximately 40 enemy fighters, in a desperate attempt to divert and destroy the bomber formation. Displaying conspicuous courage and airmanship, the

gallant crews battled through the enemy onslaughts, with the gunners throwing a curtain of fire against the attacking fighters. Despite the increased and continued heavy air attacks, together with intense, accurate, and heavy barrages of anti-aircraft fire, the gallant crews continued through the enemy defenses for a highly successful bombing run, inflicting grave damage to vital enemy installations and supplies.

Throughout the vicious aerial battle, to, over, and from the target, during which the enemy utilized rockets, cannon, and heavy machine gun fire in an effort to stop the bombers, the courageous gunners accounted for eight enemy fighters destroyed and three damaged. Through the outstanding skill and determination of the combat crews, the losses of the Group were held to a minimum of one aircraft lost and one missing.

By the conspicuous courage, airmanship, and grim determination of the combat crews, together with the superior technical skill and devotion to duty of the ground personnel, the 485th Bombardment Group has upheld the highest traditions of the Military Service, thereby reflecting great credit upon themselves and the Armed Forces of the United States of America.

By Command of Major General Twining



MAIL CALL ★ MAIL CALL ★ MAIL CALL

Dear Ben:

Each issue of *Sortie* includes a number of letters devoted to locating "lost" crew members, friends, etc. I recently became aware of a program that might be useful to others in their endeavors. Called *Phonedisc*, it is installed in the computer at our local public library and lists the names, addresses, and telephone numbers currently found in all the telephone directories published in the U.S. One needs merely to type in the name of the missing person and the computer immediately lists all such names in the directories. By use of this computer program, I have located several people for whom I have been searching. Just thought others might not know about this. Hope it helps others.

Paul S. Kuhns Jr. (464 BG)
Salem, OR

Dear Ben:

I appreciate your kind remarks in the last *Sortie* about our book, "History of the 455th Bomb Group." I have received two letters concerning the story about a stranger in our formation. The book indicates that the stranger reported he was from the 55th Bomb Wing. Our bomber crews and the fighter pilot did not seem to know about the 55th Bomb Wing. The Germans restored a few of our aircraft that landed in their occupied lands and flew them. The one in the story was a B-24 without markings which joined our formation before reaching the initial point (IP). Their trick was to radio the flak batteries about our flight information, such as our altitude, airspeed, and headings so that they would get a better aim at us. Erling Kindem of our 742nd Squadron was the radio operator on the B-24 that the stranger flew formation on, thus he heard the complete conversation. The tail gunner of Erling's plane, Robert Frank, also reported the same incident. We know there was a 55th Wing of B-24s in Italy but our aircraft flying combat were seldom if ever assigned to Wing Headquarters but rather to the Groups.

To make amends to all those who served in the 55th Wing, I did some research at the Bolling Air Force Historical Library. This is a summary of my findings: The 55th Wing has a rather long history. It was constituted as a training wing for medium bombers on 17 March 1943 . . . It was redesignated the 55th Bombardment Wing (Heavy) in Dec. It moved to Italy during Feb and March of 1944 where combat elements were assigned. . . the Wing was stationed at Spinazzola and moved to Bari in July 1945. Brig Gen George R. Acheson was the commander during this time. The Wing had four fine Groups assigned: 460th, 464th, 465th, and the 485th. The 460th received the DUC for leading the wing formation through adverse weather and heavy enemy fire to attack an airfield and aircraft facilities in Zwolfaxing on 26 July 1944. The 464th received two DUCs; one for leading the Wing in compact formation through heavy opposition to bomb marshalling yards and an oil refinery at Vienna on 8 July 1944, the other was for a mission on 24 August 1944 for scoring hits on the oil refinery at Pardubice and the nearby railroad tracks. The 465th received two DUCs for bombing marshalling yards and the oil refinery at Vienna on 8 July 1944, and a steel plant at Friedrichshafen on 3 August 1944. The Group bombed its target despite heavy anti-aircraft fire and fighter attacks. The 485th was likewise outstanding. It received a DUC for combating intense fighter opposi-

tion while attacking an oil refinery at Vienna on 26 June 1944.

Ben, I hope this in some small way makes amends to all those valiant men who served in the various organizations of the 55th Wing. Keep up the good work, we all enjoy reading the *Sortie*.

Alfred Asch (455 BG)
Rockville, MD

Ed's Note: Your editor was asleep at the switch and should have included a comment with the story that there was indeed a 55th Wing and hopes that printing the very nice letter from Al Asch will also make amends for me. Thanks, Al.

Dear Ben:

Please include the following in the memorial book at the 15th Air Force Memorial site:

In memory of my brother Walter H. Schmid, ball turret gunner on a B-24 on Ryder's crew, 454th Bomb Group, who drowned in the Adriatic Sea on 2 April 1945, when they were forced to ditch after their plane blew apart from an explosion within their craft.

Francis X. Schmid (454 BG)
Cotuit, MA

Dear Mr. Franklin:

. . . I am 39 years old and have been a police officer for over 20 years. I am now a sheriff's deputy with La Plata County in Durango, CO. I know that I probably sound crazy but I have literally flipped over WW II Air Force and in particular the B-24. I have become obsessed with finding out more and more about B-24's. . . My dad told me all about the war years when I was a kid, but like most kids, it went in one ear and out the other. It took me a year to find out about my dad. He died 10 years ago and at that point, I lost a great source of information concerning his involvement in WW II. He was a navigator in the 376 BG, 515 BS and was shot down over Ploesti, Rumania on 4/24/44. He and three others got out of the stricken B-24 but the other six died in the crash. He and his buddy were taken prisoner and placed in the "schoolhouse" in Bucharest—the place William Cubbins writes about in his book *War of the Cottonails*. . . I honestly have fallen in love with the B-24. Here's the crazy part: I am trying to identify every B-24 by its nose art. I have a pretty good collection going but I have about 17,900 to go.

Ken Allaire
16 Pinedale Ln, Durango, CO 81301

Ed's Note: Ken's letter is much longer than the excerpt published here, but you get the idea—Ken loves the B-24 and would like to hear from any of you who flew it, worked on it, or just love it like he does. He would particularly like to receive your nose art photo and identifying info.

Dear Sir:

Please forward 15th Air Force Association application—also any info relating to the 97 BG, 340 BS would be appreciated.

Harry J. Chancey (97 BG)
St Clair Shores, MI

Ben:

I have just received a complete listing of the names of our heroes who lie in the Sicily-Rome American Military Cemetery. The listing shows the date of death, serial numbers, medals, and state where

they were living at the time they entered the service. I also have a complete listing of our men in the military cemetery in Florence. I will gladly share this information with anyone who is interested. All they have to do is send me a postcard.

Leslie G. Running (450 BG)
1826 Noemi Dr, Concord, CA 94519

Ed's Note: Thanks, Leslie, for your thoughtfulness. I am not sure how many might respond, so if you include return postage, I am sure that it would be appreciated.

Dear Mr. Franklin:

I enjoyed very much the complimentary issue of *Sortie* you sent in response to my letter but was sorry to read of your recent illness. I also wish to thank you for the invitation to join this distinguished association and enclose my check for membership. I hope this letter finds you in good health.

Gerald H. Seacat (98 BG)
Houston TX

Dear Ben:

I have just received *Sortie*, Vol VII, No. 4. On page 19 there is a story "On the Lighter Side" submitted by John V. Moller. I was in the 348 BS, 99 BG when John was there and I recall the incident he wrote about. My tent survived the storm. Enclosed is stamped, self-addressed envelope. If you have John's address, I would appreciate very much having it.

Robert W. Schuetz (99 BG)
Tulsa, OK

Dear Ben:

Re: memorial—atta way to go! Enclosed check for memorial.

Clarence R. Smith (450 BG)
Phoenix, AZ

Dear Ben:

As a recovering patient of colon cancer, let me plead to all our members to have annual rectal exams, as early detection is the key to recovery. I had surgery in March 1989 for removal of a cancerous tumor. I was lucky that the entire mass was removed. If it had been allowed to spread through neglect, it would surely have been fatal. The symptoms may not be evident until too late, so annual exams are essential. I have enclosed a letter from Rev Schug that you and the members may find interesting. Please accept my gift toward the 15th AF Memorial.

Ernest Conrad (463 BG)
Brooklyn, NY

Ed's Note: Re the annual rectal exam—Amen!! Excerpts from Rev Schug's letter follow:

Dear Ernest:

It was a pleasure to receive your letter concerning our mutual interest in Padre Pio. I envy your chance to attend Mass in San Giovanni Rotondo. The incident that I'm mainly interested in is Padre Pio's appearance in front of a bomber near San Giovanni Rotondo, apparently waving it away from a bombing mission. Possibly there are several variations of the same story, but I think there were several similar incidents. The account has been told many times by GIs, and it has been written up in the history books of Italy, but I have never been able to find the name of any person who can attest to it firsthand. I presume that Air Force records have some reference to what pilots, bombar-

MAIL CALL ★ MAIL CALL ★ MAIL CALL

diars, and ground crew called the "flying Monk" because a report had to be made why a mission was not accomplished, especially if the plane landed with a full bomb load. However, I haven't been able to learn where to inquire for these records.

Rev John A. Schug
Saint Francis Chapel, 254 Bridge St
Springfield, MA 01103

Dear Ben:

In the Mail Call section of the recent *Sortie* was a letter from Walter J. Hansen, Orlando, FL inquiring if there was an association of former personnel of the 456 BG. He was with the 746 BS. I was also with the 746 BS, 456 BG and have enclosed a letter and some pertinent information about the 456 BG Association that I would like forwarded to him. I enclose a stamped envelope.

Daniel F. Gallagher (456 BG)
Eugene, OR

Dear President Bywater:

After sending in my annual dues last week and receiving my membership card, I decided I would like to become a Life Member of the 15th AFA. I enclose a check for \$130 as the balance owed for a Life Membership. Best regards.

