



SUNSETTER'S GAZETTE

Newsletter of the
Seventh Fighter Command Association
USAAF-World War II



NEWSLETTER

Fall 2006

VOLUME XXV NUMBER 1

P-51 Mustang Recovery



Sparkin Eyes - Gordon Scott's 78th FS P-51

You may recall in the last issue a story about Gordon Scott, who ditched his P-51 in a lake in Japan on July 4th 1945.

After speaking with Gordon and researching the lake and the war time Japanese records, I am convinced that there is still a good chance that the P-51, which sank in the deepest part of the lake, could still be there and is salvageable.

After much deliberation, I have decided that the best way to insure that this project goes forward is to do it as a non-profit venture and donate the P-51 to a museum. The goal here is to preserve a significant 7th FC aircraft, not make money. Both the Pacific Aviation Museum in Hawaii and The Museum of Flight in Seattle have indicated interest in the P-51.

Inner Space Exploration, a non-profit organization specializing in underwater search and recovery has offered to donate their time and equipment to do the search.

In June, Jerry Yellin (78th FS) visited Japan for a B-29 memorial ceremony and had made friends with some members of the Zero Fighter Pilots Association. Jerry contacted them in my behalf and I have been working with them ever since to help obtain the permissions necessary to do the initial search. They have graciously offered to help in this regard. My first meeting was to have taken place in Tokyo in September, but that meeting has now been rescheduled for December 7th in Hawaii. In Hawaii the Japanese will present a proposal to us on how they will be able to assist us.

The thought of a 7th P-51 on display at one of America's

aviation museums is beyond my wildest dreams. In fact the mere thought of that Mustang breaking the water after spending 61 years at the bottom of a lake send chills down my back, and seeing Scotty's face at it is raised would be priceless.

The next step after our meeting in Hawaii will be to arrange a trip in the Spring of 2007 to Japan to do a survey and a initial scan of the lake.

I would like to ask you for your support in the form of funding to make the trip to Japan. In addition to myself, I would like Gordon to come as well as two individuals from the Inner Space Exploration to do the actual search. We will be in Japan a minimum of two weeks.

This is not news to some of you who I have previously contacted by mail and have already generously donated **\$3500**.

I would like to recognize those individuals below and give them my sincerest thanks and gratitude, for without your support, I could never make this dream happen.

James J. Butler, Audrey Cage, Warren W. Carpenter, Mrs Willis G. Chaplin, Mary Salisbury, Ceil A. Dennis, Norman S. Drake, William K. Durr, John M. Fitzgerald, Alberta Flagg, Anthony J. Gance, Norval Heath, Mrs. Walter G. Johnson, Grace Jones, Don Kiggins, Venice (Jensen) Kinney, Ralph E. Lake, William H McCrory, Leo Michaelides, John E. Montgomery, Walt Peckham, Theodore B. Perritt, Gordon H. Scott, Leon Sher, Jay Slater, Carson P. Stiff, James B. Tapp, Robert M. Thornton, James Vande Hey, James C. Van Nada, Durwood B. Williams, David T. Wilson, Mary Alice Wuydts, and Stephen C. Yednock

This is a good first step and would have been adequate to fund my first trip to Japan, but will fall far short of the expenses that will be incurred on the trip in the Spring which I estimate will be in the neighborhood of \$20,000.

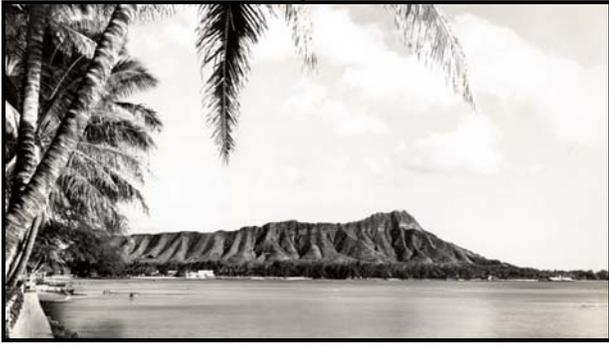


If you are able, I would appreciate your financial help in this endeavor.

