The B-26 Marauder Historical Society

The Marauder Thunder

To Ensure This Aircraft's Rightful Recognition **2024-Sping**

These Marauder Men Have Taken Their Final Flight



Jerry Raschke and Stan Walsh with the MAPS B-26

Our B-26 veterans' numbers are slowly decreasing, both Jerry and Stan were at the 2023 Akron reunion. Stan was able to attend the Pistons and Props airshow where he was interviewed during the show and many attendees were able to meet him.

Jerry was able to attend the reunion and thanks to Josh and the nice folks at LRS he was flown from Illinois to Akron, he along with Stan were interviewed by local TV stations among others. They also gave a nice talk during the first-generation segment at the reunion.

I was fortunate to meet Jerry at the 2021 Shreveport reunion, I was looking over exhibits the first night and introduced himself. We had a nice little chat, I found out that he was a tail gunner, I mentioned that was also my Dad's position. He graciously told me more about the duties and his experiences. Please see info section for links.

I only met Stan and his son PJ at the 2023 airshow and reunion, Stan had some very good stories we could listen to him for hours. Like most, he was modest about his war time experiences. They both will be missed greatly!

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President's Message

As you may have heard, MHS has lost a great spokesperson. Stanley Walsh passed on March 7. He is and will be greatly missed. He contributed so much to the group and was always a pleasure to be around. Since our Reunion in Akron, both Jerry Raschke and Stan have now passed. We are so happy to have spent time with them at the last reunion.

The Board at MHS has been doing some reorganization to make things easier to conduct business. We have some new board members to welcome - Larry Blumer and Dave Pawski! We also elected Jerry Raschke who was on the ballot but had sadly passed before election. So he is named as a current board member but we will be looking to fill this position around the time of the Reunion in Tucson! Our planners are getting things ready and we will be announcing the dates and location for the Tucson Reunion shortly. As many may know, the MHS has archives in Tucson. So if you were wanting to do some research or get copies of things like Videos or recordings we may have - this would be a good time. Also to send notes ahead of time on specific information we may be able to make available.

Happy Spring! and 'Keep 'em Flying!'

B-26 Real Stories based on mission reports from the archives and interviewed first hand participants from the 320th Bomb Group

Submitted by Nick Cressy

It was supposed to be a milk run, and it was anticipated that it will be, and it turned out to be a story SSgt Jerry Raschke could tell his grandchildren.

Early September 1944 this mission started out fine then on the Initial Point (IP) and the beginning of the bomb run they experienced some light flak that hit their plane just as the bomb bay doors were opening. Jerry explained, "Just as the bombardier was shouting out… "Bombs away"… he said… Oh, Oh." Something you don't want to hear; the bombardier saw a hang up on his board that indicated bombs were still on board. One or more were still on board and probably armed. Jerry continued to describe what happened," The pilot was pretty busy keeping us on track, he asked me to come forward to see what was the problem."

To Jerry's surprise as he entered the bomb bay, he could see three 250-pound bombs with the arming wires out of the fuses on one and two with partially removed wires. All of them up against the bomb bay doors. He tried to get the wires in the two partial removed wires, keeping in mind the doors were still open and they were at about 10,000 feet. He walked out on the catwalk in the bomb bay, no parachute, and started to get the wires in the fuses. The bombs were wedged crossways in the racks, he could try and get the wires in, but it might be better to get them out of the bomb bay and fall out. He straddled the bombs and worked at getting them loose and out of the bomb bay; with the doors opened for so long it adds a lot of drag on the plane and then he heard one of the engines sputter. They were using up a lot of fuel and now an engine was acting up. All the bombs were finally let loose, and the doors closed, because of low fuel and engine trouble they were escorted to a fighter base just outside Rome. They landed on a short airstrip and overshot the runway damaging all the landing gear. They got off the plane and noticed a small fire in the crippled engine. They didn't try to put out the fire, they noticed it was spreading fast and evacuated the area as fast as they could, it exploded just as all the crew reached a safe distance. This event gave them the opportunity to see a little bit of Rome, the Vatican and Coliseum; they finally got a ride back to Sardinia on a C-45 transport two days later. Rumor has it that the pilot put him in for the Distinguished Flying Cross (DC)… some milk run.



