

# HONOR FLIGHT

A PUBLICATION OF THE BRUNSWICK NEWS

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**HONOR FLIGHT 2017**

Provided photo/National Archives

Soldiers help an injured man down a path in Korea.

## Veterans on Honor Flight made our country great

By THE BRUNSWICK NEWS

Duty. Sacrifice. Honor. Dedication.

They are just a few of the qualities the men and women scheduled to fly to Washington D.C. on the 2017 Coastal Georgia Honor Flight possess.

They are men and women who spent months away from families, missed birthdays and anniversaries and put their lives on the line in selfless acts of service.

They marched through Europe and sailed in the Pacific during World War II.

They braved the brutal cold in Korea.

They endured night after night in the jungles of Vietnam.

They are men and women who, decades later, deserve our gratitude for making this country the best in the world.

On May 6, a bit of gratitude will be paid when 95 veterans take off from Brunswick Golden Isles Airport, bound for Washington. That is the most in the short history of

the local program.

The trip will be an 18-hour whirlwind that is worth every second.

Along the way, the veterans will get to feel the pride of standing amid the fountains and monuments at the World War II Memorial. They will remember the grit it took to weather the conflict at the Korean War Memorial. They will get to trace the names of friends and loved ones at the Vietnam Memorial Wall.

It will be a day filled with happy moments and sad memories — each one a step taken to protect the freedoms we hold so dear.

We have recognized each veteran aboard the flight in the following pages, and pulled a few special stories to highlight. We would like to thank Alysia English for writing the stories and organizing the information and Robert Shoreman for taking most of the veterans' photos.

Thank you to all veterans who have proudly served our country.

**WHAT'S INSIDE**

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**10** ROLL CALL

Southeast Georgia Health System proudly supports the Coastal Georgia

HONOR FLIGHT

We honor and give special thanks to all our Veterans for the many sacrifices they and their families have made to protect our freedom.



SOUTHEAST GEORGIA HEALTH SYSTEM

## HONOR FLIGHT 2017 STORIES OF SERVICE

# HEADING TO D.C., 51 YEARS LATER

### Harry Boal

Air Force  
Vietnam era

Major Harry Boal and his wife Mimi are very proud to have served their country for 20 years as members of the United States Air Force family.

Describing his military service, Harry talked about how meaningful the date of the Honor Flight is for him and his wife. This year's flight occurs exactly 51 years to the day from his May 6, 1966 enlistment. His service assignments demonstrate the diversity of talent the U.S. military recognizes and utilizes in ways people rarely consider.

Boal spent five years as an Aerospace Ground Equipment Repairman, maintaining and operating all flight line equipment supporting an F-4 operational squadron at McDill Air Force Base in Tampa, Fla. He obtained the rank of staff sergeant.

Fate intervened through three chance conversations with a fellow Air Force enlistee who had qualified for the Airman Education

and Commissioning Program. He encouraged Boal to pursue becoming a commissioned officer. Boal qualified for that special program. He earned a Bachelor of Science in electrical engineering from New Mexico State University, his second lieutenant commission from officer training school and a Master of Science in electrical engineering from the University of Denver.

His strong skill set led the Air Force to assign him to several advanced research and development programs. At Holloman Air Force Base in New Mexico, Boal was assigned to the 6585th Test Group where they maintained, launched and flew drones over The White Sands Missile Range in support of various military operational and test programs, decades before the current focus on drones.

At Wright-Patterson Air Force Base in Ohio, he worked at the Aerospace Medical Research Laboratory conducting research experiments using the high-speed human centrifuge to investigate the effects of High-G loads on human performance during various scenarios and workload conditions.

He transferred to the Strategic Systems Pro-

gram Office, serving as project engineer on the B-52 Offensive Avionics System team, upgrading that system from vacuum tube to solid state technology.

Boal was then assigned to the Air Force Plant Representative Office as liaison officer at the GE Aerospace Division (now Lockheed Martin Management and Data Systems Operations) in King-of-Prussia, Penn. The mix of government and military personnel oversaw cost, schedule and performance across all government contracts at this facility. Boal entered the assignment as chief in the engineering division and ended as deputy commander.

Retiring from active duty on July 1, 1986, he then spent 21 years as a Program Manager for Lockheed Martin Corporation in support of numerous communication and reconnaissance satellite programs for various government agencies.

