

75th

**ANNIVERSARY
D-DAY INVASION**
(June 6, 1944)



**HONORING SUN CITY VETERANS
WHO SERVED IN WWII**

INTRODUCTION

(Editor's note: The stories featured in this collection are edited versions of the original articles written by Bob Cohen and published in the Link Magazine from 2017 to 2019. The full version of each story is available in the archive section of Suncitylink.com, with the original month published listed below each veteran's name.)

It wasn't America's first time at war – not by a long shot. In fact, some historians identify the French and Indian War (1754-1763) as our first conflict. After all, that is where George Washington got his military experience. In fact, during the 158-year period between the end of the American Revolution and America's involvement in World War II, our military was involved in 80 wars, many of them fought against Native Americans. Further, there were only 16 years during that period when our military was not engaged somewhere in the world.

But WWII was different, not only because it happened in our lifetime but because it was the modern world's first total war. Highly mechanized armies purposely targeted civilians and destroyed large cities. Historically, wars have been fought over religious or economic issues. Without question, this was a war of opposite philosophies – Fascism vs. Democracy (and Communism). And it was the war that vaulted post-war America to super power status.

The war began in Europe on September 1, 1939, when Germany invaded Poland. France and England declared war; the United States did not. The U.S. was neutral until the Japanese attacked Pearl Harbor on December 7, 1941. The next day, President Franklin Roosevelt asked Congress to

declare that a state of war with the Empire of Japan existed. In the days following, Germany and later Italy, declared war on the U.S. There were significant battles in the first two years of the war to be sure, but 75 years ago our country witnessed major changes; the U.S. was seriously on the offensive.

The year 1944 began with Western Europe still under Nazi domination. Only North Africa and the southern part of Italy were liberated. In the Pacific, the U.S. Navy won significant naval battles and a few islands had been taken, but most of the area remained under Japanese control.

On June 6, 1944, the Allies invaded France. With the second front now opened, the Soviets began making significant progress on the eastern front. By Christmas 1944, most of Europe, save Germany itself, was under Allied control. In the Pacific, General Douglas MacArthur made good on his pledge to return to the Philippines and major victories were achieved by the U.S. Marines in the island-hopping campaign, culminating with the battle for Iwo Jima.

Sun City residents participated in or supported those victories. These are their stories, presented in three parts – the European Theater, the Pacific Theater and Stateside.

Bob Cohen/Link Magazine

Devastators on the USS Enterprise in World War II, Battle of Midway

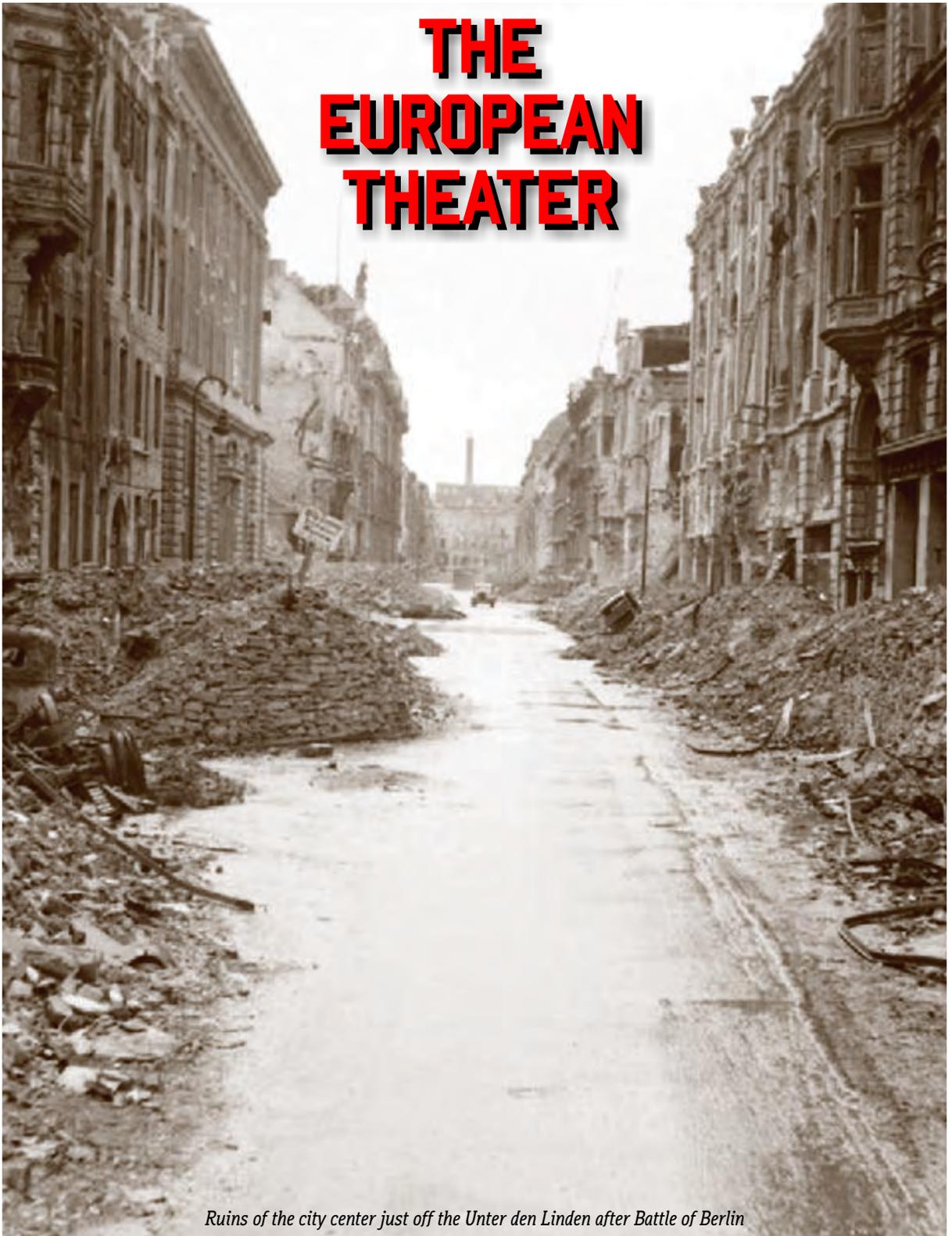


CONTENTS



European Theater	4
Harry Galati – Army Transportation Corps	5
Arthur Patton – Merchant Marine	6
Alfred Rowe – Army, 358th Engineer General Service Regiment	7
Bill Steinbaugh – Merchant Marine	8
Robert Teitlebaum – Army Air Corps.	9
Pacific Theater	10
Jim Brown – Navy: Radar Operator, USS Sevier, APA 233	11
Mel Davis – Navy: USS LCI (G)-752 Gun Ship	12
Tony Giuffrida – Navy: USS Dent DD-116 Destroyer	14
Paul Gwin – Army: 1782nd Engineering Parts Supply Company	16
Abbott Mosher Navy: Medical Corps.	17
Louis Nimmo – Navy: Leslie B. Knox, DE-580 Destroyer	18
George Pantages – Navy: Pharmacist Mate, USS Princeton, CVL-23 Fast Attack Carrier.	19
United States	20
Fred Acri – Navy: Navy Corpsman	21
Irving Bonn – Army Air Force: Aviation Mechanic.	22
Stephen Eden—Army	23
Margaret Keith – Army: Nurse.	24
Epilogue	25
Thank You For Your Service	26
Credits	28

THE EUROPEAN THEATER



Ruins of the city center just off the Unter den Linden after Battle of Berlin

"Soldiers, Sailors, and Airmen of the Allied Expeditionary Force: You are about to embark upon the Great Crusade, toward which we have striven these many months. The eyes of the world are upon you . . . I have full confidence in your courage, devotion to duty and skill in battle." – General Dwight D. Eisenhower, *D-Day Message to Troops*, June 6, 1944

HARRY GALATI

(September 2017)

THE TIME: JANUARY 1944. THE PLACE: ENGLAND. THE event: The buildup to the invasion of occupied France.