Jerry Raschke with Color Guard - 2022 Colorado Springs Reunion

This was another story submitted by Stan Morgenstern dated in 2006

I have read the various adventures of B26 pilots, but I feel that none of those demonstrated the special strengths of the B26 in combat as my own particular emergency landing. Returning to base from a mission, the flight engineer and turret gunner advised me that the nose wheel tire had been punctured by flak. Usual procedure, at the time, was that the rest of the crew bailed out, the pilot headed for open water, set the controls, and then bailed out.

However, I knew the plane could be landed safely, keeping the nose wheel off the ground, by putting the rest of the crew into the tail section, as far back as possible, keeping only the co-pilot with me. After the plane rolled to a stop, I had a flatbed truck back up to the plane, called the crew to come forward, very slowly, one at a time, until the nose of the plane settled into the bed of the truck. I then taxied the plane, pushing the truck.

Incidentally, the very next day, Bob Weinberg (not sure of the spelling) came charging into my tent, exclaiming "Morgenstern, thank God you made that landing yesterday". I had the same flat nose wheel tire, and if you hadn't told me how you handled it, I would have had the crew bail out and then ditched the plane.

I did exactly what you said you did and made a perfectly safe landing.

Editors Notes: I am not sure if this had been published before, it was among the notes I had received. I've also heard of similar landings, although I am not sure of pilots names.

Upcoming 1st Generation Birthdays

Ellis *"Willie"* Williamson, April 16, 1923

***"Bill"* McBride,** May 25, 1922

Historic Moments – Little Door

Editor's note: This story was originally in a 1990's Thunder, the Title was "Little Door"

This is an example of Stan's upbeat and cheery personality….

Stan Walsh, Bombardier, Wrote

Regarding the little door [just behind the plexiglass nose]. Didn't you know that we bombardiers had our own private waste disposal system? Here's how I used my little door

When oranges were available in the mess. I would stuff one into my flight jacket and take it on the mission for an in-flight snack. Getting rid of the orange peel was never a problem thanks to the little door.

My routine was this: After making the bomb run and turning for home I'd wait until we were safely over friendly territory, then I'd break out my prized Valencia and carefully quaff the aroma as I gathered a fist full of peels. Then I'd open the little door, thrust my fist outside and release the peels slowly. Three fist fulls per orange went streaming back into the formation.

An alert gunner in another crew once told me about seeing strange colored debris streaming back from the nose of our plane. The door was not hard to open in flight and there was no draft.

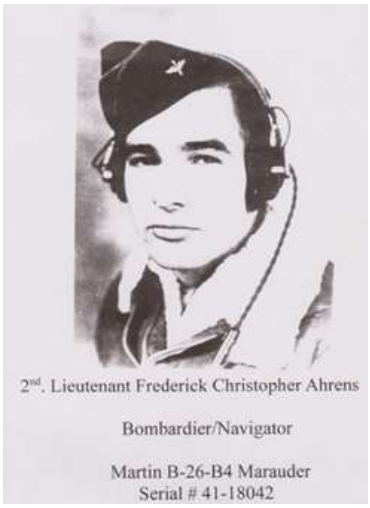
Somewhere over Europe – A Historic Moment.

Original editor's comments: Ingenious, but somehow we doubt that this was the designer's purpose for the door. And there was nothing strange about the stream that could usually be seen coming from the underside of the bomb bay of many of the planes in the formation just after we crossed back into friendly territory!