Please make checks out to:

Mark Stevens
7th Fighter Command P-51 Recovery
14629 SE 198th St
Renton, WA 98058

7th Fighter Command Reunion 65th Anniversary of Pearl Harbor



Diamond Head circa 1935 - Sam Smith Photo

Now the other piece of exciting news. The Japanese have decided that this would be a good time to make one final trip to Hawaii to pay there respects to those who fell on December 7th 1941 and at the same time present the 7th FC with a proposal on how the Japanese will be assisting us on recovering our Mustang. It is estimated that there will be from 20-30 Japanese WWII pilots and family attending.

I could not pass up this opportunity to arrange a reunion of sorts between the Japanese pilots and the 7th FC.

An artist is donating his time to create a painting that I will make prints of and will be bringing them to Hawaii. I am envisioning a P-51 and P-47 flying in formation with a Zero to signify our new friendship. Both parties will have the opportunity to sign and take them home as a memento.

I realize that this is very short notice as I only got the details today and am in the midst of securing accommodations for the 7th.

The rough tentative agenda is as follows:

Sunday, December 3rd: Arrive and registration

Monday, December 4th: AM Tour and lunch at Hickam AFB, 15th ABW - Afternoon, Symposium by the Japanese pilots at the Arizona Memorial.

Tuesday, December 5th: Business Meeting at Hotel, possible Christmas Party with Japan of America Society.

Wednesday December 6th: Bus tour of former AAF airfields (Haleiwa, Mokuleia, Kaneohe, Bellows, Wheeler and Kipapa).

Thursday December 7th: Morning Memorial at Hickam AFB, Attend the opening ceremonies of the Pacific Aviation Museum on Ford Island and meet with the Japanese pilots afterward to make a presentation of our history and the efforts to raise the P-51.

Friday December 8th: Depart

I can not **emphasize** what a special and one time opportunity this will be for some of you who may have met some of these pilots over the skies of Japan in 1945.

I want to put out a special invitation to our WARDs to attend. There are 35 WARDs living in Hawaii and 38 in California so I am hoping to have a good turnout.

I also want to put out a special invitation to our 60 Pearl Harbor Survivors to attend if possible.

What I need to know immediately, is how many folks think they may be able to attend. I would like to have as many 7th FC veterans attend as possible. Again, this will be an unprecedented opportunity for former adversaries to meet in peace and establish new friendships. I expect we will have international press coverage on the event as well.

For those of you who reply to the positive, I will be back in contact with you in the next 2 weeks to confirm accommodations and the agenda. It looks favorable that I might be able to secure discounted rooms at the Hilton Hawaiian Village, the same hotel where our Japanese friend are staying. I understand from the manager there that they have already booked 30 rooms.

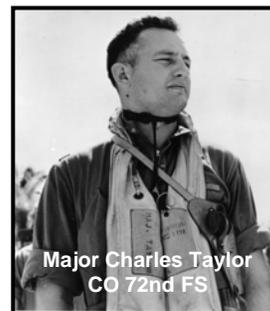
MEMORIES

- 72nd FS - First Combat - By Ivan Veirs



"Wild" Ivan Veirs in his P-39 on Makin

The 72nd Fighter Squadron was the first unit in the 7th Fighter Command to hit the Japanese since Pearl Harbor.



The day after landing at Makin, (December 14, 1943) Col. Taylor led the first mission into combat for the 72nd Fighter Squadron, which I did not get to go on.

However, on the following day I got in on the second mission consisting of 12 P-39 Aircobras and was the element leader of "Pink Flight." We flew the entire distance from Makin to Mille on the deck to be able to come in under their radar. Our mission was to strafe the airfield and destroy all planes we found, and anything else we could find. When we got within sight of Mille, we dropped our belly tanks, and all twelve planes bore in strafing. We only had fuel enough for three to five minutes of "all out" flying, so we had to quickly do our thing and then head back. It seems like I ended up at the far end of Mille Atoll and swung around to head back. To my consternation, I could see the whole rest of the squadron was already gaining altitude out at sea and heading home. My wing man had disappeared. I figured I had better get

out of there pronto, and headed south too. By now I was approaching a spit of land that extended east, from the main Mille Atoll and was covered with palm trees. I thought I might as well strafe that spit on my way out. So I pulled up to get a little above the trees and then bore down with guns blazing. All of a sudden there was a huge blast and my plane was blown straight up and I was enveloped in black smoke. Then I was through it and heading out to sea.