Dick Hyle (99 BG)
Clifton, NJ

Gentlemen:

I am trying to locate an Air Force veteran of WW II who is a member of our 483 BG Association but failed to notify us when he moved in 1988, resulting in the loss of a man with a unique history. He is Melvin H. Siquefield, a former member of the 483 BG, 815 BS stationed at Steperone Air Field in the vicinity of Lucere, Italy. We learned that he volunteered for the Air Force and was accepted, trained, and was flying combat missions at the age of 15. Eventually his age was discovered and he was discharged. When he turned 18, his draft board could not believe he had already served with the 483rd. His addresses have always been in California. His last two addresses were Canyon Country, CA and Lancaster, CA.

Guido Venier (483 BG)
13185 Picadilly Drive
Sterling Heights, MI 48312

Dear Ben:

Just a short note to express our sincere hope that your full recovery is proceeding on schedule. During a recent visit to the Collings Foundation's B-24 "All American," I met two ex-15th AF members who weren't aware that there was a 15th AFA. It's amazing the number of people eligible for membership who haven't been found. Can you arrange to have a copy of *Sortie* with an application for membership sent to them: Harry Middleton (455 BG) and Gus Dietrick (459 BG).

Bill Rains (450 BG)
Goldsboro, NC

Ed's Note: We receive several letters like Bill's each month and always are appreciative of our members thoughtfulness in forwarding names and addresses of 15th veterans. Also, we appreciate the assistance of our Groups in spreading the word about the Association. Many of our Groups regularly publish our membership coupon in their newsletters and we are very grateful for their support and help.

Gentlemen:

Have recently been made aware of your organization and would appreciate knowing what it takes to become a member. I was assigned to the 15th

AAF during WW II in the 55th Wing, 485 BG, 830 BS at Venosa, Italy.

Warren E. Gorman (485 BG)
Phoenix, AZ

Dear General Bywater:

I welcome every issue of *Sortie* and read with interest the history of the golden days of air power. I guess it will be a while before *Sortie* gets around to the Vietnam era where I made my mark on the landscape with 210 B-52 sorties. In my present job as an analyst for Rockwell International I was involved in a Congressional inquiry. I had an interesting task of summarizing all bomber/fighter inventories, sorties, and tonnage of air-to-ground weapons expended for WW II, Korea, Vietnam, and the Persian Gulf War. The task was to determine the requirement for future aircraft and weapon tonnage from a historical perspective. The underlying assumption was that the highest single month of bombing activity represented the achievable requirement for each of those conflicts. I went to the archives of the Air University Library and Air Force Historical Research Agency to gather data. In the process, I made a copy of the summary portion (10 pages) of AWPD-42 "Requirements for Air Ascendency," General Hap Arnold's response to President Roosevelt's request for information on what the total weapon system requirements for air ascendency would be for WW II. My copy is a little hard to read in places so I have retyped the first few pages of it in the same format and type style as the original. When time permits, I will retype the rest. I will provide this cleaned up document to the 15th AFA and the *Sortie* if you think it would be useful. I also have summaries of bombing sorties for the maximum effort months in each of those conflicts. I also offer this data if it's wanted.

Roland R. Larson (15 HQ)
Lawndale, CA

Mr. Franklin:

Thanks to the efforts of the 15th AFA, I have been able to help a B-24 radio operator from the 376 BG, 512 BS contact four of his fellow crewmates. Enclosed is a copy of their story, the circumstances that brought them together, the crash that separated them, and the good fortune of the radio operator in being able to find some of his crew members. There are still a couple of crew members missing and unaccounted for; I solicit your help in *Sortie* to find them. I have been a member of the 15th AFA for the past two years and will continue to do what I can to preserve the memory of those who served our country.

Terry L. Ross
1106 Kensington, Flint, MI 48503

Ed's Note: See "Turner's Spare Parts" in this edition's *War Stories*. If you can help, please write Terry at the above address.

Gentlemen:

From Feb 9, 1945 to April 24, 1945, I flew 15 Sorties with the 830 BS, 485 BG out of Venosa, Italy. Please send details of membership and would appreciate you forwarding the *Sortie* to me at the above address. Also, do you know where the 98 BG, 344 BS will hold a reunion?

Clyde E. Corbett (485 BG)
Elon College, NC

Dear General Bywater:

Thank you for your kind letter of appreciation with regard to my decision to become a life member in

the 15th AFA. I have enclosed my second installment towards fulfilling my life membership goal. Please keep sending your very informative newsletter, *Sortie*, to me. I served with the 450 BG (the Cottontails) during WW II and look forward to your articles about the best outfit in the 15th AF.

Donald A. Durant (450 BG)
Sun City Center, FL

Dear Ben:

I would like to recognize the 31st Depot Repair Squadron with my donation to the 15th AF Memorial. I didn't know there would be a place to do this. Thanks a lot.

Albert Clausen (31 DRS)
Moscow, ID

Dear Sir:

Enclosed is my donation for the 15th AF Memorial.

Leo Kiemnee (31 DRS)
Granger, IN

Dear Ben:

Thank you acknowledging my donation for the 15th AF Memorial. Yes, I would like to show my contribution as being in memory of Richard A. Morrell, WW II. He is my brother, since deceased, and was in the Navy at Pearl Harbor on 7 Dec 1941.

Robert K. Morrell (301)
Fairfax, VA

Dear Ben:

Thanks for sending me the last issue of *Sortie*. George Geraci is responsible for informing me of the Association because of the picture in this issue. The record engine change was made on a steel matted hardstand of the 777 BS, 464 BG. I am the first guy on the left.

Ken Richardt (464 BG)
West Chicago, IL

Dear Ben:

Your acknowledgment of my contribution is gratefully received as is your thoughtful plan for a memorial site memorial book. In that regard I request my contribution be in memory of MSgt Fred B. McConnell, F-5 crew chief extraordinaire, 32 PRS, 5 PRG, 15 AF, MTO/ETO of Houston, PA. Ascended aloft July 7, 1992. Sgt Fred and I shared several events of unique nature during our relationship, a couple of which subjected him to intense enemy fire while riding piggyback with me in an F-5 on "special missions" in the fall of 1944. In addition to his family's loss, our Air Force lost one who helped to form its heritage, and our country has lost a real patriot. I realize that I am a far better citizen and person for having served with and associated with Fred.

Jim Ramsay (32 PRS)
Hyde Park, MA

Dear Ben Franklin:

I wish to thank you for placing my crew picture in the last *Sortie*—a handsome group as you stated in your letter. We were all proud to serve in the 99 BG of the 15 AF. If available, please send me 10 copies of the issue for my family, three sons, grandson, son-in-law, etc. For the past 40 years in the VFW I've had a close friend, Joe Scordo, who I learned only recently served in the 15th AF in Italy. Please send him an invitation to join. He lives in East Northport, NY.

Jim Moore (99 BG)
Smithtown, NY

Gentlemen:

Enclosed: my contribution to the 15th AF Memorial.

Louis S. Papp (31 DRS)
Chagrin Falls, OH

OUR SORTIE

4 MARCH 1945 SORTIE

Rum and Coke

Continuing its hurdle of the bans placed upon it by the four major networks, "Rum and Coca Cola" sprinted toward the lead of hit songs during February and by the middle of the month was running in third place. Cole Porter's "Don't Fence Me In" still claimed top billing throughout the country, followed by "Accentuate The Positive" by Johnny Mercer and Harold Arlen. "A Little On The Lonely Side" was in fourth followed by Sammy Cahn and Jule Styne's haunting melody, "There Goes That Song Again."

The Lanterns of Broadway

Despite this being one of the brightest seasons in years, Broadway looks gloomier in the brownout to conserve electricity and fuel than it did during the blackout days. To make up for the ban on marquee bulbs, Paramount, Strand, and other famous theater marquees that have blazed across the Broadway horizon now have strung up lanterns with flickering candle lights.

Happy Birthday

It looked as though the whole city of Vienna had turned out to celebrate his birthday as SSgt Lauren A. Balzer's Liberator arrived over the target. Flak puffs supplied the fireworks for the gunner's 21st birthday party. His gift was a flak fragment that came up through the bomb bay and barely missed him. At 3:15 in the afternoon, the exact time of his birth, he was on his way back from the target in a battered plane that had taken over the lead when the formation leader went down during the bomb run. "And I used to think life begins at 40," remarked Sgt Balzer.

Musical Moods

Liberator engineer SSgt Martin Koenbluh is about ready to give up his practice of listening to the radio while on combat missions. Over the Alps, with the bomb run and flak still ahead, the radio struck up "This Is A Lovely Way To Spend An Evening." Later, at almost exactly the moment of bombs away, another band with plenty of "oomp pa pa" blared out "The Star Spangled Banner." Sergeant Koenbluh wasn't sure if he should have stood, but with the aircraft bouncing in a sky full of flak, he decided that he could be excused this once.

Merry-Go-Round

Shortly after his B-24 had dropped its bombs on the Marshall yards at Vienna, an 88 mm shell from a Nazi anti-aircraft gun spun TSgt Walter W. Lipps, gunner/engineer, like a top and didn't even scratch him. Sgt Lipps was seated in his turret when the huge shell suddenly tore through the flight deck just behind the pilot's seat and hit the edge

of the top turret. Fortunately, the shell did not explode, but continued on into space. The speed of the shell was so great that it ripped away a large part of the fuselage, knocked out all of the plexiglass, and twisted both guns into the shape of giant pretzels. Sergeant Lipps was spun around several times as the whole turret went around like a top. Except for being slightly shaken up, the sergeant was able to carry out his regular duties as engineer on the return trip. "I felt like I was on the world's fastest merry-go-around," said Lipps. "If that shell had exploded, down would have come Lipps, bomber, and all."

13 MAY 1945 SORTIE

Rum and Coke

The popular song hit of the day, "Rum and Coca Cola," has brought out more lawsuits and threats of lawsuits than any other song in memory.

