

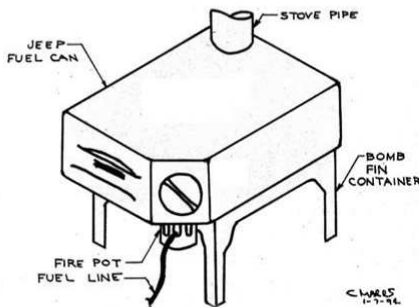
manage to drink it.

Fuel for the stove was plentiful. We used 100 Octane aviation gasoline. Think what the government would say about this today. Despite the universal use of aviation fuel very few accidents occurred, tents did tend to burn down from time to time from many causes, but the stoves were safe when operated according to standard operating procedure, that is by lighting the fire with a small amount of fuel and then adjusting the fuel flow to maintain the heat range below that which the can would burn through. This was left to responsible individuals.

The stove earned its place in the history of WWII warfare and, it is remembered with fond memories by 15th Air Force personnel, by officers and enlisted men alike.

*Editors Note:*

*This recipe wasn't much different from mess hall coffee where it was made in a 50 gallon garbage can, with coffee similarly poured into boiling water. As the water evaporated the coffee got stronger and stronger. It did get your attention and bring you fully awake.*



It was also common practice to take bread (a crumbly and loose baked bread of local origin) from the barns that served as mess halls and make toasted cheese sandwiches from the canned K ration lunch. Those who could tolerate Spam would fry thin slices to a crisp and make sandwiches slathered with generous globs of catchup (mayonnaise was unheard of in Italy). Others who would rather "eat out" could purchase the same sandwich at the NCO clubs, that is if you could get past the roulette table that blocked the entrance to the kitchen with its temptations.

Sincerely,  
Charlie Marrs, 827 Sq.

Stamford, CT  
Dear Bud

This was my most traumatic war experience. While flying formation nearing the initial point of target over Vienna we lost oil pressure on both engines on the left side. Both propellers were wind milling. We salvoed bombs, guns and ammo. The navigator could not determine which country we were in. The airplane eventually ran out of altitude and crash landed in the mountainous terrain in Croatia. Two bailed out while the rest of us road her down to land in a fluid area, but the Partisans got to us first and took us out of there in a hurry.

That evening we rejoined the two who had bailed out, one was seriously injured in the fall. With partisan escort we walked three days to an OSS team at a Partisan Command Post in the vicinity of Bihac. We spent about two weeks at this post before being flown out in a C-47 to Bari after being MIA for three weeks. Returned to duty with 34 missions to go.

Walter A Menn 826 Sq.

Uniontown, OH  
Dear Bud:

I was born in Creston, Ohio February 4, 1921, and graduated from Creston High School in 1938 and Wooster Business College in 1939. (After the war, a Bachelor of Science Degree in Industrial Management was achieved at the University of Akron, Ohio.) From 1935 to 1942 I was employed by a local Ford Dealer as Business Manager and in Sales.

I was sworn into the Army Air Corps 26 May 1942 and received my commission and Bombardier Wings at Roswell, New Mexico, September, 11 1943. First assigned to Mountain Home, then Gowen Field, Boise, Idaho the crew was transferred to Harvard, Nebraska Army Air Base. With a new B-24-H. we were deployed to Torretta Field on March 1, 1944. We were identified as LT Sylfest L Olson's crew and we were together the entire time until we were shot down. On our 29th mission over Munich, Germany 13 June 1944 we sustained a heavy fighter attack. Descending to five thousand, the attack increased and we were forced to abandon 42-52715. After about a year in POW camps the entire crew did arrive safely home after the war's end.

Married 20 December 1944 to the "gal back home", Daisy Marie Tidrick, while at Harvard, Nebraska. Daisy was lost to leukemia in February 1990, after 46 years of a great marriage. We have three sons, one daughter and seven grandchildren.

Glenn T Smith 825 Sq.



Kneeling Left to Right 2d LT Benjamin Huckins-N, 1/Lt Sylfest L Olson (D)-P, 2/Lt Romus S Brandehoff (D)-C/P and 2/Lt Glenn T Smith-B. Standing Left to right: Sgt Dale W Cato (D)-E, Sgt Charley V Glass (D)-As/E, Sgt Christopher A Pollock-G, S/Sgt Harold A Seitz-R/O, Sgt Vincent J Costanzo-G, and T/Sgt Eugene Servis (D)-E.