Ten percent of all men in England were Allied soldiers. Seventy-three thousand of those men were Americans who would join more than 83,000 British and Commonwealth troops on that fateful morning. But thousands more Americans would remain in England to support that invasion.

One of those was Harry Galati. Harry was a New York boy who, like many of his generation, joined the service upon turning 18. That enlistment began in April 1943 in Fort Dix, N.J. After an initial round of physicals and shots, Harry was sent to Camp Harahan near New Orleans for basic training. Upon completion, he was loaded on a troop train headed to Fort Lawton, Wash., the home of the 8th Traffic Regulation Group. The Army had decided that Harry was to be in the Transportation Corps. "Once I got my orders sending me to Washington State, I figured I was going to be assigned to the Pacific Theater," Harry said. After all, it was the second-largest port of embarkation for U.S. forces and material to the Pacific Theater during the war. But you can never assume anything when you are in the Army.

The 8th Traffic Regulation Group did train at Fort Lawton, Wash., but served in the Northern France and Rhineland Campaigns. So it was that Harry found himself loaded on a troop train headed to New York, where his hopes for a leave were crushed when he was immediately loaded onto a British troop transport.

Twelve days later, he arrived in Liverpool, England.

The buildup to and subsequent invasion required massive amounts of transportation, the Transportation Group's specialty. But every modern military unit runs on paperwork and this group was no exception. So, it should have been no surprise when Harry's Sergeant approached him one morning and asked, can you type?

Answering in the affirmative, Harry found himself assigned as company clerk. With units located all across the United Kingdom, Harry, as part of Headquarters Company, was based in London, where the unit occupied a Selfridge Department store. There, from February 1944 until April 1945, Harry experienced the Blitz along with London's civilian population. He may have been behind the lines, but that didn't mean he was safe from enemy attacks; both V1 and V2 rockets were common events.

In late April 1945, the unit was transferred to Reims, France, to more easily coordinate its units supporting the front. Harry lived in a damaged apartment building; no heat and no water. On the ground floor, German POWs toiled in the kitchen. Although the war in Europe ended in May 1945, Harry remained in France until February 1946. He was separated on March 13, 1946. His separation papers read in part that Harry "was Sgt. Major with the 8th Traffic Regulation Group. Supervised all clerical work done at this headquarters."

Harry received three bronze service stars; the Normandy Campaign, the Northern France Campaign and the Rhineland.



Harry Galati, Army Transportation Corps.

TIMELINE OF WORLD WAR II

1939



September 1

*Germany invades Poland.
World War II begins.*



September 3

*France and Great Britain
declare war on Germany.*

ARTHUR PATTON

(May 2017)

IT WASN'T VERY GLAMOROUS DUTY; IT WAS A JOB. ONE that had to be done because without it, the invasion of France in 1944 and the island-hopping campaigns of the Pacific would have been virtually impossible. That job was serving in the Merchant Marine. It was vital because nearly all the troops and every truck, tank, cannon, and the bullets, shells and fuel that they required was transported by ship – and the enemy knew that. A greater percentage of those serving aboard merchant ships in WWII died in the line of duty than all of the other U.S. Services – 1 in 26 mariners. One of those serving mariners was Arthur Patton. When asked why he joined the Merchant Marine, especially in light of the casualty figures, Arthur replied, "We didn't know how dangerous it was." (All through the war the government minimized the damage being done to our shipping to prevent the enemy from learning how effective the submarine attacks were.) "I was about to turn 18 and the draft was waiting. A friend of mine had signed up for the Merchant Marine and told me the pay was four times higher than the Navy's, so I joined just before my birthday in 1944."



Arthur Patton – Merchant Marine

Arthur served on a number of ships in both the Atlantic and Pacific, mostly troop transports. He sailed from New York to Liverpool, England, and Le Harve, France, bringing fresh troops to that theater before transiting the Panama Canal to support the fighting in the Philippines, Guam and Saipan. The ships he served on weren't the famous ones we all know. They were the S.S. General John Pope, the S.S. Cody Victory, the S.S. Marine Dragon and the S.S. Sheephead. Names that were little known then, except to those who sailed on them and certainly forgotten now. Both Arthur and his ships were among the lucky ones; they never became a part of the 1 in 26 who died. "Most of the time, I served on troop transports. When the war ended, our job did not. All of those troops had to be ferried home. So, we made runs from Japan to Seattle.

Later, we returned to the East Coast to bring German POWs home to Bremen, Germany. That may have been the greatest crossing. I had five POWs assigned to help me in my duties as storekeeper. One of them spoke excellent English and that made my job much easier."

TIMELINE OF WORLD WAR II (Cont'd)

1941



December 7

The Japanese wage a devastating attack on Pearl Harbor.



1942



June 4

US Navy launches the successful Battle of Midway.

ALFRED 'AL' ROWE

(June 2019)

SEVENTY-FIVE YEARS AGO, THE COAST OF NORMANDY was witness to the largest invasion in history. German soldiers awoke in the pre-dawn morning of June 6, 1944, to the sight of some 5,000 ships spread across 20 miles of sea. Well more than 155,000 Allied Army and Naval personnel were aboard those ships awaiting H-hour, 06:30, to begin the assault. One of those men was Sun City resident Alfred 'Al' Rowe.

Al grew up in Sacramento, Calif., but spent his late teen years in Norden, a railroad town near Donner Lake. Al's father was a railroad man.

"In the summer I would hike by myself . . . I taught myself how to ski and that ability was one of two special skills that interested the Army. The other was surveying, a trade I learned in high school," Al recalled.

Shortly after his 20th birthday, Al received his draft notice.

"Somebody noticed that I had skiing and surveying experience, so I was told to wait until they got enough people together to send to Colorado for mountaineering training. But before that could happen somebody else decided they needed my surveying skills more and put me on a train to Fort Claiborne, La. But our train got stuck in El Paso and we arrived in Louisiana three days late by which time the outfit I was supposed to connect with was gone. Eventually, I was assigned to the 358th Engineer General Service Regiment.

"This was a kind of catch-all outfit. Our job was to support other Corps

of Engineer units with general labor like clearing mines, running DUKWs and building storage units. Most of the guys in my outfit were poor boys from the coal mines who couldn't even read. I guess that's why they promoted me to corporal. Before we were sent to England, we were trained in landmine removal."



Above, Alfred Rowe, Army, 358th Engineer General Service Regiment. Below, area of Omaha Beach labeled Dog Red.



The morning of June 6 found Al and his Company aboard an attack transport along with major elements of the 29th Infantry Division. Portions of the 29th were part of the first wave to hit the beaches, but most of the Division was sent in as part of the second and third waves. The 358th was part of the third wave.

"When it came time to load into the Higgins Boats, we climbed over the side and down a net. The Navy chiefs were supervising the loading and, at the last minute, he put my buddy and I into a boat loaded with infantry. That's how we got separated from our outfit. When we got within a couple hundred yards of Omaha Beach, our boat got stuck. The coxswain dropped the landing ramp and told us 'If you want to live, you'll get off this boat now! We're sitting ducks.'

"I got off, but the water was too deep. I dropped all of my gear and after inflating my life belt, started swimming to shore. Somehow my buddy and I made it there but we weren't even sure where 'there' was. Later, I found out we were in the area of Omaha labeled Dog Red. It was still pretty hot with bullets and shells everywhere. We had no idea

1944



January 22
Allies invade Anzio, Italy.