Made To Order

Sergeant Dan Carmichael of an air service group spoke no Italian. The Italian jewelry store proprietor spoke no English. So Carmichael had a tough time explaining that he wanted "Italy 1945" engraved on his heavy gold school ring to send as a souvenir to his wife in Pasadena. Carmichael wanted to know how long the job would take. The proprietor didn't understand until the sergeant wrote his question on a piece of paper. He told Carmichael it would be no trouble at all to return the next day. The following day the sergeant came back. The ring was ready. The old merchant handed it proudly across the counter. Carmichael took one brief look. In beautiful block letters across the face of the ring were the words, "How Long?"

Keep 'em Flying

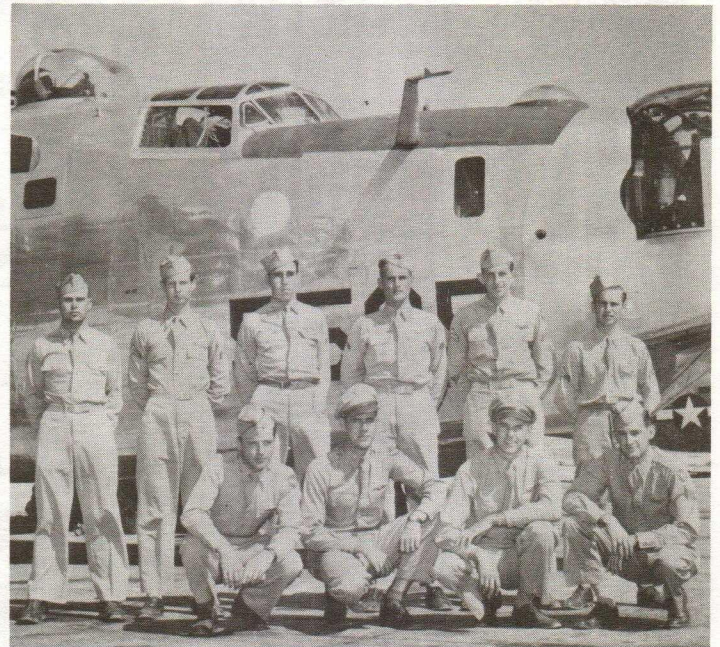
Five 15th Air Force Liberators of the 827th Bomb Squadron of the 484th Bomb Group have averaged more than 100 sorties and more than 1000 hours each. The planes which have this record are: *Knockout*, *War Weary*, *No Name*, *Uninvited*, and *The Second*. MSgt Raymond E. Juhl, squadron line chief, in announcing the figures, stated: "From time to time, we have read of Liberators which passed the 100 mission or 1000 hour mark. If it is unusual for one plane to turn in such a tally, having five planes in the same squadron must establish some sort of record." These planes did not have soft missions. They took what came and have participated in the roughest attacks the 15th has flown including Ploesti, Vienna, Brux, and Blechhammer. All planes have been hit and each carries many patches covering battle wounds. By the way, *No Name* is so called because MSgt Russell P. Wilson is superstitious about naming planes! *Knockout's* rudder was shot off over Vienna, but came back and went on to top the squadron and possibly 15th Air Force in individual achievements. The five Liberator crew chiefs responsible for these proud accomplishments: MSgt R. P. Wilson, SSgt H. A. Masin, MSgt S. M. Rozycki, MSgt J. F. Mallery Jr., and MSgt H. E. Bolton.

OUR CREWS



460 BG, 762 BS Crew.

(Standing from the left): Dick Geilhausen, Ball gunner; Joe Lukasik, Engineer; Bob Knowles, Tail gunner; Charlie Ontiveros, Nose gunner; Kenneth Carlson, Radio; and Joe Hines, Waist gunner. (Kneeling from the left): Andrew Milligan, Navigator; Gregory Bakas, Pilot; and Paul Wyant, Co-pilot. Courtesy: Bob Knowles.



484 BG, 825 BS—The "Bona Venture" Crew.

(Standing, from left): H.D. Winkler, Ball gunner; A.P. Nagelhout, Nose gunner; R. McCormack, Upper gunner; A.O. Shipes, Engineer; S.A. Stern, Radio; and F.F. Miller, Tail gunner. (Kneeling, from left): C. O'Halloran, Navigator; R.T. Helms, Pilot; W. Blackburn, Co-pilot; G.H. Johnson, Bombardier. Courtesy: Arnold Nagelhout.



463 BG, 773 BS Crew. (Standing from the left): Bob Britenback, Co-pilot; Charles Tonning, Pilot; Bob Clemons, Navigator; and I.W. Williams, Engineer. (Kneeling from the left): Louis Bei-koff, Left waist gunner; Leon Wykof, Bombardier; Bob Klug, Tail gunner; and Howard Smith, Ball gunner. (Not pictured): Fred Lowndes, Radio and Cliff Lilig, Right waist gunner.



465 BG, 780 BS Crew. (Standing from the left): Unk, Bombardier; George Kakaska, Navigator; Vincent Kuppersmith, Co-pilot; and Richard Tennant, Pilot. (Kneeling with no order specified): G.H. Morgan, Radio; W.A. Westerfield, Gunner; B.E. Dupratt, Gunner; R. F. Davenport, Gunner; J.A. Kacere, Engineer; and R.E. O'Leary, Gunner. Courtesy: George Kakaska.

SOBRIETY

FIFTEENTH AIR FORCE

VOL. I No. 7 - SUNDAY, 4 FEBRUARY 1945 ■ ■ ■ PRINTED IN ITALY: FREE DISTRIBUTION

Loss Of Oil Hastens End of Nazi Control

By Virgil Pinkley
(United Press Correspondent)

15th AAF. — The expected Russian capture shortly of Breslau, which served as the administrative capital of Germany for the past year following the pulverizing Anglo-American aerial assaults on Berlin, will rob the Reich of one of its few remaining supplies of oil, the lack of which has been seriously hamstringing the operations of the Wehrmacht and the Luftwaffe.

In addition, Breslau is the center of a rich mining and manufacturing district which is probably less damaged by bombings than any other important industrial area in Germany with the exception of a cluster of five synthetic oil refineries around Blechhammer, which the Soviet forces have virtually surrounded.

When the Russians move through Silesia, they will see the work done by the Fifteenth Strategic Air Force the same as they have seen in Rumania and Hungary where a long string of oil plants and depots were destroyed or knocked out for a

Water Rescue Earns Soldier's Medal

15th AAF. — For rescuing a drowning companion while stationed in Bizerte, Master Sergeant Sidney H. Sinclair has been awarded the Soldier's Medal.

His citation reads in part: "... Sergeant Sinclair having observed a soldier struggling in the water and heeding the soldier's cries for help, without hesitation, rushed to the drowning man's aid. Despite the personal danger of the strong undertow he was able to reach the drowning man who immediately lost consciousness. Sergeant Sinclair fought his way through the unusually rough water to shore with the unconscious man in time for the successful application of artificial respiration."

Character Actor Conducts Classes

15th AAF. — Fitted for the job by his experience as assistant casting director and character actor for Paramount Studios, Staff Sergeant Scott G. Groves instructs a cross section of Air Force combat pilots, ground crew technicians, and clerks in Public Speaking.

Gunner Charts Safe-Course

15th AAF. — Having never seen Yugoslavia except on maps, Corporal Cyril G. Levine remembered those maps well enough to help navigate a crippled Liberator to Partisan territory.

On his first four missions, Corporal Levine had never seen flak, but he saw plenty over Vienna on number five. It ruined the bombing equipment of the lead ship, and "Bad Penny", Corporal Levine's ship, took over.

Engines Hit

Just as the bombs went away, "Bad Penny" pulled away from the target into the path of another barrage, which knocked out number three and four engines and punctured the tanks.

Plugging up the leaks with rags, the engineer transferred the remaining fuel to the uninjured tanks as the bombardier took over as the navigator's duties and tried to fix a course "Levine," called the pilot over the interphone, "come up here." Parachute in hand, Corporal Levine made his way through the bomb bays up to the flight deck.

Weather Hampers Aerial Operations Fewer Missions Last Month Than Any' in 15th History

The 15th closed the least active month of its history with two days of operations against Austrian targets on Wednesday, January 31, and Thursday, February 1.

Most important target of the week was the oil refinery at Moosbierbaum, 20 miles west of Vienna, which supplies much of the oil for the Germans opposing the Russians in Hungary.

On Wednesday it shook under the heaviest weight of bombs ever dropped by the 15th on a single target.

January as a whole presented a dismal picture of snow on the ground and thick clouds over Europe which held the Air Force to fewer operational days than in any previous month in its history. An important factor was the advance of Allied ground forces to reduce the area subject to attack from Italy.

A year ago the arc of occupied territory that could be reached extended from the Spanish border through 12 countries to the Aegean Sea. Now the area open to the 15th consists of northern Italy, Austria and Czechoslovakia. Latest target to melt away is Silesia.

The result of the shrinkage of German-held Europe will be to increase the concentration of

(Continued on Page 8)

Russians Take 15th Targets

For the second time, the Russian Army is over-running an area rich in oil targets attacked by the Fifteenth Air Force.

Four of the "Big Five" synthetic oil-plants within range of Italy, are located in upper Silesia, already invaded by Marshal Koniev's troops. The fifth is at Brux, in the Sudetenland.

All four of the Silesian plants have been knocked out for extended periods and repeated

Flight Control May

bridges, freight yards will also be seen. In the past year, the Allied Air Forces devoted a great amount of attention to the battle for oil. For instance, the 15th AAF for many months concentrated half or more of its efforts in pounding and pushing home the attack to eliminate or heavily cut down

Continued on Page 8

Liberator Crew Lauds Russian Hospitality

15th AAF — It was dusk and cold, but Staff Sergeant Richard K. Forkey was sweating as he bailed from a crippled B-24 for the second time in a week. He was still sweating as he broke through the low level overcast, and guns from the ground started firing on his swaying chute. It might have been Germans, or Russians thinking he was a German, but there was no doubt Forkey was descending close to the front lines.

Aerial photographer Forkey left briefing early that morning, prepared for a mission to Blechhammer, Germany, but not for the accurate flak over the target that would send him to Russia.

On the bomb run the first volley of flak cut the oxygen supply in the nose and waist; one engine was knocked out, another badly damaged, and the hydraulic and gas lines were cut.