Veteran Salute

Submitted by Mr. Lesile Ahrens, about his uncle



On December 3, 1921, the first child was born to August Frederick Ahrens and Marie Eloise Margarette (Bohling) Ahrens, at Davenport, Nebraska. They named him Frederick Christopher Ahrens. "Chris", as he was called by others, did not appear to be in good health from an early age. In 1925 he had hernia surgery on the left side and in 1929 had an appendectomy. While in flight school in California in 1942-1943, he was admitted to the hospital at least twice - once for German measles and again possibly for a severe case of athlete's foot. It also appears, from his medical records, that he already had five teeth missing when in flight school.

On June 26, 1942, Chris was inducted at Ft. Crooke, Nebraska, and then sent to Ft. Leavenworth, Kansas. Three days later, on June 29, 1942, he arrived at Ft. Sill, Oklahoma, for basic training. Chris applied to be a flying cadet in the Army Air Corps on August 31, 1942, and finished basic training on September 2. On October 2, he was assigned to the Air Corps. He first went to the Air Force Classification Center in Santa Ana, California, on October 30, and on February 6, 1943, was transferred to Visalia, California, for pilot training. His records don't go into specifics, but on April 12, 1943, Chris was "eliminated from pilot training for flying deficiency", but was recommended for further air crew training.

June 9, 1943, found him being transferred to Kingman Army Airfield at Kingman, Arizona, and was assigned to 328 FGTG HG and HG SQR from June 10 - July 26, 1943. On July 23, 1943, he graduated from the Flex.Gunnery School and was physically qualified as an aerial gunner. From KAAF he would be transferred to Kirtland Field, Albuquerque, New Mexico, on July 30, 1943, where he would take his bombardier training and probably some navigation training. Upon arriving there he was assigned to HQ and HQ SQ, 323rd. BMBDR TNG GP AAFBS and completed his training on December 3, 1943, and was commissioned a 2nd. Lieutenant, Class.

WC 43-17 (WC stands for "West Coast"). After graduation he was given 2 weeks leave to go home, and on December 9, 1943, he and Betty Lois Johnson were married in Bellville, Kansas. After arriving at Barksdale Field, Louisiana, about December 18 he was assigned to the 474th Bomb Squadron BCS. and from January 19 - April 28, 1944, he was with HQ 335 Bomb GP. -BCS.

Veteran Salute cont.

Upon completion of his stateside training, he was sent to the 3rd Replacement and Training Squadron, Station 236, Toome Army Airfield, Northern Ireland. It is said that this "in theater training" was to help the individuals get "acclimated" to their surroundings prior to actual combat (weather, terrain, people, etc.).

On June 21, 1944, a flight of three B-26's was scheduled for a navigation training flight and they departed Toome at about 10:00 hours on runway 09. 2nd Lt. Ahrens was the Bombardier/ Navigator in the lead aircraft 41-18042. After departure they headed toward Slieve Gallion Mountain, which, at this time, was shrouded in clouds and/or heavy fog and mist. Whether it was because the plane was "war weary" (it had been assigned to at least one combat unit before being transferred to Toome) or a misjudgment by the pilot, a fatal mistake was made. The pilot knew he was getting close to the hills and was climbing at about 170 miles per hour, but he hit a couple bad downdrafts and the plane crashed within a few feet of the top of the hill. When they hit the ground, the pilot thought they had hit another aircraft because they could not see the ground before they hit. When the plane stopped moving, the pilot, who was the least injured, unbuckled the co-pilot and pulled him from the plane. The radio operator had a broken leg and the gunner had a broken arm. The navigator (Ahrens) and the engineer were both dead on impact. One was about 40 yards from the plane (the plane was burning at this time) and the other was about 60 yards from the plane. The co-pilot died about 13:45 hours before anyone was removed from the mountain.

At about 11:00 hours on June 24, 1944, 2nd Lt. Ahrens was buried in Lisnabreeny U.S. Military Cemetery near Belfast, Northern Ireland in grave 12, Row 5, plot B.