June 6
D-Day: Allied forces enter France to repel the Germans.



June 13
In retaliation, Germany launches V1 rockets at England.



where the rest of our outfit was and frankly we were more concerned with finding cover. I spotted a wrecked half-track and we took refuge there."

The pair stayed in that shelter for a couple of days emerging only to man the wreck's machine gun when attacked by two German planes. Eventually, an MP came along and directed them to the company HQ. At that point, with no mines to be cleared, the pair was loaned out to a graves registration unit. Casualties were high and they were busy.

"What we did, basically, was to sort through equipment and determine if it could be reissued. Mostly boots, helmets and rifles. Not a very pretty assignment, but necessary."

As Al's career in the Army progressed, he was eventually commissioned as a Second Lieutenant on May 24, 1945, and assigned to the 36th Infantry Division. He was eventually reassigned as Executive Officer of a company responsible for the retrieval and maintenance of the Pershing Tank, the largest American tank used in World War II.

BILL STEINBAUGH

(May 2019)

HE WAS BORN IN ERIE, PENN., AND GREW UP JUST TWO blocks from Lake Erie. By the time he graduated high school, World War II was in full swing.

"I was pretty frail as a kid, had asthma. I registered for the draft in 1943, but they kept rejecting me as 4-F," Bill Steinbaugh said. "Four times I was called to take the physical, four times I was rejected. There were lots of jobs on the ore boats plying the Great Lakes, so I went to the local Coast Guard station and got a Seaman Certificate. I had planned on getting a job on an ore boat, but the Coast Guard must have notified the War Shipping Administration of my certification because I was quickly contacted by them and offered paid transportation to New York. I grabbed it.

"In those days, in the Merchant Marine, your expenses on shore were your own. You only got paid when you were assigned to a ship. I was an 18-year-old kid with very little money, so when I got to New York I found a cheap hotel and started looking for a job. The first place I went to was the hiring hall, but it was jammed. I started to get worried because I was low on cash and needed a job fast.

"Then I thought to go to the War Shipping Administration Office. After all, they had paid my transportation to New York.

I went there, introduced myself and was greeted with 'Are you ready to go to sea?' Right then and there I was signed on to a brand new tanker, the Chesapeake Capes."



Bill Steinbaugh, Merchant Marine.

The Chesapeake Capes was a 523-foot tanker capable of holding just under 6 million gallons of gasoline, a product that was in high demand in Europe.

"When I woke up in the morning, we were already underway. As we passed the Statue of Liberty, the Queen Mary was coming in from England to pick up another load of soldiers as part of the D-Day buildup.

We were not only carrying the full load of gasoline, the top deck was loaded with new P-51 Mustangs. We were heading to England as part of a large convoy of cargo ships and oil tankers, along with their Navyescorts.

"I never did see any submarines or other German ships, but the destroyers accompanying us sure seemed to be busy. Every once in a while, they would detect an enemy submarine and go to work with their depth charges. We made it across safely and brought our cargo up the Clyde River to Glasgow, Scotland.

"In late 1944, we pulled into Cherbourg, France, and unloaded. There, as in most places, we anchored off shore and pumped our fuel to on-shore storage tanks.

ROBERT TEITLEBAUM

(November 2017)

"AS SOON AS I GRADUATED HIGH SCHOOL, I WENT TO THE recruiting office to enlist in the Army Air Corps," said New York-born, Ohio-transplant Robert Teitlebaum.

"But it was 1940 and there were no openings there. The recruiter said Army Air was part of the Signal Corps. I knew Morse code from my Boy Scout days and I thought that would be useful, so I joined."

Bob spent the next two years in the Signal Corps as a company clerk. Advancement was limited, but all that changed on December 7, 1941. As America plunged into World War II, the military expanded dramatically and quickly.

"I didn't want to spend the war manning a desk," Bob said. "So, I transferred to 6th Armored Division, but I was assigned to finance. Still behind a desk."

These were dynamic times and opportunities were soon to arise. The field artillery had openings for officers. Bob applied for OCS and 90 days later was commissioned as a 2nd Lt. More schooling was ahead, including the Field Artillery Battery Executive Course, Basic Flight School and advanced flight training as part of the Liaison Pilots Course. As 1943 arrived, Bob was officially an Air Observation Pilot.

The primary task was to locate enemy targets from the air and direct and coordinate fire on them, all while piloting a

slow, single-engine aircraft – an easy target for ground fire.

In late October 1944, Bob shipped out to Italy, assigned to the 985th Field Artillery Battalion, a part of the 5th Army. During the next six months, he flew 70 combat missions, often under heavy ground fire.

"We returned to base with the plane full of holes a number of times, but my observer and I were fortunate. We were never hit," he said.

"We were attacked by enemy airplanes only once," Bob recalled. "And that was almost funny. You see, we were often passed by British Spitfires returning to their base as we headed out. They would wag their wings and fly by. This time, the returning flight of two planes didn't wag their wings. In fact, the next thing I knew, they were shooting at me. They were German ME-109s! Flight training kicked in and I put my little L-4 into a maximum dive. The Germans started to follow me down, but for some reason broke off the engagement and continued on their way. I pulled up and returned to base."

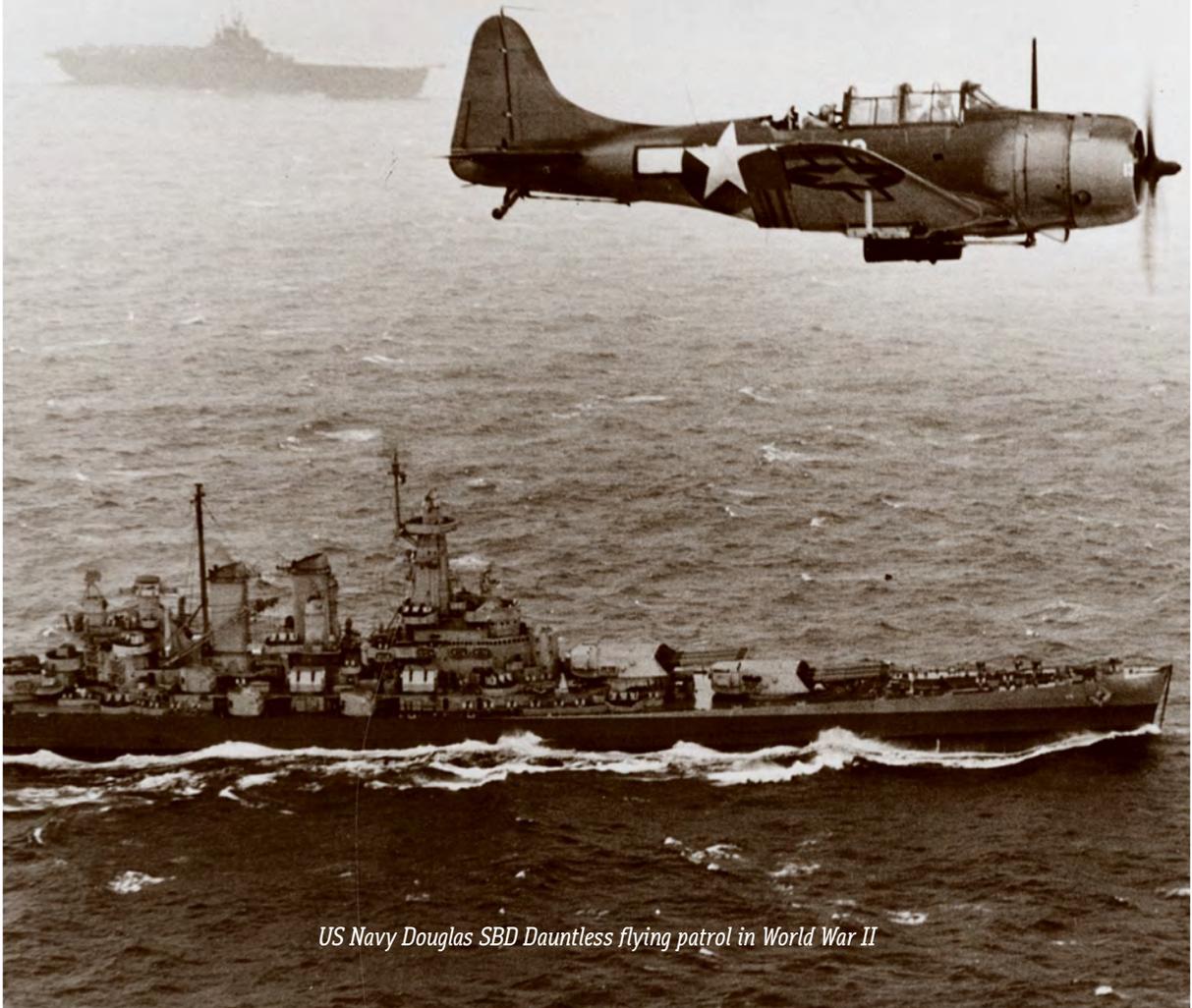
WWII ended with Bob being awarded the Air Medal with