Worst of all, the instruments, except for the altimeter were out, and the navigator's maps were torn to shreds.

Since the pilot was badly injured in the arm the co-pilot took over, and rapidly dropped the bomber to lower altitude before the crew could pass out from lack of oxygen.

With the manual controls shot out, the co-pilot set the automatic pilot in the direction of the Russian lines in order to

Continued on Page 8

"Give Charlie a hand," commanded the pilot, "and try to remember some of the safe areas on the maps."

Together, the bombardier and the corporal scanned the wounded navigator's maps, plotting a course, while the pilot followed their directions. However the pilot soon announced that the ship was out of gas and ordered his crew to leave the plane.

Bailing out, they landed close together, and before checking their positions, the Partisans arrived and took them to safety.

After seventy-six days, they were back in Italy, Corporal Levine returning to find that he had been promoted to staff sergeant.

Section Heads Meet To Discuss Missions

15th AAF. — To give the section heads latest information about malfunctions and technical changes, and at the same time inform them of the results their Air Force is achieving, an experimental meeting was called in a B-24 group.

So many technical points were cleared up, and the story of the week's strategic bombing so well received by the men, that these meetings are now scheduled to be held regularly each week. As one master sergeant from an armament remarked: "We've been putting bombs in the planes and sending them off for a year now, but I guess this is the first time any of us ever knew just what our work was accomplishing. Now whenever they tell me that one ship got a direct hit on a vital spot of a target, I'm going to figure that my own boys had a big hand in laying that particular one in there."

According to the officer in charge, a single bombing mission may cost a million dollars, involve the lives of dozens of men, and perhaps be capable of doing damage that would shorten the war by weeks. A single ground man who had one drink too many the night before or one hour too little sleep might turn successful into failure.

resumption of fullscale production. They are located at north and south Blechhammer and Oderal, southwest of Oppeln, in German Silesia, and at Oswiechim, west of Cracow, in Polish Silesia.

The campaign, intensified by the 15th AAF after the fall of Ploesti last August, saw 15,000 tons of bombs dropped on the forty targets in the course of 59 heavy bomber attacks. All of the targets were reduced to partial output after the first missions and never completely recovered.

Comparatively new, the plants were built by the Germans in the last two years in the hope of providing a "bomb-proof" source of oil, a hope that was blasted by the basing of the 15th in Italy, within range of upper Silesia.

Highlight of the campaign was four successful "blind-bombing" missions in December, three on successive days. Although virtually no bombardier got a look at the targets, because of clouds and smoke, "Mickey" bombing resulted in all four plants being temporarily knocked out.

15th AAF. — "Taking charge of flight control for the operations section of a B-24 bomber group is no easy job," explains Technical Sergeant Dante A. Berlin.

He compares the operations office to a railroad freight traffic office. Just as the traffic office must know where each of its cars are at all times, the operations office must know where each of its planes are. Any small error could mean the loss of lives or much valuable equipment.

Fighter Group Has Brother Combination

15th AAF. — Two brothers, Staff Sergeant Elliot and First Lieutenant Wendell Lucas, recently met at a Negro Mustang Fighter group after a two-year separation. Wendell was just assigned as a replacement pilot in the same squadron where his elder brother works as an engine specialist.

The Lucas' brothers form the only brother combination within the group and are proud of their distinction.

Late World News

(Released by PWB through United Nations News Service)

EAST FRONT

MARSHAL ZHUKOV'S NORTHERN GROUP drives northwest to by-pass the big tank battle raging east of Frankfurt and Kuestrin, and captures Soldin and Drossen, while his southern drive reaches the Oder west of recently occupied Leszno. German pocket in East Prussia shrinks still further with capture of Schippenbeil, Domnau and Guttisfad. Germans prepare to defend Berlin.

ENLARGING THE SOVIET BULGE in to Germany, Zhukov's forces capture Ratzeber, 55 miles from Baltic; Schwerin and Koenigswalde on way to Frankfurt, while Koniev's troops cross Oder and capture Fraustadt, near Glogau. By-passed Polish Fortress of Torun liberated, while German garrisons at Koenigsberg, Schneidemuehl, Poznan and Budapest are steadily liquidated.

GERMAN LOSSES ON EASTERN FRONT

MOSCOW, February 2 (Reuters) — Moscow Radio stated yesterday that German losses killed and prisoner on the Eastern Front between January 12th and 24th amounted to 380,000, according to reports still incomplete. GERMAN'S EASTERN FENCE

MOSCOW, February 2 (Reuters) — Moscow Radio reports

(Continued on page eight)

OUR WAR STORIES

BOMBS AWAY

The very next day, Rouse went on another mission flying in the same position. This time, a waist gunner in the back of the element lead plane had the "GIs." Since there was no toilet of any kind in a B-24, the waist gunner emptied a wooden .50 caliber ammunition box, relieved himself, and then threw the box and contents out the waist window. The box struck the leading edge of Rouse's left wing and lodged there. Once again, Rouse had to abort. He brought his ship back and landed it with the box still impaled in his wing. Needless to say, there were some very pointed directives from Group about throwing anything out of the airplanes—except bombs!

ABOVE AND BEYOND

On the 16th of April, we lost the only man on our crew killed in combat. Red Bauers had had a bout with sinusitis and had missed a couple of missions with us. Wanting to catch up, he volunteered to fly a mission to Brasov, Romania, about six hundred miles from our base. There was no escort. They were jumped by German fighters who shot down two B-24s—one of our old crews, Dale Rodgers, and Temchulla's crew with Red aboard as Ball Gunner. Temchulla's plane was riddled with cannon fire from end to end and was on fire. Most of the crew bailed out immediately, but there was a wounded gunner in the waist. Red somehow got himself out of the ball. He saw the wounded man and, with the plane going down all afire, Red clipped the wounded gunner's chest pack on him, hoisted him to the waist window, and pulled the gunner's rip cord as he pushed him out. The plane blew up and Red did not get out. How do we know this? The wounded man survived and became a POW. He told the story to the intelligence debriefers when he was repatriated. It's in the Missing Air Crew Reports in the National Archives in Suitland, Maryland. They gave Red the Silver Star posthumously.

Note: Both stories excerpted from "50 Mission Crush," courtesy of author Don Currier (449 BG). Please see announcement on page 16.

TURNER'S SPARE PARTS

Separated after the crash of their B-24, Frank Beach wondered how many of the crew had survived. During 1991 Frank, a replacement radio operator on the crew known as *Turner's Spare Parts*, learned the names of the men who saved his life and was able to fulfill a 47 year old wish to express his gratitude to the men who risked their lives to save his.

On 31 May 1944, Marden Turner and Raymond Steven completed the preflight checklist as they waited for their turn to take off. As the Liberator in front of them began its takeoff roll, Turner and Steven wheeled the lumbering aircraft onto the runway, applied the brakes, and began running the engines up to full power. Final instrument checks were completed as the aircraft vibrated from maximum engine speed. The brakes were released and the B-24 leapt

forward. Slowly at first, then with gathering momentum, the plane rolled down the runway and gracefully lifted into the air. *Turner's Spare Parts* was on its way to bomb the oil refineries at Ploesti, Rumania.

Turner's crew was a collection of original crew members liberally sprinkled with replacements; in fact, Turner himself had replaced the original pilot in Africa even before the crew was assigned to the 376th BG, 512th BS. Like the pilot, the ball gunner was replaced by Hector Goyait before reaching San Pancrazio in December 1943.

During the month of January 1944, the 376th was engaged in training missions to increase Group flying proficiency due to the recent arrival of a large number of replacements. During February and March, the crew got its first taste of combat. After a couple of missions, the radio operator was replaced and shortly thereafter his replacement was killed during a takeoff accident. Frank Beach replaced him. Frank had previously been assigned to the 513th BS back in the fall of 1943 and was well on the way to completing his tour of 50 missions. After the December 28th mission to Vicenza in which every 512th aircraft in the air that day was shot down by fighters, Frank—along with the crews of Gerald Brown, Earl Watson and four aircraft—was transferred to the 512th to help bring it up to strength. Likewise, Raymond Steven, a replacement co-pilot, was assigned to the 512th the day of the massacre and received additional training under the guidance of Gerald Brown. Steven replaced the co-pilot on Turner's crew when three of the original crew bailed out during a mission to Schwechat, Germany on 29 March 1944. During the Schwechat mission, Turner was flying *Paper Doll*, which lost #1 engine when the oil pressure failed and it began to drop in #2 and #4. With the loss of the engine, *Paper Doll* began to struggle, rapidly losing altitude, so Turner gave the order to jettison the bombs. While the aircraft was floundering, the co-pilot, bombardier, and engineer apparently thought the ship was finished and bailed out. Turner regained control of the airplane and shortly thereafter the #3 engine blew a cylinder head and had to be feathered. Again, *Paper Doll* began to lose altitude, but after a quick survey the remaining crew decided to stick it out. They began tossing out everything they could find to lighten the ship, including guns, ammo, flak suits, gun plates, and two bomb hoists. They were still losing altitude so Turner brought *Paper Doll* along the coast of Italy to a South African Air Base at Trigno, Italy. The landing gear was lowered manually as the hydraulic pressure was supplied by the now feathered #3 engine, and Turner landed the plane without further incident. Leaving the plane under guard, the crew returned to base, where Lawrence Stickler and Joseph Nunziato were assigned to replace the missing bombardier and engineer while Steven replaced the co-pilot. This was the crew, with one exception, who boarded aircraft 41-28926 on May 31 for the mission to Ploesti. On this day Kermit Judd Jr. replaced a waist gunner who reported sick.