Looking back I could now see what must have been a fuel dump really pouring out the black smoke, and another plane way back there. I thought, "My gosh, there's my wing man," so I throttled back and began to zigzag so he could catch up. About then I heard on the radio, "Ivan, there's a Zero on your tail." In a second, I fire walled the throttle and RPM and began wondering what to do next, for I was already only 20 feet off the water. Fortunately, Snyder and Manning saw what was happening and came to my rescue.

I don't know how it all happened in the next few seconds, but I do know that soon the three of us had reversed things and Snyder and Manning were bearing down on the Zero from his right and I was pulling in from his left, all of us right on the deck. I must have been within forty feet and looking right into the cockpit, when Snyder cut loose with his 37 MM cannon. Twice the Jap pilot and I were looking at each other eye ball to eye ball.

A high explosive shell hit the canopy (of the Zero), it blew up, and immediately the left wing dropped a little, hit the water and the plane did a cartwheel into the sea as I whizzed over it at 300 MPH. We rejoined the squadron and headed back to Makin. I was flying on the wing of the last plane that was smoking at about 500 feet, when all of a sudden his engine caught fire and he started down. We were about midway between Makin and Mille and low on fuel. I called on the radio that I would stay with him and the rest of the squadron continued on to Makin. The pilot parachuted and I followed him down to the water and saw him get into his life raft. He appeared in good shape and waved to me. By now I was calculating how long I could stay there and still make it back to Makin with luck. Hoping that our radar would spot me, I flew back up to 12,000 feet and circled directly over him for a few minutes. By now I knew I must leave, for I had less than 25 minutes of fuel in my tanks. I did make it back to Makin quite a bit after the others had landed. My crew chief thought I had gone down on my first mission after the other planes had all come in together. A number of flights were made out to where I had last seen the pilot, Lt. Mertz but he was never seen again.

We conjectured that maybe a Jap submarine had picked him up. Later that day a flight of B-24's, returning from a raid on Eniwetok, radioed that the whole east end of Mille was on fire. My thoughts were, "At last, I have partially repaid the big investment Uncle Sam has put in me these past two years."

-Shot Down-

The following account is the third in a number of stories of that I will be bringing you about pilots who were shot or forced down. Their fates were either to be captured or rescued.

-Rescued by the USS Tigrone-

Rescue of Walt Kreimann - 78th Fighter Squadron
as printed in Brief Magazine July 3, 1945

The accompanying images are actual photos of the incident that I was able to find at the National Archives

"THE EPIC CRUISE of the Starfish— which is not the real name of this submarine—got off to its start early in June when the big Navy undersea craft pulled up alongside a P-51 pilot in a one-man life raft off the coast of Honshu.



Walt - prior to being hauled aboard the USS Tigrone

The pilot had bailed after his fighter caught fire en route to the target. (*Actually Walt was returning*) The crew pulled him aboard, hustled him below and fitted him out in a dry uniform. Then the pilot, Lt Walter W. Kreimann of Hitchcock, S.D., was visited by the submarine commander. "You know," said the commander, fingering his lip reflectively, "the most air crewmen ever rescued by one sub was 23. I'm going to break that record, Lieutenant. Stick around and watch.

Lt Kreimann did stick around and watch. (*Not only did he stick around, but he was put to work as an Air Liaison Officer almost immediately*) Just two days later the Starfish had to put in to Iwo Jima to get rid of her load. There were air crewmen in every nook and cranny of the big craft—28 of them. Another man who had been saved died and had been buried at sea. "What did I tell you, Lieutenant?" said the sub commander. "I guess that will hold them for a while. Let 'em try to beat that record—29 men picked up and 28 delivered in good order." He grinned, shoed the rescued airmen off his ship, and hurried back to sea.