"We have fond memories of the time spent at our various duty stations," Boal said. "We met many wonderful people and established close friendships, some of whom we keep in touch with today. We will never forget all the exciting experiences and interesting assign-



Provided photo

The Vietnam Memorial Wall in Washington.

ments we had along the way. We will be forever thankful for the all the opportunities and experiences afforded us by the military. Mimi and I are looking forward to the upcoming Honor Flight and meeting other veterans who have served our country."

—Alysisa English

### AN OPEN LETTER TO VETERANS:

Dear Veteran,

Saying "thank you" for your service hardly seems like enough gratitude. You made a decision to risk your life for people you never met. Many of them might not have been grateful for your sacrifice, yet you still made the decision to risk everything in the name of freedom.

You might insist that you only did what you were told to do, that you didn't do anything special, or that you are not a hero. You fought and slept in sub-zero temperatures during the Battle of the Bulge in World War II, suffered heavy losses in Chinju during the Korean War, and watched fellow soldiers die in the Battle of Khe Sanh during the Vietnam War. There are white crosses in cemeteries all over Europe marking your fellow soldiers' lives cut short. Most of them were not yet 20 years old. These young men would never see their families again, reach their potential, marry, or have children and grandchildren. The rest of us have these freedoms, thanks to you, and to the soldiers lying beneath those crosses. We have the gift of living our lives as we choose, rather than being forced to be living lives that have been chosen for us.

In 2016, for the first time, Vietnam veterans were eligible to fly free of charge on the Honor Flight to see the memorial that was built in their honor. We were able to take several of them last year, and even more will join us for the next flight on May 6, 2017, flying 95 veterans. It is my hope that on the Honor Flight, you will get the welcome and thank you that you might not have received when you returned home from combat.

As the daughter of a WWII veteran and the sister of a Vietnam veteran, I understand your sacrifice, and I will be forever thankful for it. You are a hero, and you deserve the chance to see your memorials in Washington, D.C. I volunteer with this organization because it is the best way for me to repay you for all the sacrifices you have made for me.

Sincerely,

Chandra Kendall

Co-Founder, Coastal Georgia Honor Flight

Inaugural flight, May 2015

*We rely completely on donations to get our Veterans to DC. If you would like to donate please see address or website below. If you would like a Veteran or Guardian application, please go to the website and download an application.*

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HONOR FLIGHT 2017 STORIES OF SERVICE

# SEEING WORLD WAR II FROM U.S. SHORES

## Carl Williams

Coast Guard  
World War II

Carl Williams has a slightly different perspective of World War II than some veterans. He saw the war directly from the shores of the U.S. Enlisting in the Coast Guard, Williams was assigned to submarine patrol off the Florida coast on a 68-foot yacht owned by the Wrigley family and commandeered to active duty during the war.

“With the deep water off the coast of Florida, subs could come very close to shore. We knew the action was very close; at night, we could see ships burning. The enemy blew up everything they found, tankers mostly. It kept the adrenaline flowing — and definitely kept us awake!”

People tend to be fascinated with the yacht. But Williams explained, “Yes, the way it was built was pretty fancy. But we used military mattresses and utensils. We carried tin cans, or depth charges. That ship was built for the Great Lakes with a round bottom. It didn’t take to the ocean real well. It wallowed and rolled. You

had some seasick folks for awhile.”

One night they detected an enemy sub and they set off depth charges. “I’ll never know if we hit them. We saw an oil slick, but that did not necessarily mean we hit them. Sometimes they would discharge oil to fool you. But definitely, those subs were there directly off our shores.”

The little-known “Horse Patrol” also protected the coast. Williams explained, “The Horse Patrol was a bunch of cowboys from out west, Oklahoma and such. They rode the beaches at night, spaced so far apart, watching and waiting. I was a Coast Guard mobile machinist at the time and maintained the vehicles and equipment for that group.”

He later trained as an aviation machinist in San Diego and was then assigned to Elizabeth City, N.C., where the Coast Guard and Navy shared a runway. This was the very early days of air/sea rescue efforts.

On his trip from San

Diego to assignment in Elizabeth City, he stopped and got married to his wife, Mavis. With pride and love, he said they lacked only four months being married 70 years. He and his wife reared two sons and a daughter.