During the climb to altitude where the 376th was to assemble, the #2 engine cut out and was quickly feathered by Steven. With #2 engine gone, Turner and Steven adjusted the controls of the other three to compensate for the loss of power. The additional strain placed on the three remaining engines by the fully loaded Liberator forced Turner and Steven to abort the mission and return to base. Turner wheeled the aircraft into a climbing left turn and

OUR WAR STORIES



Turner's Crew as they left Africa enroute to the 376 BG. (Standing left to right): S.J. Pisula, Engineer; E.T. Wilkes, Waist gunner; J. O'Hara, Tail gunner; T.M. Wilson, Waist gunner; S.N. Croomer, Radio; and H.C. Goyait, Ball gunner. (Kneeling left to right): V.O. Callaway, Navigator; D.E. Robbins, Co-pilot; M.A. Turner, Pilot; and T.M. Lamb, Bombardier.

Courtesy: Hector Goyait.

notified base of their situation and return. He also told the crew to prepare for a crash landing. As the B-24 came out of its turn, the #1 engine also cut out and was feathered. With two engines out on the left wing, the aircraft tended to dip left wing low. Turner and Steven straightened her out and applied right rudder and ailerons to lift the wing. Turner again banked left into the two feathered engines so he could line the aircraft up with the runway. The left wing dipped dangerously low, almost causing a loss of control, and they began to lose altitude quickly.

With the ground rushing up at them, Turner and Steven were fighting desperately to bring the left wing up. They were practically standing on the right rudder and aileron and had almost succeeded in getting the wing up when the aircraft hit the ground in a vineyard (left wing and nose first) about a quarter mile from the end of the runway. The force of the impact snapped off the landing gear and fractured the fuselage behind the cockpit, throwing Beach and Nunziato out through the opening and knocking Beach unconscious. As Hector Goyait recalls, "I looked up at that small window at the top of the side panel in the waist and all I could see was vegetation; my God, we're upside down!"

After the plane came to a halt, Voris Callaway, the navigator, scrambled out through the demolished pilot's compartment and ran back to help the gunners in the back. At the back, Callaway met Goyait and the others who had escaped through the waist window with minor injuries. The bombs failed to explode on impact, but gasoline spewed from the shattered left wing and one engine was smoking, threatening to ignite the fuel that was beginning to form in large pools around Beach. Steven was still strapped in his seat, hanging precariously six feet off the ground. Dazed from the impact, he unbuckled his seatbelt to get out of the plane, then fell to the ground and finally managed to crawl away under his own power. Turner, his side of the aircraft taking the brunt of the impact, was in much worse shape. Like Steven, he was still strapped in his seat lying by the shattered wing. The others thought he was

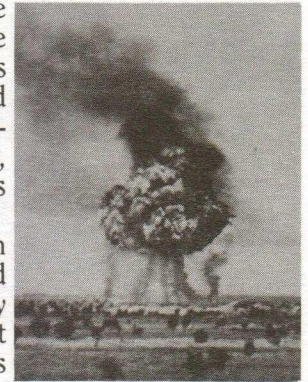
dead. Callaway and Kermit Judd pulled Turner to safety despite a gaping wound around the left ear and other injuries suffered by Callaway. At the same time, Goyait and tail gunner O'Hara pulled Frank Beach away from the pool of gasoline and carried him up to the perimeter track. As they laid Beach on a stretcher, the fuel found its way to the smoking engine and ignited. Within moments, the B-24 was fully engulfed and moments later exploded when the fire reached the bomb load. Turner, Beach, Callaway, and Nunziato were hospitalized, Beach spending three years in various overseas and stateside hospitals.

A visiting neurosurgeon was given the task of treating Turner's fractured skull. The neurosurgeon gingerly reshaped Turner's head and braced it to hold its shape while the fractures healed. After being loaded into a vehicle, Callaway didn't remember anything until waking up in the hospital three days later where he learned of the 21 stitches that were holding his left ear in place. The less seriously injured were treated at the field hospital and released.

Judd and O'Hara were put back on flying status and flew a couple of missions before being shot down 14 July 1944. Judd became a prisoner of war for the duration. The fate of O'Hara is unknown, although it was reported that all of the crew bailed out of the stricken aircraft. The rest of the crew were sent home, where they went their separate ways. Voris Callaway remained in the service and retired as a Lt Col in 1965, after spending many years in B-50s, RB-36s, B-47s, and finishing up in B-52s. Raymond Steven remained in the Air Force Reserve and also retired as a Lt Col. Marden Turner and Lawrence Stickler returned to the U.S. and are now deceased.

Beach, Judd, and Goyait returned to the States and pursued their civilian careers. Hector Goyait had lost contact with the crew until he met Raymond Steven at a 376th Bomb Group Association reunion in 1987. Until that time he had no knowledge of what had happened to most of the crew. Beach and Callaway, like Goyait, had also lost contact until information surfaced in early 1991 allowing them to get in contact with the others. Interestingly, four members of the crew (Beach, Goyait, Judd, and Steven) are members of the 376th Association, but had no idea they were crew mates, since as replacements they never got the chance to know each other while on operations. Voris Callaway recently joined the 376th Association after learning of its existence.

Author Terry L. Ross thanks all members of the crew for their enthusiastic support and patience while he probed their memories concerning events which happened nearly 50 years ago. He acknowledges and expresses his gratitude for the contributions and encouragement of Frank Beach and his wife Clara; Raymond Steven and his wife Agnes; Hector Goyait; and Voris Callaway. He also thanks Philip Geller, a 376th BG veteran, for without his help in locating members of the crew, this story would never have been written. Anyone having information regarding the lost members of the crew (Joseph O'Hara, Thomas Wilson, and Joseph Nunziato) is encouraged to contact Terry L. Ross at 1106 Kensington, Flint, MI 48503. (313) 238-8303. Turner's Spare Parts would like to locate the missing parts and draw this story to a close—and a new beginning.



Act 41-28926 at the moment fire detonated the bomb load.

Courtesy: Joseph Lafferty.

OUR WAR STORIES

JORGIE

The 82nd Fighter Group's first air battle in January 1944 took place on the 14th during an escort mission to Mostar, Yugoslavia. As the B-24s left the target, 12 to 15 Me 109s dove down on the high squadron (97 FS) from 2000 feet above. Element leader Paul "Jorgie" Jorgensen and his wingman, Lt Wallace Engh, were jumped while in a left turn. Jorgensen dove away from the 109s and in the process lost Engh, who had moved out of position as he tightened his turn.

After returning home to Glendale, California two months later, Lt Jorgensen related in a newspaper interview, "We were hitting 550 miles per hour on the way down and I thought my plane was going to fall apart."

After blacking out briefly and then recovering from his dive, he spotted an Me 109 on Engh's tail, rushed to his assistance, and shot it down. Another 109 then attached itself to his tail and poured cannon and machine gun fire into both wings, the cowling around the right supercharger, and the tail booms—fortunately missing the gondola and the engines. Jorgensen finally succeeded in out-turning the enemy fighter and escaped. The 109 had been so close that the fire from its wing guns actually straddled the Lightning's gondola! When the fight was over, Lt Engh escorted his element leader back to base. There Lt Jorgensen was informed that his faithful P-38, named *Betty Mae* after his wife, was too badly damaged and would have to be scrapped.

A few weeks later he was awarded a DFC for his action that day.

BIG FRIEND

On 27 June 44 the Group provided withdrawal support for six groups of bombers attacking marshalling yards in Budapest. When our P-38s rendezvoused with the bombers as they came off the target, six Me 109s were attacking the rear of the bomber formation. Some of the 82nd pilots then attacked the 109s and drove them away. In the process, Lt Plume of the 97th Sq shot one down.

Shortly thereafter, Lt Curtis, who was leading the 95th that day, ordered the second element in his flight to assist a straggling bomber. The element leader was Paul Mass, and he later described what happened:

"A bomber dropped out of the formation with both left engines smoking. He made a 180 degree turn to the left (away from our formation) and called for fighter cover. The 95th squadron leader told me and Lt Bill Stefani to go with the crippled B-24. We immediately made a 180 degree turn and started a shallow dive after the 'Big Friend' who was by now several miles away. When we were about a mile from him, an ME 109 suddenly dove out of the haze. The 109 leveled out on the bomber's tail and fired a long burst. The B-24 caught fire in the right wing and started down in a tight spiral. As Lt Stefani and I dove past the falling bomber, I

saw only three chutes open. The 109 was in a steep dive for the deck and we were gaining on him. I was getting into firing range as he leveled off at about 1000 feet. As I fired a short burst, I realized I was overrunning him. With both throttles chopped, I slid up alongside the 109. From about 100 feet away I looked at the enemy pilot and he looked at me. Neither of us was about to turn or accelerate, and I was yelling on the radio at Stefani to shoot him down, which he did in short order. But those few seconds flying formation with an enemy fighter seemed like a lifetime. The Luftwaffe pilot paid for his victory with his life, but we were sick about not being able to save the B-24 and its crew."

Courtesy: "A History of the 82nd Fighter Group in World War II" by Steve Blake with John Stanaway—See Bulletin Board.