The first big haul of the Starfish came when a Marianas-based B-29 caught fire and had to ditch off the coast of the Empire.

Before she went in, contact was made with the Starfish, which was patrolling nearby. Eight men crawled out of the



aircraft and took to liferafts. Within a half hour, they were spotted by the crew of an Air Sea Rescue flying boat, which circled overhead. The B-29 crewmen knew the sub was en route to them, so they tried to wave the PBY away, because the sea was rough for a landing. But the PBY crew didn't know the submarine was coming. The PBY pilot, circling the survivors, saw that the right gunner had been injured. He could not know that the injuries were superficial cuts and abrasions. All he knew was that the gunner's face and head were a mass of blood and he looked to be in a bad way—so the PBY pilot landed to save them.

The landing was rough, but the Dumbo made it and took the eight, men aboard. Then the heavily loaded PBY, with 16 men aboard, tried to take off. She was almost airborne when one engine plowed through a wave top. The propeller snapped off and sliced through the pilot's compartment, severely injuring the pilot. The plane bucked to a stop and drifted, just as the submarine came in sight. It was one of those tragedies. If the PBY had only known the sub was on its way—if they had known the gunner was not badly hurt—if they had made only two more passes over the raft, they would have sighted the sub.

The Starfish took on its cargo of 16 men, but the PBY pilot died within an hour. Next day the submarine saved 12 more

Superfort crewmen and had to pull in at the closest base to get rid of its human freight. That was really a sight, and the inevitable crowd of



bystanders broke into cheers as they saw 28 men emerge from the conning tower, one after another, and head shoreward."

Here is what the story doesn't tell you is. Walt had been hit somewhere over target, probably by ground fire, and was losing coolant on the way back to Iwo. He push his Mustang as far as he dared and then prepared to bail out. By this time the flames were pouring over the cockpit and Walt had to fight to get out of the P-51, burning his face and his chute in the process. His plane was spinning wildly towards the ocean when he finally broke free and pulled his ripcord, only to hit the water moments later.

After he had recovered somewhat on the sub, the captain showed him his chute which only had 15 of the 27 panels left intact and not burned up. Not nearly enough to make a safe jump. Walt has no explanation as to why he survived the jump. I have a sneaking suspicion that he had a little help from above on that day.

Brief Magazines

I hope you enjoyed this story from Brief Magazine. As many of you will recall, Brief was the 20 page magazine of the 7th Air Force. There were 95 Brief magazine published during the war and I have been able to collect all of them

except the following issues: 3/7/1944, 4/4/1944, 4/18/1944, 6/6/1944, 8/8/1944, 8/29/1944, 11/14/1944, 6/19/1945 6/26/1945, and 7/10/1945.

If you have any of these issues that you would be willing to donate to the 7th, it would be greatly appreciated.

In addition, many of the issues I have purchased are in very bad shape, so I would be overjoyed to get duplicates as well.

From this issue forward I will be featuring a **Brief Magazine** article in every issue.

There were two other publications that I am aware of that I would also like to get copies of. The 1st one was called **Fighter** and it was published on Oahu for the 7th FC. The 2nd one was called **Fighter Post** and was published on Iwo Jima. I assume something similar was published on Ie Shima. If any of you out there have a copy of one of these magazines you wouldn't mind loaning me to copy, or better yet, donating to the 7th FC, I would be very appreciative.

Do you have a story to share? Please contact me and I will see if I can add it to a upcoming newsletter.

REUNIONS

78th Fighter Squadron / 15th Fighter Group 2007 Reunion

The 78th Fighter Squadron will be holding a reunion April 11-15 2007 in Seattle (Renton) Washington. The 78th would like to invite other 7th Fighter Command veterans, especially 15th FG members to join them in their festivities. Activities are still being planned.

The hotel will be the Holiday Inn Select - Seattle-Renton. The room rates are \$89.00. The Hotels reservation number is 425-226-7700 and ask for the 78th Fighter Squadron block in order to receive discounted rate.