one Oak Leaf Cluster, the American Theater Service Medal, the European African Middle Eastern Service Medal with two bronze stars, the Pre Pearl Harbor Medal, the German Occupation Medal and, of course, the World War II Victory Medal.



Robert Teitlebaum, Army Air Corps.

THE PACIFIC THEATER



US Navy Douglas SBD Dauntless flying patrol in World War II

"The soldier, above all other people, prays for peace, for he must suffer and bear the deepest wounds and scars of war." - *General Douglas MacArthur*

JIM BROWN

(April 2019)

SEVENTY-FOUR YEARS AGO, MORE THAN 100,000 United States Marine, Army, Navy and Air Corps personnel fought the battle of Iwo Jima – a battle indelibly etched into America's history by the iconic raising of our flag over Mount Suribachi. But those troops didn't just miraculously appear at Iwo Jima, they were transported there by men like Jim Brown.

A native of Glendale Calif., Jim was just 15 years old when WWII started. In the spring of 1944, a Navy recruiter came to Jim's high school looking for future sailors.

"I was 17 and had to get my parents to sign consent papers before enlisting. They signed and two days after graduation I reported into boot camp in San Diego. On my first day, the Chief Petty Officer of our barracks came in asking if anyone could type. I had been a journalism major in high school, so I raised my hand. No one else did and whether that was because they didn't know how to type or just knew better than to volunteer I'll never know. In any case, I became the company yeoman.

"Many of my high school classmates benefitted from my job. You see, I made out the duty rosters so my friends never pulled night duty and always managed to have duty when calisthenics were on the schedule," Jim said.

After boot camp, Jim was assigned to radar school. Radar was new at that time so that was a choice assignment. After graduation, he was assigned to the newly commissioned USS Sevier, APA 233, an attack transport built in the Kaiser shipyards in Vancouver Wash., near the Oregon border. The ship was commissioned on December 5, 1944. Her new crew, including Jim as radar operator, was sent to pick up the ship and bring it to Seattle.

"Coming through Puget Sound we encountered heavy fog and were forced to navigate by radar only. At this point, you have to remember, I'm a teenager just out of school and I'm the eyes of this brand new ship so when I got a return from what appeared to be a large ship ahead of us, it had my full attention! The bearing of that ship did not change, but the distance did. It was getting closer. In radar school we were taught that a constant bearing and decreasing range meant that a collision was imminent. I notified the bridge... the skipper ordered full astern to stop the ship. A large yacht passed under our bow. Collision avoided."

It was December 1944 and there was a war being waged in the Pacific and the Sevier was needed. On February 6, 1945, she departed San Pedro for Hawaii, where she picked up men of the 4th Marine Division and joined a convoy headed to Iwo Jima. Once the Marines were off-loaded, the Sevier moved off shore and waited for the battle to be won and the 4th Marines to be evacuated. In the interim, the Sevier functioned as a temporary hospital ship. In May, the ship took the 125th Construction Battalion and 171 Marines to Okinawa, Japan.

"We arrived on June 17th and immediately began unloading the SeaBees and Marines. During that time, we witnessed numerous bombing raids by the increasingly desperate Japanese military. The bombs they were dropping were 'cherry blossoms,' or as we called them 'baka bombs,' *baka* being the Japanese word for foolish. These were manned, rocket-powered, one-way suicide attack aircraft that generally were aimed at the largest ships. Because of that, we were at general quarters the entire time we were there," Jim said.



Jim Brown – Navy Radar Operator

1944



June 27

Liberation of Cherbourg, France.



July 21

Marine and Army units invade Guam.



September

U.S. military adds penicillin to its arsenal to prevent infections.



After Okinawa, the Sevier left for a quick trip to Bremerton Wash., for repairs. As part of a convoy heading to Hawaii, the ship was protected by destroyer escorts. At one point, the DEs detected a Japanese submarine and went into action. Scratch one sub. After repairs, the Sevier returned to Hawaii with the intention of picking up the Marines for the invasion of Japan.

On August 13, Jim and crew were on deck watching a movie. Suddenly the ship's sirens began to scream instantly joined by other ships in the harbor. Complete pandemonium. Japan had surrendered!



Jim Brown learned of Japan's surrender while watching a movie on the deck of the USS Sevier.

The war may have ended, but the Sevier's duties had not. In late August, she departed for Sasebo, Japan, and unloaded occupation troops and supplies.

"We weren't sure what to expect in Sasebo, so we went in under battle conditions. The town had been completely leveled by our planes and, of course, things were pretty peaceful," Jim recalled.

The Sevier later joined Operation Magic Carpet, returning men from the Pacific Theater to the States for discharge. In late October, she picked up troops in Saipan and returned them to San Francisco.

MEL DAVIS

(June 2018)

THERE'S SOMETHING SPECIAL ABOUT IOWA. SOMETHING that creates large, close-knit, patriotic families even during the harshest of times. Take these two examples, both products of the Great Depression: The Sullivan brothers and the Davis brothers.

Everyone in America at the time knew of the five Sullivan brothers who served on the light cruiser USS Juneau and died with the ship in November 1942. They were from Waterloo, Iowa.

Hardly anyone knew of the seven Davis brothers who lived in Burlington, Iowa, 150 miles away. They, too, were a Navy family.

"There was never any question of which branch I would choose," recalled Mel Davis. "We were a Navy family. My oldest brother Sheldon joined the Navy before the war

started. In fact, he was serving on the West Virginia in Pearl Harbor on December 7. The ship was gone, but that didn't stop

Sheldon. He just transferred to submarine duty. The only question was: When would I enlist? The answer was October 1943. I was the sixth brother to enlist."

He was sent to Farragut, N.D., for boot camp, then assigned to signal school in San Diego. Upon graduation, he was assigned to the USS LCI (G)-752, a new ship commissioned in late April 1944. LCI (Landing Craft Infantry) were 158-foot, long-range ships designed to carry 190 infantrymen into combat. Some of those were converted to other uses. The 752 was reclassified as a gun ship and the crew, including 18-year-old Mel Davis headed for the South Pacific in support of Gen-



Mel Davis - Navy: USS LCI (G)-752 Gun Ship

TIMELINE OF WORLD WAR II (Cont'd)

1944



October 24

Japanese dive bomber pierces the flight deck of the USS Princeton during the invasion of Leyte, Phillipines.