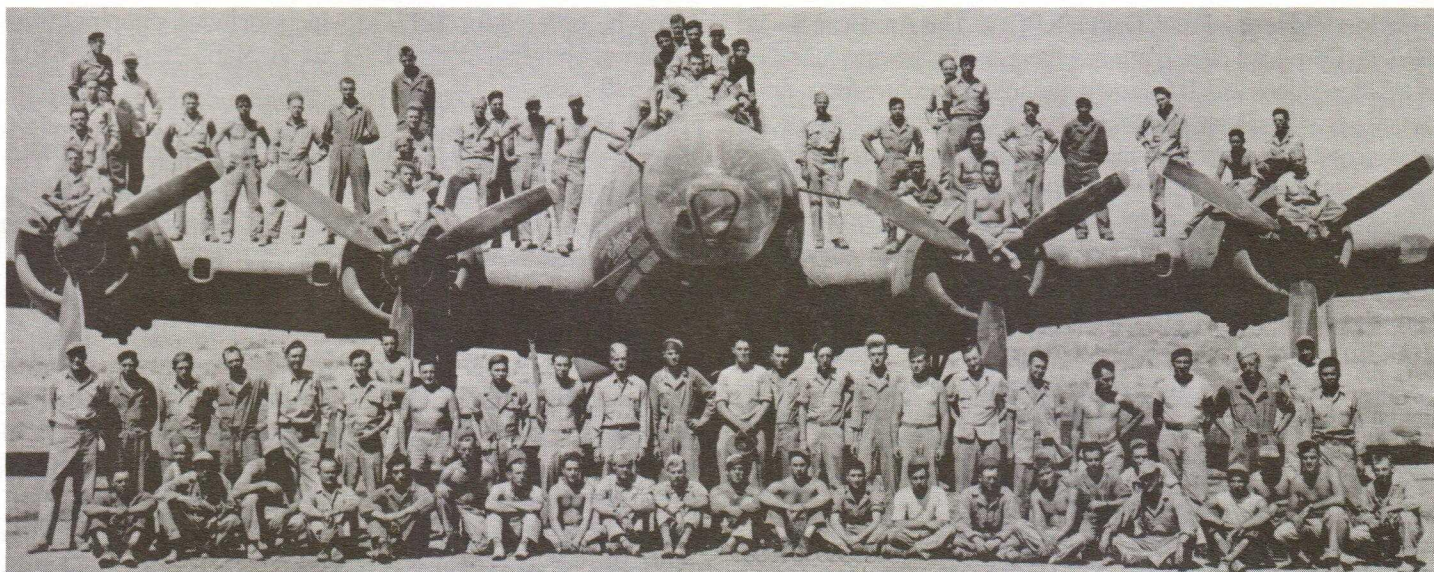
KISSES NOT BULLETS

On 29 May 1944, Major Samuel J. Brown, a Mustang pilot of the 31st Fighter Group, who was destined to become one of the leading aces of the theater, got three of the enemy in one operation. After scoring the three victories, his sixth, seventh, and eighth, Major Brown wasn't too worried about the damage done to his P-51 in the day's battles until his oil line gave way while he was still five miles from base and he was forced to bail out in a hurry. Gathering the folds of his parachute after landing, Brown started trudging for his home base. Whistling and praying he would get back in time for chow, he walked down a dusty, ill-traveled road when suddenly he found himself surrounded by a crowd of jabbering Italian men and women who had left their work in the fields and rushed to meet him. Dropping his hand to his .45, he waited wondering what was going to happen next. Did they wish him harm? He didn't know. Never was a man more surprised. The women, and the men too, started showering the flustered pilot with kisses. He was a conquering hero! The red faced and quaking major struggled free only when the rescuing jeep pulled up alongside. The battle with the three planes he shot down, the major decided, wasn't as tough as the one with the friendly paisanos.

I DON'T RIDE

From the 459th Bomb Group, SSgt William Wallace brought back his bomber with 302 flak holes received in a Vienna barrage. Sgt Wallace, engineer, carried oxygen to the wounded tail gunner, cranked the bomb doors shut, and improvised a hoist to retract the ball turret. After returning to base, he cranked down the landing gear, kicked the nose wheel down, and then rigged up parachutes in the waist to serve as brakes. The only comment from the 19 year old was, "I didn't go along for the ride."

OUR GROUND CREWS



99 BG, 346 Squadron Engineering.

Courtesy: Fred Davis.



464 BG, 779 BS Aircraft Maintenance Personnel.

Courtesy: Rod Binger.



464 BG, 776 BS Crew Chiefs. Courtesy: Russell Bucher.

459 BG, 758 BS Aircraft Maintenance Personnel.
Courtesy: Joseph "Sgt Murphy" Maggioncalda.

BULLETIN BOARD

Aviation Videos: Frank Day (459 BG) and his American Sound & Video Corp have offered our members an outstanding collection of aviation videos which feature genuine AAF archive films. Additionally, Frank will pay our Association a percentage of the profits from sales to our members—please mention that you are a member when you place your order. All videos are \$19.95 each plus \$3.50 shipping and handling (note: this is a major reduction in price). Place your order by writing American Sound & Video, 7290 Miller Dr., Warren, MI 48092-4727 or call 1-800-869-6379 (Visa/Mastercard accepted). Be sure to mention the 15th Air Force Association.

B-24 AT WAR—PLOESTI (V-2111): Features exciting footage of the Ploesti missions and the planes returning to base with battle damage; plus the 1986 reunion of aircrews from the Ploesti low-level raids; and B-24—The Forgotten Bomber—its true contributions and value in WW II and its lack of recognition revealed in poignant detail. *B/W & Color. 75 minutes.*

THE B-24 STORY (V-5884): This exciting saga takes you from Willow Run's assembly lines to the B-24's Global Operations and on to Ploesti! *B/W. 74 minutes.*

FLYING THE BOMBERS—B-17 (V-2113): Learn to fly the B-17. Everything from preflight inspection, flight & emergency operations to the induction system. *B/W. 2 hours.*

FIND PEOPLE FAST: A member from the 485 BG, 828 BS crew of Tom Kastello reports that he was pleased with the service he received from a finder's service, Infomax, Inc., 4600 Chippewa, Suite 244, St Louis, MO 63116, (800) 829-1807. He is trying to find lost crew members, and Infomax supplied him with 90 addresses and phone numbers of men with the same names as those he was seeking. The search fee was \$10 a name. Of the 90 letters he mailed, only six were returned as undeliverable. He located one of his lost crew members. He is still looking for Frederick A. Albert, Edward G. Deegan, Ray W. Lamb, and John A. White. If you can help, contact Thomas R. Tabor, 136 Carroll Blvd, Bay City, MI 48708. *Ed. Note: We cannot endorse or recommend Infomax but are reporting a member's good experience for those who might be interested. As we have reported in the past, always be cautious when dealing with any service by telephone.*

CREW HISTORY: William G. Hensler and his crew are trying to write a history of their service with the 301 BG, 352 BS. They began together but at the time of their tour, the 352 BS used a pool method for daily crew selections and they did not fly all their missions together. They are attempting to recreate their missions. If you can help, please contact him at 76 Gilbert Rd, Ho-Ho-Kus, NJ 07423-1407.

99 BG AUTHOR: Bill Smallwood has written an excellent account of his experiences as a bombardier with the 99th Bomb Group, called *Tomlin's Crew*. From his training days to his combat missions to his experiences as a German POW, many of you will relive your own time in WW II. Bill is an accomplished writer; you will enjoy his account. We highly recommend *Tomlin's Crew*;

it may be ordered for \$21.95 (which includes shipping) from Sunflower University Press, 1531 Yuma, Manhattan, KS 66502. (913) 539-1888.

ITALIAN TOUR: A member who owns Rainbow Travel in Belmont, MA is preparing an itinerary for a tour of Italy in 1994. The tentative dates are May 26–June 11. He will be highlighting the liberation of Rome. Info: Costa Chalas, 64 Trapelo Rd (Rainbow Travel), Belmont, MA 02178-4447.

449 BG AUTHOR: Don Currier has written an interesting and factual story of his experiences with the 449th Bomb Group in WW II. *50 Mission Crush* is in its second printing and we highly recommend it to our members. Don remembers all the details as we demonstrate in the excerpt on page 12. *50 Mission Crush* can be ordered for \$22.75 (including postage) directly from Don at 24726 Raven Rock Rd., Smithsburg, MD 21783.

97 BG LOST SOULS: Clyde Jontz is looking for four crew members who served with him in WW II in the 342 BS: pilot, Sam Holt; co-pilot, Jack Ginn; engineer, Bill Besse; and turret gunner, Warren Tonsing. They were from Utah, California, Illinois, and Nebraska. Clyde Jontz, RR 01, Box 154, Baxter, IA 50028.

82 FG HISTORY: Member and aviation writer/historian Steve Blake has completed one of the most detailed, factual, and well organized group histories that we have ever reviewed. It represents ten years of on and off work by the author and the years of work show in the final product. Whether you served in the 82nd, were in a bomber escorted by the "fork-tailed devils," or are a student of aviation history, you will enjoy this history of aerial combat by some of the best. Order for \$49.95 (includes shipping) from the 82nd Fighter Group History Inc., P.O. Box 5541, Boise, ID 83705.

455 BG STORY: In Oct 1944, member Jim Merritt flew his last mission as the pilot of a 455 BG bomber. After flak crippled his plane over Vienna, he nursed it as far as Yugoslavia and bailed out with his crew. In Sept 1986 he returned to Yugoslavia with his son (and writer) Jim Merritt to relive those events of 42 years before. *Goodbye, Liberty Belle* is the story of that visit and much more. It may be ordered for \$20.95 (includes postage) from Wright State University Press, 052 University Library, Dayton, OH 45435.

885 BS CONTACT: John K. Mattison would like to contact anyone who served in 885 BS. Contact: 1421 23rd St, Peru, IL 61354.

CHARLES WESTON CREW: Seeking information on the crew of Charles Weston, a B-24 pilot shot up over Linz but downed behind Russian lines in Hungary. According to page 204 of *The 15th Air Force Story*, the crew was returned to Italy in a C-47. Interested in the date shot down, aircraft number, MACR number, and brief description of crew's time in Hungary for a study on the 15th Air Force in and over Hungary. J.M. (Andy) Anderson, 2802 Queens Way, #D-1, Milton, WA 98354.

376 BG LOST SOUL: Seeking crew member Louis Birnbaum. Terry L. Ross, 1106 Kensington, Flint, MI 48503. (313) 238-8303.

BULLETIN BOARD

450 BG LOST SOUL: Seeking John F. Hudson, bombardier on Capt K.R. Stevens crew in 722 BS. Walter J. Rode, 195 E. Findlay St, P.O. Box 21, Vaughnsville, OH 45893.

DI's: Seeking 28 BG/BW DI's. Joseph S. Solik, 1319 So. Clarence Ave, Berwyn, IL 60402.

455 BG LOST SOULS: I was a nose gunner in the 455 BG, 743 BS. I have located pilot Joseph P. Dumesnil, bombardier Jack Deiken, and radio/gunner Cashmier Rogalski. I am still trying to find co-pilot from New York State, Frank G. Campbell; ball gunner from New Jersey, George Commerton; and navigator Norman Anderson. Neal E. Wilson, RR #1 Box 112, Litchfield, NE 68852.