On August 18, 1945, his wife requested that his remains be returned to Davenport, Nebraska. In accordance with that request, his remains were disinterred on November 5, 1947, and shipped to Cambridge Cemetery in England November 18-20, 1947, where the casket and body were readied for shipment back to the United States. His remains were shipped to Cardiff, South Wales on April 22-23, 1948, and on June 16, 1948, he was transferred to the U.S. Army Transport "Lawrence Victory" for the journey 'home'. Twelve days later, on June 28, the ship "Lawrence Victory" arrived at the New York Port of Entry, and on July 2, his remains left NYPE by train.

His remains arrived at Davenport, Nebraska, about 4:00 p.m. on August 6,1948, on Union Pacific train number 543 accompanied by a military escort. The funeral for 2nd Lt. Frederick C. Ahrens was held the following day, August 7, 1948, with interment in the Davenport Cemetery. He currently rests beside his parents and three of his brothers.

I really wish I could have met my uncle, but he died about 8 months before I was born!

A Reunion to Reflect
2024 B-26 Marauder Historical Society

By: Roberta Dow Falkenbery



MHS 2024 Reunion.

We are going to have a wonderful time with a day trip visit to Pima Air and Space Museum. Education day will be filled with exciting speakers and fantastic presentations.
So please come and join us at the MHS 2024 reunion.

Desert Diamond Casino & Hotel

- Banquet
- Opening reception
- Complementary Breakfast
- Pima Air & Space Museum tour

  With lunch at Sky Grill
- Silent auction
- One education event



Gerald "Jerry" Wesley Raschke (1924 - 2023)


Jerry at 3 in Omaha, NE


During WWII


Deacon Jerry

The Reverend Gerald "Jerry" Wesley Raschke, 99, of Springfield, Illinois died at 10:41 a.m. on Wednesday, October 18, 2023, at his home.

Jerry was born in Omaha, Nebraska, on August 28, 1924, the son of Otto Theodore and Louise Marie Busch Raschke. He was proud of his healthy 99 years. Jerry played tennis until a few years ago when a knee injury from the war made him quit. He continued to walk his loved Bassett hound, Mona until recently.

Jerry ("barely"-in his words) graduated from North High School in Omaha on June 7, 1943. Four days later, on June 11th, he was drafted into the armed forces and in uniform for WWII. Jerry was assigned to the Air Corps (later Air Force) and trained to become an Armament Gunner on a B-26 Medium Bomber (Marauder). He flew 61 missions with the 320th Bomb Group over Italy, France and Germany. His plane was forced to crash three times, but miraculously, not a single crew member was ever wounded or killed on any mission. Jerry was awarded 11 air medals, 7 bronze Major battle stars, 2 Presidential Citations, Croix de Guerre avec Palm, most recently was given the highest national decoration given by the French Government, the Legion of Honor and the "most difficult medal for him to earn", the Good Conduct Medal, plus a few others. He trained new American and French gunners. Jerry was honorably discharged on July 31, 1945, as a Tech Sgt. He then joined the Reserves as an officer.

Jerry's life in Europe was the most exciting adventure, but his next adventure brought him such joy. He married his high school sweetheart, Mildred June Astleford on June 22, 1946. They were married for 56 years until her death. From that marriage, two very loved daughters were born, both named after planes he flew in on his missions. This resulted in four grandchildren, 9 great-grandchildren, 3 great-great-grandchildren. He was a family man and loved all of them.

On May 4, 2002, he married a childhood playmate, Dorothy Dennis, with whom he was reacquainted at a high school reunion. They were married for 16 years. She preceded him in death.

Jerry worked for The Associates for 42 years and retired as Vice President of Risk Management in 1997. He was a woodworker and created beautiful, creative pieces of furniture for family, friends and churches.