1945



February 19

Battle of Iwo Jima. U.S. Marines wage fierce and successful attack.



eral Douglas MacArthur's Southwest Pacific campaign.

"As a gun ship, our first combat assignment was to provide close-in fire support for the infantry invading Leyte Island in the Philippines. That was October 20, 1944. We started firing early in the morning. Later that day, we were assigned the task of delivering a group of doctors to the northern end of the island, behind Japanese lines. We never made it. At about 6:30 that evening, we were attacked by six Japanese dive bombers attacking the bow of the ship along with two others diving on the stern. I think one of those planes was a kamikaze because he was headed right for us. One of our guys got him with a sub-machine gun and he crashed into the water. The guys on the 20mm and 50-caliber guns shot down four of the planes and drove off the others heading for our bow. But the last plane was able to drop a 250-pound bomb aimed at our stern. It missed, but was close enough that the explosion lifted our stern out of the water and twisted the propeller shafts. We were dead in the water and out of the war," Mel said.

"After things quieted down (the whole attack probably lasted 5 or 10 minutes – though it seemed like 10 hours) we

noticed that the suspected kamikaze was floating about 50 feet from the ship. We didn't want it drifting into us, so three of us took a small boat out to the plane. We opened the hatch. It was sealed and could not be opened by the pilot, thus confirming to us that it was a kamikaze. We checked to be sure the pilot was dead. He was."

"They towed us back to the bay, where we dropped anchor and waited for a tow to Pearl. While we were waiting for that tow, we were attacked by Japanese torpedo planes four or five times. We were helpless, a sitting duck, but the torpedoes were set to too deep a depth and slid under us. The ship had to wait three months for a tow back to Pearl Harbor for repairs. By the time the repairs were completed, the war was over. Mel and the 752 went to Tokyo for occupation duty. They arrived in time to witness the formal surrender on the USS Missouri on September 2, 1945.

"We were anchored very close to the Missouri, maybe 200 yards. I was able to watch the whole thing through my binoculars," Mel said. He remained in Japan until December 1945, when he returned home. The ship and Mel were decommissioned in April.



General Douglas MacArthur departs the landing craft on return to the Philippines.



May 8
Victory in Europe Day.



June 3
Invasion of Okinawa used as staging ground for final invasion of Japan.



June 15
Allies invade Saipan.



TONY GIUFFRIDA

(October 2018)

GROWING UP DURING THE GREAT DEPRESSION IN AMERICA was difficult for most, but considerably more so for others. For Tony Giuffrida, living as part of a large family in south Philadelphia wasn't all that bad until 1931 when his father lost his job and his mother died. Faced with the prospect of raising six children without a wife or a steady job, Tony's dad did what he could and made the hard decision to send Tony and his brother John to live on a church-operated farm just outside of Philadelphia.

Two-and-a-half years later, Tony's Dad got a job and brought the boys home.

It was 1937 and life was good. The U.S. may still have been isolationist, but not those guys. They wanted in on the action. A number of them volunteered to fly for the RAF, but that option wasn't open to Tony because of medical issues.

Later, a Navy officer came to Tony's house to speak with his dad about his son signing up; Tony was a minor and needed his dad's approval, and he got it.

On April 17, 1940, Tony took the oath to join the peacetime Navy for a six-year hitch.

"They sent me to Connecticut for an eight-week basic training school," Tony recalled. "After graduation, I joined my first ship, the Destroyer USS Hatfield. The Hatfield went south along the Atlantic Coast and through the Panama Canal to San Diego. In San Diego, I transferred to the USS Dent DD-116, which was to be my home through the entire war."

It was now winter 1940. America and its Navy were still at peace. The Dent was a WWI veteran that had seen service for most of the intervening years. She was fast, maneuverable and well-armed with cannons, machine guns and torpedoes.

In the winter of 1940-1941, she sailed to Bremerton, Wash., for updating with the newest anti-submarine weapon, sonar. Fully updated and combat ready, the Dent returned to San Diego and over the rest of 1941 patrolled the waters between San Diego, Honolulu and Bremerton.

She was in San Diego on December 7, 1941, after just having returned from Hawaii. The Dent and two other sonar-equipped destroyers got underway the very next day to provide anti-submarine and anti-aircraft protection for the aircraft carrier Saratoga during her high speed run to Pearl Harbor.



*Tony Giuffrida – Navy:
USS Dent DD-116 Destroyer*

"Once we got to Pearl, our skipper wanted to tour the island and see the damage for himself," Tony said. "We lowered the captain's gig and I was assigned as her engineer. At this point, it was about a week after the attack, but the damage was still fresh. It was horrific."

In 1942, as newer destroyers came into service, the Navy converted a number of WWI destroyers including the Dent to APDs (high speed transport and destroyers), which allowed for space to hold 200 troops.

As an APD, the primary mission was to deliver small units such as Marine raiders, underwater demolition teams and Army Rangers to enemy shores. It also could provide gunfire support for those troops if needed.

In that role, the Dent was deployed to Noumea on New Caledonia on April 20, 1943. During this time, Tony's primary role was operating and maintaining the port side engine. But he had two other standing assignments. When General Quarters was called, Tony manned a 50-caliber machine gun. Whenever the Higgins boats were deployed, Tony was

TIMELINE OF WORLD WAR II (Cont'd)

1945



July 5

*McArthur proclaims the
Philippines have been liberated.*



July

*Oak Knoll Navy Hosp. in Oakland, CA., treats a steady
stream of wounded from Iwo Jima and Okinawa.*



assigned as the engineer for one of them. In short, whenever there was action, Tony was there.

"One incident that I will never forget happened while we were in Espiritu Santo, which was supposed to be a quiet, rear area. One morning I was reading an old newspaper while using the head (toilet) when suddenly a piece of shrapnel burst through the bulkhead (wall), cut through the space between my head and outstretched arm and penetrated the opposite bulkhead. Seconds later, General Quarters was sounded. Without hesitation (or doing anything else), I ran to my machine gun station. A Marine was already there, trying to operate the

gun, but it was jammed. He turned to me and said 'You operate the bolt and I'll shoot' and that is what we did," Tony said.

The Dent, with Tony aboard, continued its service through the Battle of Kula Gulf in July 1943, fought off attacking Japanese warships and rescued survivors of the sinking USS Helena. In 1944, the destroyer took part in the invasion of Emirau Island (March 20). Between then and early July 1944 she carried out patrols off Saipan and Tinian.

In 1946, the war won, Tony was discharged and the Dent, which had earned five battle stars, was sold for scrap. That chapter in the Dent's life was over and Tony's was just beginning.

Battleship USS New York firing on Iwo Jima



August 6

Bomber Enola Gay drops the first nuclear bomb on Hiroshima.



August 9

A second atomic bomb, "Fat Man," is dropped on Nagasaki.



September 2

The Japanese Instrument of Surrender is signed on the USS Missouri.



PAUL GWIN

(May 2018)

ON DECEMBER 7, 1941, AMERICA CHANGED. THE COUNTRY was at war; certainly not our first time, but this war would prove to be different. It was highly mechanized and fought on two fronts. We weren't prepared and it took some time to get up to speed. By the spring of 1945, approximately one-half million engineer officers and enlisted men were in the armed forces – approximately 8 percent of the Army. One of those men was Paul Gwin of Junction City, Kan.