2 BG LOST SOUL: I am seeking information from anyone who may know the whereabouts of 2Lt Lewis M. Boehm of the 2 BG. He was one of the two survivors of a B-17 that was shot down on 19 March 1944 over Klagenfurt, Austria. Also would like to contact anyone that knew my uncle SSgt Virgil Lazar who was killed on this mission. John V. Berghian, 3427 West Vogel Ave, Phoenix, AZ 85051. (602) 866-7690.

LOST MEMORIES: Daughter seeking contact with anyone who knew her father who could provide her with memories of him. Clippings and records of father's service were lost in a flood. All she knows about his service: Barton Louis Hunt, 15th AF, B-24's, base was near Foggia, overseas in 1945. Lee Ann Hunt, 9529 Woodson, Overland Park, KS 66207.

CLASS 43K: I graduated with class 43K and would like to find a copy of the class books from the two fields where I trained. I took my basic in BT-13s at Strother Field at Winfield, KS and advance in AT-6s at Foster Field at Victoria, TX. I went on to fly combat with the 325 FG (Checkertail Clan). Daniel C. Leach Jr., 100 E. 4th Ave, Cheyenne, WY 82001.

DAUGHTER'S SEARCH: Searching for father's crew members who flew with him in the 2 BG, 20 BS 8/43 to 1/44 in B-17 *Rita Mosquita*. He was pilot 1Lt Edward Joseph (Joe) Dittus. She would also like to hear from any of his 2 BG friends. He was killed in a B-29 crash in Kansas on 5 May 1945 and she never knew him. At the time of the crash he was assigned to 248 AAF Base Unit at Walker AFB in Victoria, KS. She also seeks B-29 crew members who bailed out: 2Lt Ellis D. Parker, 2Lt Phillip W. Stratton, TSgt John W. Zimmerman, and Cpl Harold J. Wymer. Sandra J. Ashly, 3909 Brighthill, Las Vegas, NV 89121.

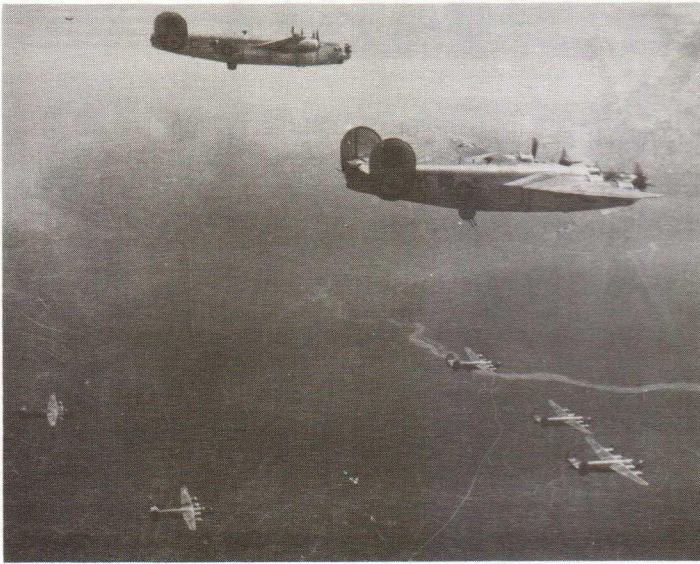
MEMORIAL AT FRENCH CRASH SITE: We provide the following followup to a notice in our last Sortie: Mr. Philippe Castellano and members of his group have found the crash site of a 464BG, 777 BS aircraft that crashed on 25 May 1944. With the assistance and partial sponsorship of the Inter-Allied Association, they are planning a memorial service at the crash site on 25 May 1993. The story of their determination to find the site and honor the crew is an inspiring one, especially in light of our own

efforts to erect a 15th Air Force Memorial. Philippe and his group climbed to a remote section of a mountain during a snow storm to locate the site. They huddled in small tents throughout a cold and windy night to examine the site in daylight hours. They found and preserved pieces of the aircraft, personal belongings of the crew, and even some human bones. They have identified the crew through contact with the U.S. Army Personnel Command at Alexandria, VA. They hope to locate relatives of the crew to send them photos of the site and to hopefully give them a sense of peace about their loved ones final resting place. The crew: William O. Trotter, pilot (Dahlgren, IL); Leonard L. Meyer, bombardier (Hillsdale, NJ); Harry E. Lovelle, navigator (Bellwood, IL); Robert F. McCarty, pilot (Marion, OH); Oakley E. Casey, gunner (Muskogee, OK); Paul Joseph Hamlin, gunner (Cleveland, OH); John E. Beck, gunner (Pomona, CA); Robert A. Jenior, radio/gunner (Akron, OH); Dale W. Jones, engineer/gunner (St Louis, IL); and Robert T. Grissett, engineer/gunner (Akron, OH). If you can help, please contact our member Betty Karle, 17 Jerry Lee Dr, Mena, AR 71953. She is in contact with Philippe and will forward any response.

Ed. Note: Philippe and his group operate on a shoestring but have never asked for money to help in their efforts to locate and memorialize our crash sites. Describing another crash site, they wrote to U.S. friends in English that is sometimes hard to follow but is always heartwarming to read: "...at or near 11:00, we make a little memorial at the scene of crash with a wall of stones and have the honor to leave the John Mattison plastic rose and his cards to crew members killed in action. . . slowly, some tears on my eyes, we left this sad area. Cathy was at the Le Mas village; she gave me 100 dollars from you. Thank you very much for this, but all that we have done here was with our heart—I know that you know this." I am sure that Betty Karle would be delighted to forward any donations to these extraordinary young men. A check to our member Betty would be appropriate—I am sure that she would be willing to consolidate and forward an international money order to Philippe and his group.

AUSTRIAN MEMORIAL: My job requires that I occasionally travel to Austria. Some Austrian friends took me to the crash site of a B-24 near Alpbach. We (both Americans and Austrians) are very interested in placing a memorial plaque in the Tyrolean Alps to commemorate the crew. If possible, we would like information on the aircraft and its crew. Known: the B-24 was returning to Italy after a mission to Munich. The Austrians give the date as 24 December 1944, but 23–25 Dec might be better from a research standpoint. The aircraft was hit over Munich and the crew disposed of all nonessential items enroute to the crash site near Alpbach. The crew bailed out and were captured and held for awhile in Rattenberg, Austria. They were then transferred to the medieval fortress in Kufstein, Austria, where they were held for the duration. Any information for the plaque would be greatly appreciated. Matthew R. Riesmeyer, 12 Cloverleaf, Manchester, MO 63011 —(314) 394-3065.

PART XXVII THE HERITAGE OF FIFTEENTH AIR FORCE



The highly successful landings in southern France mirrored Allied victories throughout the European Theater of Operations. In the east, Russian armies were overrunning the Nazi dominated Balkan states. In France the swift conquest of the territory between Normandy and the Moselle River, coupled with the almost unbelievably rapid advance of Seventh Army up the Rhone Valley, had pushed the enemy back to the very borders of Germany. In Italy too, after a pause at the Arno River to regroup, the Allied armies had renewed their offensive on 26 August 44 and by 21 September 44 had breached the Gothic Line.

HIGH LEVEL PLANNING

The Combined Chiefs of Staff assembled with their respective heads of state at the OCTAGON conference in late August and early September of 1944 to consider strategies for the final push and to establish theater priorities.

British chiefs renewed their advocacy of a continuing ground offensive through northeastern Italy and into the Balkans. The U.S. chiefs continued to oppose pursuing the campaign into the Balkans where they felt no decisive action could take place. The result was that France, long since chosen as the decisive combat area in Europe, henceforth would be of such overriding importance that the ground battle in northern Italy would have to get along on whatever remained after the requirements in France were met.

Several tactical air units had already been moved from Italy to France and the Combined Chiefs gave serious consideration to moving the 15th Air Force to bases in southern France for a concentrated knockout blow against Germany. But because of the difficulty of supporting additional units in France and the lack of suitable airfields there, the continuing air support requirements for Fifth Army in Italy, and the proximity of 15th's Italian bases to German industrial targets, Eisenhower elected to keep the 15th in Italy until final victory.

SHIFT IN PRIORITIES

With the success of ground forces in both Italy and France, 15th was directed to concentrate on strategic targets in both the German industrial base and the Balkans in support of advancing Russian armies.

15th SINKS U-BOATS

However, occasionally it was necessary for the 15th to supplement anti-shipping strikes. On 4 September, 167 B-17s dropped 490 tons of 500-pound bombs on the Genoa Harbor, the base for the few remaining enemy submarines in the Mediterranean. By German admission, 15th bombers destroyed seven submarines nearing completion, four used for special operations, one transport sub, and other support vessels. The submarine bases at both Genoa and Spezia were closed following the attack.

15th bombers also made an occasional attack on the ports of Fiume, Trieste, and Pola, where they not only destroyed port facilities and shipping installations but eliminated important stores of oil. Pola was attacked several times because it also held concentrations of small motorboats which the enemy used against Allied naval units operating off the Dalmatian coast.

15th IN THE BALKANS

In the meantime, 15th bombers and fighters became increasingly active in the Balkans. On 20 August, Russian troops smashed through Rumania, forced a capitulation of Bulgaria, and by the end of September had developed two offensives into Yugoslavia in conjunction with increased Partisan activity. Then Soviet forces, after joining with Marshal Tito's guerrillas to capture Belgrade on 20 October, turned north into Hungary. This rapid drive up the Danube made necessary a German withdrawal from Greece, southern Yugoslavia, and eastern Hungary.

From the last week in August until early November, the 15th devoted considerable effort to assisting the Russian advance. On 23 August, Rumania announced her withdrawal from the war, and three days later Bucharest was subjected to a retaliatory attack by elements of the German Air Force from Bucharest/Otopeni airfield, and German forces at nearby Baneasa were a threat to the city. In a response to an urgent appeal from the Rumanian general staff, on 26 August 15th Air Force devoted a portion of its effort to the two targets: 114 bombers dropped 205 tons of bombs on barracks, military stores, and gun positions at Baneasa, destroying parked trucks, tanks, half-tracks, and workshops and inflicting heavy casualties on enemy troops. Meanwhile 115 B-24s dropped 258 tons of bombs on the airfield, leaving it unserviceable.