In 1971, Gerald was ordained. He studied for Holy Orders at Notre Dame University, Indiana and Indiana University, South Bend for the Diaconate. Jerry helped design the Diaconate program for the Episcopal Church. He took and passed the exams for both the Diaconate and Priesthood but had always chosen to be a Deacon (the servant order). Jerry served as a Deacon lovingly and respectfully in South Bend, Indiana, Irving, Texas, (became Arch Deacon of the Diocese of Dallas), continuing as Deacon in Springfield, Illinois and Enterprise, Florida while married to Dorothy. He was pleased to say he participated as a Deacon in the enthronement of five Bishops, the Installation of six Rectors and/or Deans in four Parishes.

He died a very happy man anticipating the next great journey.



Editor's Comments & Updates

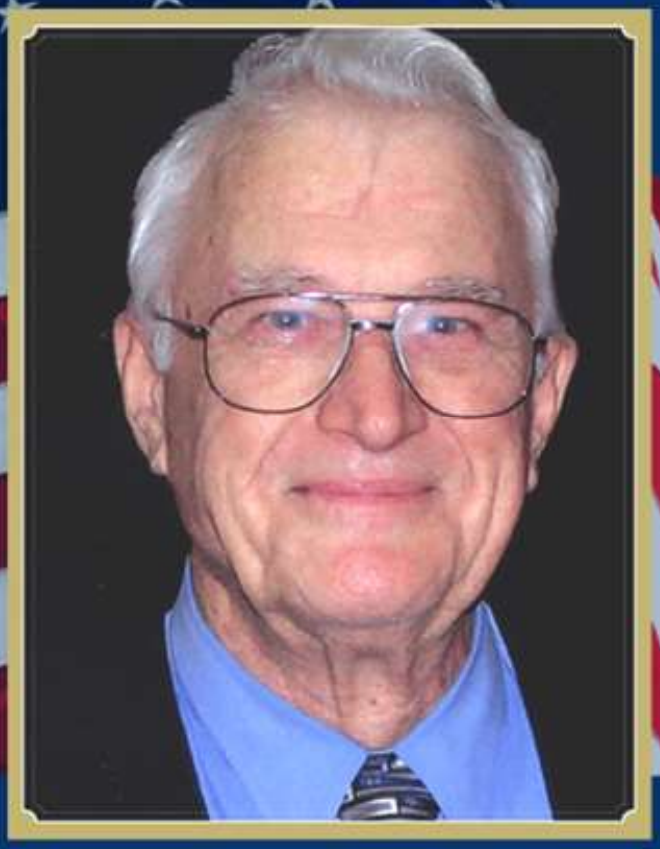
The PIMA B-26 has been undergoing restoration in California and the current plan is to have it moved to the PIMA museum in Tucson before the 2024 reunion. There was a post on our Facebook page concerning the progress of the B-26.

Last October Stan Bolesta and myself visited the National Air and Space Museum's Steven F. Udvar-Hazy Center for an update on the progress of the preservation of the B-26 known as Flak Bait. They are doing an amazing job, we will have an update in a future issue of the Marauder Thunder.

Stay tuned for further updates about the reunion currently planned for October.

There has been some discussion about going digital (PDF) format only for the Marauder Thunder, I have started to include links for some that are interested in further reading.

In Loving Memory



Stanley Walsh

October 24th,1922 - March 7th, 2024

397th Bomb Group
"Bridge Busters"

598th Bomb Squadron:
Allen's "Sea Wolf" Sqdn.

58 Missions
in the European Theater

Bombardier/Navigator

Served 13 months overseas with 397th Bomb Group, 9th Air Force in England, France, Holland and Germany. Completed 58 combat missions, 158 combat hours, over enemy territory. Has approximately 525 hours military flying time. In addition to being a bombardier, also did dead-reckoning navigation and six months of Glider Pilot training.