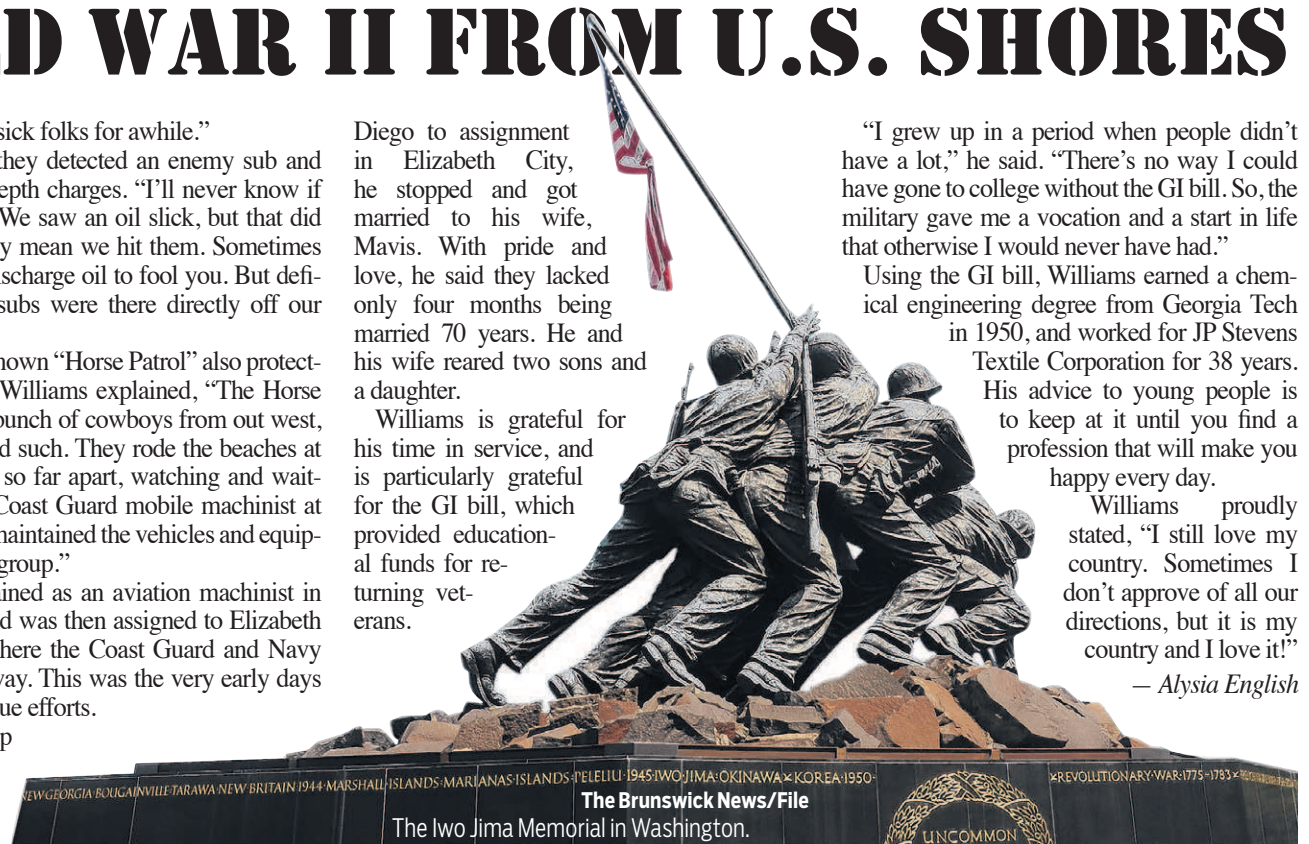
Williams is grateful for his time in service, and is particularly grateful for the GI bill, which provided educational funds for returning veterans.

“I grew up in a period when people didn’t have a lot,” he said. “There’s no way I could have gone to college without the GI bill. So, the military gave me a vocation and a start in life that otherwise I would never have had.”

Using the GI bill, Williams earned a chemical engineering degree from Georgia Tech in 1950, and worked for JP Stevens Textile Corporation for 38 years. His advice to young people is to keep at it until you find a profession that will make you happy every day.

Williams proudly stated, “I still love my country. Sometimes I don’t approve of all our directions, but it is my country and I love it!”

— Alysia English



**HONOR FLIGHT 2017 STORIES OF SERVICE****TYPHOONS, TOKYO AND NAGASAKI****Barron Godbee**Navy  
World War II era

Barron Godbee's voice rings with a love of life. His description of military life alternates between appreciation and amazement at what he and his Navy



Provided photo/National Archives  
A soldier is silhouetted during World War II.

shipmates experienced.

"I always liked boats and the water," Godbee said. "After four years of college and then work at a local theater, I hitchhiked to Macon and joined the Navy. After boot camp in Bainbridge, I got sent to Norfolk where I was assigned to manage six German prisoners of war on a landscape detail."