"I was a student at Kansas State College and like many others, I immediately volunteered for service in the Air Corps. But I was turned down because I was color blind. So, I decided to stay in school and wait for the draft. That happened in May 1943, and on the 14th of that month I reported for active service at Fort Leavenworth, Kan.," Paul said.

"After basic training, I was assigned to the 1782nd Engineering Parts Supply Company. Our initial training was in clearing minefields. But that soon shifted to warehousing of parts for big construction equipment used to build air strips, hangers, roads and such." Part of that training was at the Engineering Supply Depot at Columbus, Ohio.

"We never had it so good," Paul said. "The local USO Club was itching to entertain the troops and we were about the only ones living nearby. We were invited to parties at the homes of the wealthy along the Sciota River. In addition, many of the coeds from Ohio State worked at the Supply Depot. Let's just say that the men of the 1782nd were well supplied with parties and dates during our stay there."

But the parties weren't to last. There was a war waiting for them and Paul was sent to Hollandia, New Guinea, as part

of General Douglas MacArthur's Southwest Pacific Command. Hollandia had been recaptured in April 1944. Retaking New Guinea was necessary to protect Australia and to provide a base for the liberation of the Philippines.

On October 20, the 6th Army invaded Leyte, the first step in liberating the Philippines. Three days later, the Japanese Imperial Navy went all in and committed its remaining capital ships to the Battle of Leyte Gulf in the hopes of destroying our fleet and thus being able to retain the Philippines. It was a decisive American victory. On January 7, 1945, the 6th Army invaded Luzon. Along with the infantry was the 3rd Platoon, 453rd Engineer Depot Company, including Paul. By the end of June, all of the Philippines was secured and life returned to normal.

"My last three months of service were spent with the occupation forces in Yokohama, Japan," Paul said. "We were quartered in the high school building with a barbed wire fence to keep out the starving locals who crowded the fence pushing plates through near the area where we emptied our plates and washed them. It was a pitiful scene and

we began loading our plates with extra food and putting it in their containers."

In February 1946, Paul was discharged and returned to Kansas State to complete his education. The school had just introduced a new course called Agricultural Journalism that Paul felt was a perfect fit. He completed his BS in three years, earned an MS in Extension Education at the University of Missouri Professional School of Journalism, and spent the next 29 years as the U.M. Agricultural Experiment Station Editor.



*Paul Gwin – Army:
1782nd Engineering Parts Supply Company*

ABBOTT MOSHER

(March 2019)

SOME 16 MILLION AMERICANS SERVED IN WORLD WAR II, approximately 11 percent of the U.S. population. Of these, approximately 550,000 were Jewish-Americans. A few of these men went on to be famous: Secretary of State Henry Kissinger, baseball legend Hank Greenberg, actor/comedian/filmmaker Mel Brooks and author J. D. Salinger among them. Included in this group was future Sun City resident Abbott Mosher.

"I was a teenager during the war years and was afraid that the war was going to pass me by. It was 1944. I still had a year to go in high school, but I couldn't wait. There was no way I was going to get my mother to agree, so I worked on my father and, eventually, he agreed and signed the consent form. With that in hand, I rushed to the local Navy recruiting office in Detroit and tried to enlist. The recruiter looked at the form and asked, 'Abbott, who is Herman because he just volunteered for the service?' My father had signed in the wrong place! Certain that my career was over before it started, I grabbed a new form and rushed home to get him to sign again. Fortunately, he didn't have second thoughts and on February 12, 1944, at age 17, I was sworn into the US Navy," Abbott recalled.

"When I enlisted, I requested service in the Naval Medical Corps. I did that to please my mother. She had wanted me to be a doctor or lawyer, and this was as close as I could get."

While at the Naval Training Center in Great Lakes, Ill., Abbott, who was a gifted singer, was a member of the Navy Bluejackets choir, which became famous for its Sunday radio broadcasts.

After Great Lakes, Abbott was ordered to Oak Knoll Naval Hospital in Oakland, Calif., for further medical training. On April 26, he boarded the MV Day Star, part of a large contingent of ships sailing to Guam and subsequently to Okinawa, Japan.

The war in Europe was in its final days in April 1945. But in the Pacific, the war raged. On April 1, 1945, the largest

Allied amphibious operation of the Pacific war signaled the beginning of the last battle of World War II, the invasion of Okinawa, a battle that was to last nearly three months and result in some 350,000 casualties, including 100,000 Japanese soldiers, 94,000 civilians – one quarter of the native population and 50,000 Americans.

On June 3, Abbott landed on Okinawa and got the action the then-17-year-old had wished for.

"We were there with the Marines, responding to the urgent calls for corpsmen. We were originally unarmed and with only the Red Cross as protection. It was bloody! Because so many corpsmen were being killed, by the time we landed that policy had changed. Every inch was defended. Okinawa was the last step of the island-hopping campaign. Only 350 miles from the Japanese home islands, it was to serve as the staging area for the final invasion. The Japanese took no prisoners nor did they surrender. It was intense, probably one of the bloodiest battles of the Pacific war. In addition to all of our combat casualties, we lost the famous war correspondent Ernie Pyle," Abbott recalled.

"Of course, we didn't know about the plans to drop the A-bombs. That was as much as surprise to us as it was to the

Japanese," he said.

On October 9, 1945, Okinawa was hit by a devastating typhoon. Winds in excess of 120 knots pounded the island, destroying many buildings causing considerable hazards to personnel. Abbott, along with his fellow Navy medical personnel, provided care to the injured and ensured that adequate care was given to all patients. For that service, he was awarded a Letter of Commendation.

With the end of the war, Abbott was shipped to a Naval hospital in the Philippines, where he worked until he had enough points to be discharged. Formal discharge took place at the Great Lakes installation on May 16, 1946. For his service during the Okinawa Campaign, Abbott was awarded the Asian Pacific Theater ribbon with one battle star.



Abbott Mosher Navy: Medical Corps

LOUIS NIMMO

(Original publication)

HE WAS ONE OF THE THOUSANDS OF MIDWESTERN BOYS who had never seen an ocean, but nonetheless enlisted in the Navy during World War II. Louis Nimmo was born and raised in Union City Illinois. By the spring of 1945, Louis was only 17 years old. He enlisted in April, was allowed to finish high school, and reported into the Great Lakes Naval Training Center in June.

"Enlisting was a popular thing to do – a macho thing. I wanted to see the world, so I chose the Navy," Louis recalled.

After basic training, Louis got a rather unusual assignment, he was a ship's contortionist.

"I was probably the only one in the Navy. I was tall and very slim, only 110 pounds. I was able to get into places that no other sailor could like inside of or under boilers. This was 1946 and the Navy was decommissioning ships – some to be scrapped; others placed in the mothball fleet. One particular assignment I remember well was working on the Leslie B. Knox, DE-580. The Knox was a relatively new destroyer escort that was commissioned in January 1944 and decommissioned in June, 1946. During that active service, she had performed escort duties in both the Atlantic and Pacific oceans, earning three battle stars.

"Since the Knox was going to be mothballed, her bilges had

to be cleaned. There was a very limited space to crawl through to get to the area under the main boilers. I was able to do it, thus my title of ship's contortionist. But if something had happened to me while there I would have been in deep trouble because no one was going to get to me," he said.

For the next 18 months, Louis was at sea assigned to the boiler room of the USS Steinaker DD-863, a relatively new ship that was commissioned in late May 1945. During this time, the Steinaker was assigned to the Atlantic Fleet.

"I got to see England, France and Italy. It was great. The girls in France were, to say the least, memorable and the Italian girls were always waiting for us at the docks."

By 1947, the services were cutting back and Louis was discharged after two years of service.