For more details please contact: Mark Stevens at 253-630-3199

318th Fighter Group 2006 Reunion

The 318th fighter group Reunion was held at June 1-3 2006 at Dayton OH and it was a big success. The Holiday Inn supplied us with a large hospitality room which took care of the 61 people that attended. The rooms and meals were very good. The group attended the Wright Patterson Museum and Imax theater as well.

Nancy Bassing [daughter of Carrol Walker of the 19th sqd] will hold the **next 318 Reunion April 26-28 2007** at Washington DC. We will stay at the Crown Plaza Hotel near the Dulles Airport and attend the Udvar-Hazy Center Museum, the WWII Memorial, and the new AF Memorial. We also plan to make a Documentary of the 318th and photo & interview the members of each squadron. So we sure hope that they all show a good attendance. I was quite disappointed at Dayton as none of the 6th NFS or the 72nd FS showed up.

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Please contact the editor if you have any reunions you would like posted here.

NEWS

7th Web Page

For those of you who have access to the Internet, our webpage is still at www.7thfighter.com The current roster is also online and is password protected. Please contact me at mark@7thfighter.com if you would like access.

LETTERS

Here is a note I found tucked away on the back of a letter I received some time ago and thought you might enjoy.

While stationed at Bellows Field with the 86th Observation Squadron on December 7th 1941, I was at Catholic Mass when the attack began. For the FIRST TIME, and probably the only time in my life, the priest interrupted the Mass and suggested that we all leave early!!!

P.S. I was a radio operator, gunner on an O-47. Charles Stewart was our C.O.

Albert J. Schuck (deceased)



.....
Hello Mark!

By way of introduction, I'm Herbert R. Karner, a member of the association, who was Ordnance Officer of the 46th FS and later Ordnance Officer of the 21st Frt Gp. I Joined the 46th on Hawaii to replace Capt Joe Miner.

I really enjoyed the last newsletter, and I hope you continue your great job of putting it out. I read with intense interest the account of Donald E. Gordon's memory of the morning of March 26, 1945. Don't know if he will remember me, but he also was a tent mate at one time. I learned to know him well. Don pretty much kept to himself. He was from California, and confided in me that it was a miracle that he was accepted for the Air Corps because he suffered from asthma which he was able to successfully conceal.

His account of souvenir hunting was commonplace and a real headache for Ordnance. Pilots would drag in all sorts of Junk, some of which was still live, and it was Ordnance chore to make it safe. I still have in my collection a defused 50 mm knee mortar shell that I brought home with me. We had a lot of broken legs because GIs misunderstood the term "knee mortar" and would put it on their knee when firing it, and the recoil would promptly drive their leg into the ground. Not a good idea.

Don remembers well the way the Japanese armed their grenades. They were equipped with a percussion "striker" fuse. The grenade had to be tapped on something hard to arm it, which usually was the Jap's helmet. So when you heard this metallic "tick tick" you'd better duck because you knew a grenade was on its way. The Japanese grenade wasn't nearly as effective, however, as the USA grenade. Most of them were smooth cast iron,

and did their most damage by concussion, whereas the USA grenade was serrated cast iron which broke into chunks and caused a lot more damage. That's why the Japs tried to steal as many USA grenades as they could. I recall a Jap made it through guard lines and dumped a couple of USA grenades into the cockpit of one of our P-51's. Really did a number on it.

Most everyone called Don "Gooch"---and while in the same tent with me, he wrote home and had a can of Simonize car wax sent to him. He spent hours waxing his P-51, something that saved his skin. On one Homeland raid, Don became separated from the flight in clouds and others lost sight of him. All returned. except Don. The weather Officer Capt. Virgil Keyes and I began a watch for him hoping he'd make it. As I recall normal flight time to Japan and back was something like 8 hours, 9 at most. When 9 hours had passed, we were beginning to believe that perhaps Don had either ditched, or had been shot down. Reluctantly, we waited until 9 and half hours had passed. Nothing. Then after more than 10 hours the air raid alert went off, and 10, and behold, it was Don. After he became separated from the flight, he settled back, leaned out, throttled back, and the fact that he had waxed his 51 which reduced drag, he still had a little fuel left when he made it back to Iwo.