Safe Flight Home

Stan served his country with dignity, honor, and pride. A native of New Jersey, he learned to fly with the United States Army Air Corps (USAAC). 1st Lt. Stanley Walsh was bestowed with the French Legion of Honor medal during a D-Day commemoration on-board the S.S. Lane Victory on June 6, 2014. He was dearly loved and made all the difference in the world to those who knew him. He leaves behind a legacy of being a great man of honor with a unique heart of gold. Stan is survived by his son, Peter, married to Marcie; step-granddaughter Jennifer; granddaughter; Keira, married to Jason; great-grandchildren Gavyn and Zofia; granddaughter Katie, married to Sam; great-grandchildren Elijah and Nyla. He will be greatly missed. May he rest in peace.

Then & Now

October 29, 2009



Featured in the **Fairchild Fan Club Magazine**



It is an enlargement of a USPS postage stamp, Yes, that is Stan at age 19, Class of 42K. He was a guest at the Cadet Memorial Park dedication. A proud pose with a Fairchild PT-19. Both are "antiques."

Stanley Walsh, AAA M-21002



Summary Bio

First Lieutenant Stanley Walsh, was born in October 1922 in Long Branch, New Jersey and graduated from Lakewood High School, NJ in 1941. He enlisted in the Army Air Corps in March of 1942 and after various schools was commissioned a 2Lt as a Bombardier-Navigator in January 1944. Stanley navigated a new B-26 over the North Atlantic route to Europe joining the 397th Bomb Group in England where he completed 58 bombing missions in the Normandy, Northern France and the Air Offensive Europe campaigns. His most significant awards are; *the Air Medal with 10 Oak Leaf Clusters, the EAME Campaign Medal with battle stars, the Distinguished Unit Badge, and the French Legion of Honor medal.* After the war Stanley received a Civil Engineering Degree from University of Southern California in 1951. His engineering career involved military and civilian projects in the United States and overseas including major airport improvements. After retiring from engineering a photographic hobby became a second career producing and narrating travel adventure film programs on the nationwide Travelogue lecture circuit and on local PBS stations. He received the "Seven League Boots Award" from the Professional Travelogue Association and served as its president. He has also authored two books; **First Over the Front, The B-26 Goes to War: Army's Torpedo Challenge.**



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TIP to TOE"

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Integrity, Honor & Wit!



Winona & Stanley

Love is forever



Christmas Day 1944 - 397th Bomb Group - Battle of the Bulge (Excerp)

by Walsh, Stanley.

December 23, 1944, the weather cleared. Everything that could fly was in the air, including the Luftwaffe. The 397th Bomb Group legacy marks this day as "Black Saturday." We lost ten Marauders to enemy fighters and flak on Christmas Day, December 25, 1944—my "Longest Day." At 6 a.m., we were briefed for a "special mission." We were to lead a six-ship formation loaded with fragmentation bombs on a low-level, hedgehopping raid against enemy troops. We waited in the Operations room. A regular mission was called; we remained "on hold." Hours passed, mission planes returned with battle damage. One plane ran off the runway, another bellied in and burned; fortunately, crews escaped. On hold and hungry, the cooks made turkey sandwiches for us. Late in the afternoon, our "special" was scrubbed. We took off on a regular medium-altitude mission. We were to rendezvous with fighters over Liège and do a fast bomb run into Malmedy. We circled over the city; our "little friends" never showed. Alone at dusk, we dashed into the Bulge, receiving intense, accurate flak—**"Bombs away. Let's get out of here!"**



Historic Moments

Where Were You, What Did You Do?

By Walsh, Stanley.

It was late afternoon in New Jersey, Sunday, December 7th 1941. I had changed from my Sunday best suit after attending church and singing with my buddy Bruce Lane, in the Lakewood, New Jersey Presbyterian Church choir. On the radio, Conductor Walter Damrosch, an announcer breathlessly reading a news flash: "Pearl Harbor has been attacked!"



Japanese naval aircraft

Most folks didn't know where it was, but I did because I had contemplated joining the Navy and would have asked to be posted there.