"Best investment I ever made," he said. "That two years bought me seven years college under the GI Bill. I got full tuition plus books, plus \$110 month living expenses. I attended Southwest Baptist Theological Seminary and earned my master's degree in 1954. From then, until I retired in 1975, I was involved in the ministry, hav-

ing served as a Pastor at a number of churches in Boulder City, Nev., and Phoenix. In 1979, I met and married Mary Ann. We have two children and five grandchildren."



Louis Nimmo – Navy: Leslie B. Knox, DE-580 Destroyer

GEORGE PANTAGES

(May 2017)

GEORGE PANTAGES WAS BORN IN SAN MATEO, CALIF., IN the middle of World War I and was destined to be her mate. Before he met her, he graduated from the University of California, Berkeley pharmacy school in July 1942. Immediately thereafter he enlisted in the Navy.

She was born in Camden, N.J., in the throes of World War II. Originally planned as a light cruiser, she was destined to be a fast attack carrier. Commissioned in February 1943, she was the USS Princeton, CVL-23. Pharmacist Mate George Pantages met her that month and, as the saying goes, " 'Till death do they part.' "

Immediately after a shakedown cruise, the Princeton sailed to Pearl Harbor to join the growing fleet. Over the next 17 months, she participated in nearly every major engagement, shot down 193 enemy planes and destroyed 17 ships. In total, the Princeton covered more than 150,000 miles crossing the equator 60 times and the international dateline 38 times. She was a busy ship, and George had settled into a comfortable routine in his shipboard pharmacy. Life was good and, as George put it, "The fact that I controlled the ship's liquor cabinet went a long way to boosting my popularity with my shipmates."

Life was good until the morning of October 24, 1944. That morning, while the Princeton was supporting the invasion of Leyte (in the Phillipines), she was hit by a single Japanese dive bomber. One bomb and everything changed. The bomb pierced the flight deck and exploded in the hanger deck filled with fully fueled planes. The fire spread, despite the efforts of the Princeton damage control teams and those of the cruiser Birmingham and destroyer Morrison. The order was given: "Abandon ship."

The Grim Reaper had three chances to take George's life. George jumped into the Pacific. When he reported on board in

1943, he was issued an inflatable life preserver – one he never bothered to wear.

"The day before the bombing, for some unknown reason, I decided to check it and found that it wouldn't inflate," George said.

That afternoon he had it repaired; the next morning it saved his life.

Strike one for the Reaper.

George spent 4-1/2 hours in the water before rescue. During that time, a Japanese pilot returned to strafe the survivors. He missed!

Strike two.

Finally, rescued by the destroyer Morrison, George thought his ordeal was over. But the Morrison was ordered to help the still-burning Princeton. As fate would have it, her superstructure tangled with the Princeton's flight deck. The two ships eventually separated and the Morrison moved away. The Birmingham next pulled alongside to replace the Morrison. The fire aboard the Princeton raged on until it reached the ammunition locker. A mighty explosion rocked the two ships. Virtually everyone on the Birmingham's deck were killed or injured. An hour earlier that would have been the Morrison alongside with George on the deck.

Strike 3, and the Reaper

was out.

But the Princeton was fatally wounded and had to be sunk by friendly fire.

" 'Til death do they part.' "

The battle was not over for George. As a pharmacist mate he was assigned to the Birmingham to assist treating the 400-plus injured. The scene was horrific. It was non-stop work over the next five days saving lives and splinting broken limbs. The injured were transferred to a hospital ship and George was sent back to the States.



George Pantages – Navy: Pharmacist Mate, USS Princeton, CVL-23 Fast Attack Carrier

THE UNITED STATES



Boys gathering rubber for the national wartime salvage effort

"Yesterday, December 7, 1941, a date which will live in infamy ... the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan. No matter how long it may take us to overcome this premeditated invasion, the American people in their righteous might will win through to absolute victory." – *United States President Franklin D. Roosevelt*

FRED ACRI

FRED ACRI WAS BORN IN THE COAL MINING TOWN OF West Hazelton, Penn., in early 1928. By his 17th birthday, he couldn't wait to join the service.

"I wasn't even going to wait until high school graduation. I wanted in. One of my cousins was with the 101st Airborne and had made the D-Day jump into Normandy. He was wounded there. Another cousin was a pilot and a third was a tail gunner. On top of that, two of my neighbors were KIA (killed in action)."

Corpsman School in San Diego. That was a six-week course and I graduated on August 17, 1945. I was assigned to Oak Knoll Navy Hospital in Oakland, Calif. The war may have been over, but our work was far from done.

"We had a steady stream of patients – mostly Marines that were wounded in the battles for Iwo Jima and Okinawa. Many had been shot in the stomach and had to undergo colon surgery often resulting in a colostomy; unpleasant for the Marine and for us.

"I had enlisted for what was called V plus 6; Victory plus 6



Above, Fred Acri – Navy Corpsman. Right, holiday celebration at Oak Knoll Hospital, circa 1946.



So, he hitchhiked in a snowstorm all the way to Wilkes-Barre, the nearest large city. The Navy recruiter there told him to go home and wait for the traveling recruiting office to come to West Hazelton. It did a few weeks later and Fred was there waiting to sign up. That was March 8, 1945.

"After completing basic training at the Sampson Naval Training Center in upstate New York, I was sent to Hospital

months. But I wasn't ready to get out so I re-enlisted for another two years. I was discharged in 1947 and returned to my little home town of West Hazelton. West Hazelton might not have been that large, but 16 of our boys were killed. I often participated in the burial detail," Fred recalled.

After the service, Fred landed a job near home making silk fabric to be used in parachutes.

TIMELINE OF WORLD WAR II (Cont'd)

1945



April

The U.S. continued the use of the B-25 medium-range bomber through 1945



1946



June

U.S. Navy decommissions the USS Leslie B. Knox, DE-580, an escort destroyer in the Atlantic and Pacific oceans.



IRVING BONN

(September 2019)

IN 1944, THERE WERE NEARLY 11.5 MILLION AMERICANS in the armed forces. Of that total, approximately 3 million servicemen and women never left the United States. An equal number, 39 percent, fell into each of the following categories: They volunteered as opposed to being drafted, were enlisted as opposed to being officers and served in non-combat roles. Irving Bonn from Chicago fell into all three categories.

Born at the tail end of 1925, Irv and his twin brother Leon couldn't wait to join the service. Parental approval was out of the question and you had to be 18 to enlist. One month after achieving that milestone the brothers presented themselves at the local Army Air Force recruiting station and signed up. That was January 1944 and no one thought the war was going to end any time soon.

The brothers were sent to Shepherd Field outside of Wichita Falls, Texas, for basic training. After basic, Irv remained at Shepherd Field for training as an aviation mechanic specializing in the B-25 Mitchell medium range, twin-engine bomber. The B-25 gained fame in April, 1942, when Lt. Colonel Jimmy Doolittle used a flight of B-25s to bomb Tokyo. For the remainder of 1944 and early 1945, Irv performed maintenance and repairs on the bombers.

"In 1945, I qualified for training as a bombardier and was sent to the University of Tulsa in Oklahoma for schooling, but before the course was completed the war ended. So, I went back to Shepherd Field and stayed there until I was discharged on November 2, 1945," Irv said.

"I was discharged in New Mexico. Myself and three friends chipped in to buy a 1937 Packard and headed for California. We didn't make it. The car died before we even left New Mexico. One of my friends was a mechanic, but the best he could do was to get it running on four cylinders. We limped into Las Cruces, sold the car and boarded a bus to Los Angeles."

Some of Irv's more memorable military-related events occurred while living in Sun City. In 2013, he was honored to be selected as part of the first Honor Flight-Nevada.