I don't remember if this flight was carrying the 5" high velocity rockets or not. I sure would like to correspond with Don about old times. For several years I have been attending a reunion in Wichita Fall, Texas for all branches of survivors of Iwo. Earl English, with the 72nd FS was one of the organizers of this event which had been well attended. I noticed that Charles Rainwater has died. Everyone always kidded him about the name on his 51 --- "Drippin' Dick."

I have some photos of our group on Iwo, one includes Don. I sure would appreciate it if you would let me have his address. Sorry, but I don't have e-mail. Keep up the good work.

Herb Karner

ASSOCIATION NEWS

Newsletter Donations

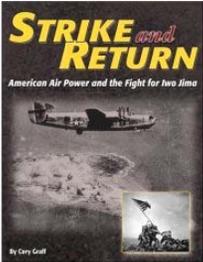
Thank You to all of you who have been able to donate to the association. Many of you have donated, and thanks to your generosity the Newsletter will continue to be published. I apologize for not getting two out this year. Since there are no required dues in the association, and all activities including this newsletter are dependent on your generous donations. If you have enjoyed this newsletter and would like to see more like this, we need your continued support. It is understood that many of you are on fixed incomes and may not be able to donate funds, but if you are able to help, any donation would be appreciated.

Please send any donations to: Jim Van Nada, 4095 Berrywood Drive, Eugene, OR 97404-4061 Make all checks payable to the 7th Fighter Command Association. All donations are tax deductible.

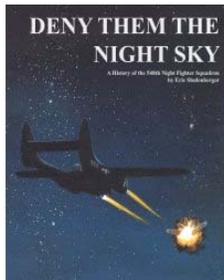
COMMUNICATION

Be sure to let us know if you move or your loved one has passed away. We get many newsletters returned due to bad addresses.

New 7th FC Book Releases



STRIKE and RETURN
American Air Power and the Fight for Iwo Jima
ISBN: 1580070922
by Cory Graff



DENY THEM THE NIGHT SKY
A History of the 548th Night Fighter Squadron
ISBN: 0976735504
by Eric Shulenberg



Very Long Range P-51 Mustang Units of the Pacific War
ISBN: 1846030420
by Carl Molesworth



The Long Campaign (republished)
The History of the 15th Fighter Group in World War II
ISBN: 0764324284
by John W. Lambert

All of these authors are friends of the 7th Fighter Command and I am privileged to call each a good friend of mine. As you can see, Jack Lambert has republished his 15th FG History. I own each of these books. Get them while you can.....

TAPS



The following list indicates those comrades who we have gotten notification of passing on since the last issue of Sunsetter. If you know of any members who have passed on recently, please be so kind as to inform the Gazette.