15th's FIGHTERS REDUCE THE THREAT

The attack on Bucharest/Otopeni Airfield was one of a series undertaken to abate the German air menace both to strategic operations in the Balkans and to the Russian armies in the southeast. On six out of seven days from 19 through 25 August airfields in Yugoslavia, Hungary, Czechoslovakia, and Austria were attacked with crews claiming the destruction of 133 enemy planes.

By far the most notable attack on airfields during this period, and probably the most successful strafing campaign waged by 15th Air Force fighters during the war, occurred in the three days from 30 August to 1 September when a total of 193 P-51's destroyed 211 enemy aircraft and damaged another 131 at Grosswadein, Kechskement, Debrecen, and Reghin airfields, the latter being the base on which German air units retiring from the Rumania were concentrating. The attacks undoubtedly substantially reduced the enemy's air threat to Russian forces and to the 15th's strategic operations in the Balkans during the following month.

—To Be Continued

From: The Army Air Forces in World War II, Vol III, Office of Air Force History

LIFE MEMBERS—We Salute You! (continued from page 2)

TSgt Angelo P. Synodis
Victor C. Tannehill
Ralph Tash
Joseph P. Tassone
Col D. Dave Taylor
Frank Tellis
Col Austin K. Thomas
Thomas S. Thomas
Capt Edward D. Thompson
L.C. Thompson
Eldon J. Tobias
Maj Forrest T. Tolson
Robert J. Tompkins
Harold T. Toomey
Capt George E. Tudor

Emil P. Uhor
Capt Robert F. Van Every
Neale E. Van Wagner
G.R. Van Natten
Fr Robert Velten
W.D. Versteegen
Dr Carlos Vest
Forrest E. Vest
Robert F. Vest
Capt Allen Neal Vickrey
Frank E. Vodarick
Hilliard Volin
Richard J. Von Schrietz
Lt Col John F. Waguespack
Col Eugene N. Waldher

Col Jack G. Walker
Col Robert E. Walker
1Lt Charles A. Wallace
2Lt Don Coin Walrod
Lt Col Bruce W. Waltz
Harry R. Watkins
1Lt Arnold H. Watrous
Edgar E. Weakley
Norma Webb
Douglass B. Webendorfer
Joseph J. Weiner
Col David G. Wells
Maj Nimrod Wells
Lt Col Thomas N. Weygandt
CMSgt Charles R. White

Col William J. White
Col Rayford B. Whitley II
Maj Richard T. Wibalda
Col Floyd E. Wikstrom
Kenneth L. Wilcox
Col Sherman W. Wilkins
Col Richard G. Wilkinson
Irvin W. Williams
Lt Col Paul R. Williams
Fred B. Wilmot
Lt Col Clarence F. Wilson
Kennerd Wilson
Neal E. Wilson
A.R. Winter
Dr T. William Witalis

Theodore H. Wolf
SSgt William C. Wolfinger
Capt Robert L. Wood
Lt Col Sumner R. Woods
Howard P. Woodyard
Lt Col William W. Wright
Capt Eric C. Wuest
Capt John A. Young
1Lt Perry E. Zaback
Owen R. Zachritz
Duane C. Zeits
TSgt Robert B. Zetterstrom

NOTE: New life members are bold printed.

Patron Members

We salute our Patron members whose generous support helps us to publish *Sortie* and continue our efforts to preserve your proud heritage and publicize your distinctive achievements in defense of our country.

"PINKY" BRIER

VICTOR K. MEEKER

REED & RITA SPRINKEL

Corporate Members

We salute our corporate members, who share in the heritage and are committed to the service of our country and the defense of our nation.

The national McDonnell Douglas Corporation
Northrop Corporation Lockheed Corporation
Howell Instruments, Inc.
American Sound & Video Corporation
Armed Services Mutual Benefit Association

REUNIONS

2 BG (WW II) & 2 BW (SAC) Marriott Hotel West, Houston, TX—9-12 Sept 1993. Kemp F. Martin, 8433 Katy Freeway, Suite 102, Houston, TX 77024. (713) 467-5435.

22 Wing Assoc Riverside, CA—26-28 Oct 1993. Fred R. Stowell, 3031 Hickok Way, Riverside, CA 92506. (909) 683-5438.

87 DRS St Louis, MO—Sept 1993. Ray Hoormann, 1209 Redman, St Louis, MO 63138. Note: 50th anniversary reunion.

97 BG Colorado Springs, CO—6-9 Oct 1993. Ed Leary, 390 N. Winchester Blvd, Apt 3-1A, Santa Clara, CA 95050.

99 BG Ontario, CA—26 Oct-1 Nov 1993. Bernie Barr, 7408 Vista Del Arroyo, Albuquerque, NM 87109.

99 BG Mini Reunion, Dayton, OH—28 Apr-1 May. Jim Smith, 9801 Richmond Dr, Kansas City, MO 64134. (816) 761-0588.

450 BG Radisson Inn, Cincinnati/Northern Kentucky Airport—9-12 Sept 1993. Doid K. Raab, 5695 Ireland Rd NE, Lancaster, OH 43130. (614) 536-7635.

454 BG Norfolk, VA—22-25 Oct 1993. Ralph Branstetter, P.O. Box 678, Wheat Ridge, CO 80034-0678.

456 BG Norfolk, VA—31 Mar-4 Apr 1993. Italy Tour, 5-19 Apr 1993. James Watkins, 11415 Minor Dr, Kansas City, MO 64114. (816) 942-5594.

460 BG Dayton, OH—27 May-1 June 1993. Robert F. Cutler, 19135 US Highway 19 North, Apt -A-16, Clearwater, FL 34624.

461 BG Fresno, CA—29 Sept-3 Oct 1993. Frank C. O'Bannon, P.O. Box 36600, Tucson, AZ 85740-6600.

484 BG Marriott Hotel, Harrisburg, PA—30 Sept-3 Oct 1993. Bud Markel, 1122 Ysabel St, Redondo Beach, CA 90277. (310) 316-3330.

485 BG Albuquerque, NM—15-19 Sept 1993. Earl L. Bundy, 5773 Middlefield Dr, Columbus, OH 43235.

783 BS Reno, NV—22-25 Aug 1993. Andy Anderson, 5100 John Ryan Blvd, Apt 714, San Antonio, TX 78245.

Pilot Class 44-G (Marriana, FL) 50th anniversary reunion. Colorado Springs, CO. Aug 1994. Lt Col Charles L. Brown, 3018 Shady Knoll Lane, Bedford, TX 76021. (817) 498-7334.

Air Forces Escape & Evasion Society St Louis, MO—13-16 May 1993. Clayton C. David, 19 Oak Ridge Pond, Hannibal, MO 63401. (314) 221-0441. Note: European helpers will be present.

Pilot Class 42-B Hawthorne Suites Hotel, Charleston, SC—31 Mar-4 Apr 1993. Chandler Estes, 8004 Loch Lane, Columbia, SC 29223. (803) 788-4917.

Aviation Students, 6th C.T.D. Bucknell Univ Junior College-Wilkes College, Wilkes-Barre, PA—April 1993. John Horner, 111 Schimmel St, Paramus, NJ 07652.

W&B Flying School WWII Chickasha, OK—29-31 Oct 1993. R. Baker, Rt 1, 23 Walnut Dr, Ninnekah, OK 73067. (405) 224-5343.

37th/62nd Troop Carrier Sq (Korea) Albuquerque, NM—7-10 Oct 1993. Byfield D. Gordon, 1117 Santa Ana Ave, SE Albuquerque, NM 87123-4234. (505) 299-1071.

Selman Field (1942-1945) Monroe, LA—April 1993. Selman Field Historical Assoc., P.O. Box 14962, Monroe, LA 71207-4962.

Pilot Class 43-D Freeman Field, Seymour, IN—29 Apr 1993. Louis Osterman, 8215 South East St, Indianapolis, IN 46227-2727.



Fifteenth Air Force Association
 Box 6325
 March Air Force Base
 California 92518

Nonprofit Org.
 U.S. POSTAGE
PAID
 Riverside, CA
 Permit #1579

FORWARDING & RETURN POSTAGE GUARANTEED
 ADDRESS CORRECTION REQUESTED

841111 L
 CAPT GEORGE E. TUDOR
 BRISTOL ROAD
 DAMARISCOTTA, ME 04543

Page 20

SORTIE

IF YOU PREFER NOT TO CUT OUT THE COUPONS ON THIS PAGE, PLEASE FEEL FREE TO COPY AND MAIL A FACSIMILE

FIFTEENTH AIR FORCE MEMORIAL DONATION

Date _____

Name _____

Mailing Address _____
NUMBER/STREET/APT. CITY/STATE ZIP CODE

Amount Enclosed \$ _____

In Memory of: _____

Please make check payable to: 15th AFA Memorial Fund *All donations are tax deductible—IRS Tax ID #95-3668522*

FIFTEENTH AIR FORCE ASSOCIATION Box 6325, March Air Force Base, CA 92518

MEMBERSHIP APPLICATION

FIFTEENTH AIR FORCE ASSOCIATION

New Member
 Membership Renewal

Name _____ Rank _____ Date _____

Mailing Address _____
NUMBER/STREET/APT. CITY/STATE ZIP CODE

- ANNUAL MEMBERSHIP—Check Enclosed (Tax Deductible)
 - LIFE MEMBERSHIP—Check Enclosed (Tax Deductible)
 - LIFE MEMBERSHIP—Installment Payment of \$ _____ Enclosed
 - PATRON MEMBERSHIP (\$1000)—Check Enclosed (Tax Deductible)
- 15th AF Outfit(s) _____

_____ Date _____

ACTIVE RETIRED SEPARATED FRIEND OF 15TH

PLEASE MAIL APPLICATION
 AND CHECK TO
**FIFTEENTH AIR FORCE
 ASSOCIATION**
 Box 6325
 March Air Force Base, CA 92518