"Senator (Dean) Heller came to the airport to see us off and, of course, we got letters from Senator (Harry) Reid and other politicians, but the best part was all the letters we got, addressed to us personally, from elementary students across the country. I have a two-binder scrapbook of those letters," Irv said.

"And, almost as good, when I go out these days wearing my World War II veteran hat are the ladies who come up to me with a kiss on the cheek and say thank you. In fact, quite often someone insists on picking up my restaurant check."



Above: A young Irving Bonn, left – Army Air Force Aviation Mechanic. Below: Irving received enough letters from U.S. school-children to fill two scrapbooks during his 2013 Honor Flight.



STEPHEN EDEN

(October 2019)

BACK WHEN I WAS GROWING UP THERE WAS A CARTOON in our local newspaper called "Born Too Soon," or something like that. Although not the focus of the series, in some way it characterizes many of the youth of America born in the late 1920s who were born just a little too late. These kids desperately wanted to fight in World War II, but they were just a little too young. Not that that stopped many of them. A "modified" birth certificate here, a recruiter with a quota to make there and, *voila!* – they were in.

Such was the case with Stephen Eden, born at the very end of 1928, which meant he was barely 13 when Pearl Harbor was attacked. He and his two brothers were living in Chicago. By 1945, both brothers were in uniform. His oldest brother Edward was a Master Sergeant with three years of combat experience as part of MacArthur's Southwest Pacific command; middle brother Bruno was in the Navy. Steve wanted in so he "modified" his birth certificate and went to the local Navy recruiting office. The modification wasn't exactly professional and the Navy sent him home.

Not to be denied, Steve tried again. Starting with another modified certificate he went to the Army recruiting office in April 1945 and volunteered for immediate induction, asking to start on May 16 because five of his friends were scheduled to report that day. This time, whether it was because he did a better job of modifying the certificate, or because the recruiter hadn't met his quota, or because his story of enlisting along with his friends rang true we will never know. Suffice it to say, Steve took the

oath along with his friends and they all reported to Fort Sill, Okla., for basic training. Steve's mother wasn't thrilled, but she went along for now. But by late June that changed when his mother decided that she needed Steve at home more than



Stephen Eden – Army, center, with his brothers Edward, left, and Bruno at war's end.

the Army did. One phone call later, on July 5, 1945, Steve was a civilian again. The war was about over anyway, so Steve began his civilian career landing a job as a printer.

But the Korean War was coming and Steve would be there.

MARGARET KEITH

(July 2018)

SHE WAS BORN AND RAISED IN THE FARM COUNTRY OF northeastern Iowa, the daughter of a veterinarian whose practice focused on farm animals. As a teenager, Margaret Keith often accompanied him on rounds. Eventually, she assisted him in surgery, learning how to suture by watching him perform. Thus began a love affair with medicine. But these were the 1930s and the most practical route for a woman was nursing.

"In 1940, I entered nurses training at St. Luke's Hospital in Cedar Rapids, Iowa, and followed the normal curriculum; that is with affiliate courses being taken at nearby Coe College. In late 1941 everything changed. Our Coe classes were to be accelerated to clear the way for Coe to become a cadet training center for pre-flight candidates. Hundreds of young men arrived at Coe and our classes were staggered to fit their schedule. We now realized that our participation in the war was imminent," Margaret said.

"After graduation, in June 1943, I took the state boards in Des Moines and immediately volunteered for duty and reported for an Army physical at Fort Des Moines."

Margaret was commissioned as a 2nd Lieutenant and reported to Wright Patterson field in Ohio on December 23, 1943, as a regular Army nurse.

As her training began, Margaret said the drill sergeant immediately explained how the women would undergo regular combat training, which meant crawling under barbed wire while under machine gun fire, scaling rope walls, and drill, drill and drill some more.

"My first orders were to Tinker Air Force Base in Oklahoma," Margaret said.

The work day primarily involved training medics for overseas combat duty. The men were from all over the U.S. with

language dialects from Maine to California to the Deep South. The base hospital was fully equipped with everything from operating rooms to labs to a pharmacy to dental clinics to clergy.

"A normal work day began at 6:30 a.m. when you reported to the night nurse for report, narcotic count and key exchange.

We did that for 27 straight days and then had three days off."

In 1944, Margaret said the nurses had a new medicine added to their arsenal – penicillin. It worked well against venereal disease. Unfortunately, it was one of the main usages.

"USO troops came to the base often," Margaret said. "Kay Francis, Rudy Vallee, Bing Crosby and Bob Hope. When that happened, we had officer's club duties, which required full dress uniform and receiving line duty to greet the guests."

As the war progressed, Tinker AFB would handle more and more patients coming in from the combat zones for transfer to base hospitals near home. From the European Theater they were often the first stop from Warner Robbins, Ga. Flight nurses and medics cared for up to 30 patients per plane.

"We transported them to our hospital by ambulance, bathed them, changed dressings and administered IVs. By 7 a.m., they were back on the plane while we decontaminated and readied the wards for the next arrivals.

"The service experience is a memory never to be forgotten. The wonderful, interesting, dedicated, talented people I met along the way, the tragedies shared with patients, the lives disrupted, the Dear Johns

(and, yes, Dear Jills), and working alongside the chaplains as they tried to comfort and console raises the question: "Why must there be war?"



Margaret Keith – Army: Nurse, 2nd Lieutenant

EPILOGUE

A reader might question why the focus of this document is on 1944 when it is obvious from the stories that some of the people were involved in the war well before 1944 and others didn't enlist until 1945. The answer is simple: 2019 marks the 75th anniversary of that year, and while D-Day is what most people associate with 1944, there were, in fact, a number of significant events that happened that year.

For example, in 2019, the liberation of Paris has been commemorated.

Another significant event of 1944 occurred on July 23 when the Russian Army came upon Majdenek, the first of many Nazi concentration camps to be liberated by the Allies. With

this event, the public became aware of horrors that their governments had long known.

That said, Sun City Summerlin's veterans contributed to the eventual victory of WWII in numerous ways. Their contributions deserve recognition, and that is the primary purpose of this document. A secondary purpose is education, so that those readers for whom World War II is something only their parents experienced, or a lesson they've read about in school can have a better understanding of the personal sacrifices their fellow residents endured. Perhaps those readers might consider sharing this publication with their children and grandchildren. We are certain that our veterans would appreciate that.

*Allied personnel celebrating
the end of the war in Paris*



THANK YOU FOR YOUR SERVICE



Back row, from left, Irving Bonn, Verne Broadwater, Mel Davis, Louis Nimmo; front row, from left, Bill Steinbaugh, George Pantag

JUNE 6, 2019



es, Harry Galati, Tony Giuffrida, Alfred Rowe, Arthur Patton, Stephen Eden, Abbott Mosher, Paul Gwin.

Photo by Jeannette Carrillo/Link



CREDITS

The Link would like to thank Sun City residents Fred Acri, Irving Bonn, Jim Brown, Mel Davis, Stephen Eden, Harry Galati, Tony Giuffrida, Paul Gwin, Margaret Keith, Abbott Mosher, Louis Nimmo, George Pantages, Arthur Patton, Alfred 'Al' Rowe, Bill Steinbaugh and Robert Teitlebaum for sharing their stories of service and photographs with us.

The following Link staff members and volunteers assisted in the production of this commemorative booklet:
Sharon Bishop, Jeannette Carrillo, Bob Cohen, Stacie Coppens and Stu Gershon.

Layout: Jeff Young Design.

Photo credits: World War II images courtesy of the public domain.

© Copyright 2019
Sun City Summerlin Community Association, Inc.