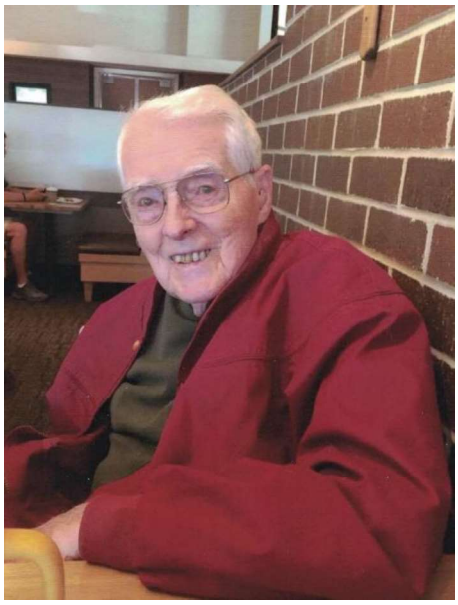
Pearl Harbor bombing - Hawaii

I had visited Navy recruiters on Church Street, NY, and had all the enlistment papers to be signed by parents. The phone rang; it was my buddy Abe Gindoff, asking if I had seen the NY News, he read it: "If you could pass a test you didn't need two years of college to join the Army Air Corps for pilot training." I immediately dumped the Navy papers and arranged to take the Army test. Two weeks later twenty high school grads took the test in Trenton, NJ. Two of us passed. Others were told to bone-up and come back in two weeks to try again. I passed the physical, the other chap did not. About a week later I received a telegram to report. I did and became an official Army Aviation Cadet. This "moment," begin a four-year odyssey of "Historic Moments." Yes, a creature of habit, I took my usual walk in the woods that fateful Sunday. I pondered my next move. What to do? Next day I chatted with several classmates from my June 1941 high school graduating class. We knew we'd eventually be drafted so we resolved to "join-up;" while we still had the opportunity to choose which Service Branch to join. I selected the Army Air Corps – A Historic Moment.



Stanley Walsh in front of a downed German plane

– ***One of Stanley's last written editorials.***



John, “Jack”, Sheehan, 102, passed away Wednesday, April 17, 2024.

Jack was born May 31, 1921, in Sault Ste. Marie, Canada and grew up in Detroit. He served his country in WWII in the Army Air Force as a B-26 pilot flying missions over Germany. After the war ended, he stayed on as a courier pilot flying around the prosecutorial staff for the Nuremberg Trials. He attended the Trials twice and always marveled at being a living witness to history. He married his high school sweetheart Lynn in 1947 and together they enjoyed 66 years of marriage until her death in 2013. Jack completed his BS degree in International Marketing at the University of Detroit on the GI bill and was a sales & marketing executive for various companies during his long career. He retired from Ciba-Geigy/Ren Plastics in Lansing at the age of 72. He was past president of the Sales and Marketing Association of Lansing and he was an eleven-year volunteer with the Red Cross as a blood driver. He & Lynn traveled extensively and Jack made it to all 50 states. Jack enjoyed golfing, playing bridge, sports, and was a self-described exercise nut. He was a life-long Detroit Tigers fan.

After 42 years living in Lansing, Jack moved to Village at the Oaks in Muskegon in 2020 to be closer to his daughter.

Jack loved people. He had many friends and continually made new friends during his long life. He was a man of incredible character and integrity; kind, personable and totally engaged. He had a wonderful sense of curiosity about people and made you feel like you were the most important person in the room when inquiring about your life. When he asked, “how are you?” he really wanted to know. He lived life to the fullest and embraced every stage of life. He constantly gave thanks to God for his great health. He will be deeply missed by everyone who knew him.

Jack willed his body to MSU so that even in death he could be of service. A memorial mass will be held sometime in May at his long-time parish, St. Gerard’s, in Lansing.