Name	Unit	DOD
Acre, John P.	6th NFS	01/04/05
Barrows, Jeanette Alo	WARDSM	03/03/04
Bash, Darrell S.	462nd	04/21/04
Blohm, Willard H.	7th	01/22/92
Cameron, Charles J.	47th	10/06/03
Colaiani, Louis J.	47th	06/06/99
Cope, Ruth	WARDSDO	05/13/05
Cormier, Raymond	73rd	03/25/04
Crimmings, William	333rd	11/10/01
Daniels, Margaret	WARDSM	10/18/04
Dembinski, Casimir J. (Judge)	78th	03/24/05
Divine Jr, Archie	45th	06/17/03
Donth, Leroy	19th	11/06/97
Duerschmidt, Wayne	333rd	11/21/04
Duncan, Rudolph L.	14th	05/17/93
Fahey, Jr., Joseph H	78th	09/12/06
Gardner, Sr., Charles L.	697th	05/17/04
Goodell, Mont E.	6th	07/31/03
Hall, Jr., Enoch C.	72nd	03/01/04
Hineman, Myron	46th	01/31/03
Johnson, Kermit I.	19th	06/19/00
Jones, Edward F.	548th NFS	11/19/02
Jones, Henry W.	19th	06/16/04
Laflamme, Arthur R.	45th	03/01/06
Laporte, Samuel	78th	12/22/05
Markham, Theon E.	47th	10/07/06
Martin, Ralph D.	72nd	02/22/05
Moix, Gregory C.	19th	11/27/05
Moore, Eugene L.	45th	02/07/05
Mossack, Frank R.	6th	02/10/95
Mosteller, Earl L.	386th ASG	10/10/03
Nelson, Edwin E.	47th	02/09/06
Nutt, Frank A.	46th	12/10/02
Olsen, Spencer L.	45th	07/06/04
Palmer Jr., Walter E.	73rd	12/09/66
Peterson, Carl W.	72nd	06/04/03
Pietsch, Leslie Long	WARDSDO	09/13/05
Quasnovsky, John E.	73rd	12/10/04
Rasmussen, John F. (Jack)	333rd	08/22/04
Rasmussen, Phillip M.	46th	04/30/05
Rund, Elmer L.	333rd	07/06/06
Sanders, Martin V.	46th	08/04/02
Schifano, Samuel	386th ASG	06/30/03
Schoenbart, Jerome	78th	06/10/06
Schooley, Wesley M.	18th	03/23/05
Scott, John F. R.	45th	07/17/03
Scott, Robert L.	78th	02/27/06
Sever, William B.	456th	04/24/03
Stampe, Henry	19th	03/22/04
Stubenberg, Ann Sims	WARDSDO	07/02/05
Talbot, Harold G.	548th NFS	11/10/99
Thompson, Norman R.	73rd	07/26/06
Todd, Lon M.	458th	02/24/05
Townsend, Joseph G.	19th	03/12/03
Turney, Vale P.	???	10/18/04
Unabia, Helen	WARDSM	02/11/04
Waldman, William	45th	01/01/06
Wall, Philip R.	72nd	01/28/04
Wischer, Vernon A.	19th	10/30/04
Wolfe, Howard J.	333rd	01/27/05
Zintak, George A.	531st	11/03/03

7th Fighter Command
Hawaii Reunion
03 – 08 December 2006

Yes, count me in, I'll be there

Name(s) of those attending _____

Address _____

City _____ Zip _____

Telephone _____ Email Address _____

I will need _____ room(s) for _____ people

I am local and do not need a room, but plan on joining you

Note: Since I plan on having a hospitality room, even if you live in Hawaii, I still need to know if you will be attending so that I can plan for a big enough meeting place.

I am not utilizing an event planner so any costs will be on an actual basis for the hospitality room, food and transportation, and can be paid during registration. It will be basically ala carte, so you can pick and choose what you would like to attend.

 Yes, I would like to help on the search for Gordon Scott's P-51

Attached please find my check for _____

Note: I will be sending out periodic updates on the project as events occur to those who have donated.

If the Mustang is found and recovered, all of those who have helped will be honored with a plaque that will be placed next to the P-51's museum exhibit.

Please mail one or both of the above to:

Mark Stevens
14629 SE 198th St
Renton, WA 98058

206-662-2115 Day
253-630-3199 Evening
206-853-1197 Cell
888-527-1378 Toll Free Pager

SUNSETTER'S GAZETTE

Mark Stevens – Editor

14629 SE 198th St.

Renton, WA 98058-9405

mark@7thfighter.com

Address Correction Requested

Web Page <http://www.7thfighter.com>

Newsletter of the Seventh Fighter Command - World War II

EXECUTIVE COMMITTEE

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V.P. 15th Fighter Group: Jim Tapp

V.P. 21st Fighter Group: Bill Bradbury

V.P. 318th Fighter Group: Frank Rodgers (acting)

V.P. 414th Fighter Group: *Pending*

V.P. 506th Fighter Group: John Benbow

V.P. Night Fighters Group: Bill Sill

Secretary/Historian: Mark Stevens

Treasurer: Jim Van Nada

Adjutant General: Harve Phipps

= Please remit your contributions to "**7th Fighter Command Association**" to support this newsletter and =
= website. Contributions are on a voluntary basis and not a requirement for membership. =

= Name _____ Squadron _____ =

= Amount Enclosed _____ =

= **Mail to: Jim Van Nada, 4095 Berrywood Drive, Eugene, OR 97404-4061** =