Jack is survived by his children, Pat (Sharon), Tom (Marlene), and Lori; five grandchildren, Dena, Nicole, Kelly, Scot, and Kristen; twelve great and eight great-great grandchildren. He was preceded in death by his wife, Lynn, his parents Patrick and Mary Jane and many close friends and relatives.

Gifts in Jack’s name can be made to St. Vincent DePaul in Lansing. Condolences can be left at www.clockfuneralhome.com

Books, Web Links and other information

The 22nd BG became the owners of all the copies of REVENGE OF THE RED RAIDERS. They are offering them for sale for a special price, while the authors used to charge $70+ each. These are wonderfully inclusive resources!
If interested, email Mike and Deb Edmonds at mnedmonds@earthlink.net

This is a special program the MAPS (Military Aviation Preservation Society) and the local Ohio PBS station put together:
"Marauder Men" will be available for free viewing on demand via our website at:
https://video.westernreservepublicmedia.org/

A nice site that provides online community, research, documents and data. https://b26.com/

MAPS Air Museum where there is a B26 https://mapsairmuseum.org/martin-b-26-marauder/

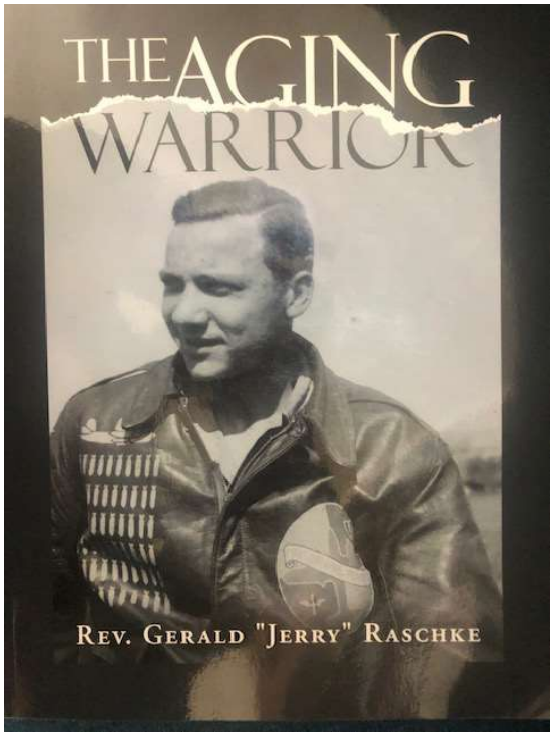
Ron's YouTube 1st gen interview with Jerry https://www.youtube.com/watch?app=desktop&v=IH9-zeMjZmw&feature=youtu.be

Ron's YouTube channel https://www.youtube.com/@ronbolesta1421

Jerry's book https://www.amazon.com/Aging-Warrior-Gerald-Raschke/dp/1665509244

Library of Congress interview with Jerry https://www.loc.gov/item/afc2001001.17077/

Lincoln Library interviews with Jerry https://presidentlincoln.illinois.gov/oral-history/collections/raschke-gerald/interview-detail/?fbclid=IwAR1zJlR_BTLbEErqq3iuA0Krus955myBFj7iFy9oRR3DS9Vu5dFbF_PjGWo



The Marauder Thunder

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Tucson, AZ. 85726

B-26 MARAUDER HISTORICAL SOCIETY MEMBERSHIP APPLICATION

2024

National sponsor:	Sustaining :	Supporting :	Contributing :	Annual:	Active Military:
☐ $1000 or more	☐ $250/year	☐ $150/year	☐ $100/year	☐ $65/year	☐ $25/year

I am a: _____ B-26 veteran _____ other veteran _____ spouse of veteran _____ other family member _____ supporter of the B-26

Name _____Phone _____

Email_____(***Thunder will be sent to email provided***).

Address _____Country _____

Bomb Group/Squadron _____Highest Service Rank: _____Job on the B-26:_____

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CP = Co Pilot **CC** = Crew Chief
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