The next thing Godbee knew, his commander gave him 15 minutes to gather his gear and head to a super-destroyer headed to the Panama Canal. His next stops were San Diego for training, then Hawaii and Japan.

On his way to Japan, the envoy of 12 super-destroyers ran into a typhoon two days offshore. The rough seas threw men everywhere. The ship was rolling so bad that men ran from side to side to stay above water. The ship had a 40-foot beam (width) so they were running 30 feet back and forth all night.

The ship could sustain a 63-degree roll

before it capsized. At one point, there were three giant rolls: 58-degree to starboard, 48-degrees to port and 53-degrees back to starboard. They all thought they were done. In the passageways, men were walking on the bulkheads, or walls, when the ship rolled to 45-degrees.

Godbee sailed into Tokyo Bay the day before Christmas 1945. Tokyo was the biggest city in the world at that time. The day after Christmas, he visited MacArthur's headquarters. Then, he stood in Nagasaki where the atomic bomb had exploded 152-feet above ground.

Godbee said, "Nagasaki was burnt black for 7 miles. There was one little Catholic chapel still standing, about 15-foot square. Where the factories had been, you could still see steel frames, bent every which way. The devastation, it was something to see."

He has wonderful memories of the Pacific Ocean. "I've seen it flat as a piece of glass and smooth as ice. You could see

down 200 to 300 feet into the water. Standing on board, you can see the phosphorus in the water glowing in the ship's wake. With your face in the wind, it was just beautiful."

Before his 20th birthday, Godbee shipped back on a troop transport with 7,000 men. They showered with saltwater to preserve the fresh water supply. Sailing back under the Golden Gate Bridge, they landed at Treasure Island and received three-day passes because the military had no place to put that number of personnel. Godbee laughs and says he's been on the Golden Gate several times, but that was the only time he was under it.

He was president and general manager of Pal Amusement Company for 62 years. He's owned five boats, owned motorcycles and held his private pilot's license. Godbee membership at his Methodist church is the longest in its history; he served as choir director for 32 years. He loves people and looks forward to the flight.

—Alysia English

# They deserve a hero's welcome.



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to Veterans,  
we are free.



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## HONOR FLIGHT 2017 STORIES OF SERVICE

# PROUD MARINE WOULD DO IT ALL OVER AGAIN

### Harold Hardy

Marines  
World War II era

Harold Hardy chuckled as he remembered a Marine sergeant asking him “where you from.”

Hardy replied “Waycross, Georgia, sir.” The sergeant thundered, “I don’t care how far across Georgia you’re from, what town are you from.”

Motivated by Pearl Harbor, Hardy and two friends enlisted in the Marines in January 1942. Hardy’s mother signed the permission papers because he was not 21 years old. He quickly earned the obligatory nickname “Okie” due to growing up close to the Okefenokee Swamp.

Hardy participated in significant action during Operation Cartwheel, the Allied grand strategy in the South Pacific for a series of land and naval battles between Allied forces and Japan.

“I was in a dive bomber squadron, Squadron 235. I was in Guadalcanal, Munda Point and Bougainville. We were the first to be at Bougainville. My job then was mechanic, servicing planes. Those planes had lots of flight time, and we took special care to make sure they were ready to go at all times.”

The young Marines called the enemy “Washing Machine Charlie.” Hardy recalled trying to sleep, not very successfully, because of nerve-wracking bomb noise. They frequently fled from bed to foxhole for protection.

His friends joked, “Okie, you better stay dressed or we won’t let you in the foxhole if Charlie comes.” He ignored them.

That night, fierce mortar fire lit the night. They fled—and sure enough, his buddies left him stranded above the foxhole without clothes. Suddenly, there was a hit and the air concussion blew him into the hole anyway. They had a good laugh and were thrilled no one was injured.

During his two Pacific tours, he and his squadron had no leave except when they came back to the states after Bougainville. To relieve some of the stress, the guys played constant pranks. Hardy recalled, “During training, it started snowing up in Quantico. These guys packed my sleep sack up with snow and stuck it on me. I had never seen it! It doesn’t snow in Waycross!”

**“We all did our jobs, in all the branches of service. It took us all to win that war. But, I am so proud to have been a Marine.”**

— HAROLD HARDY, MARINE

The day the war ended, Hardy was in North Carolina, having transferred to a B25 squadron preparing to head back over to active duty. “We knew when the bomb dropped (in Hiroshima) that it was just a matter of time before the war ended. But that day, it was a celebration for sure!”

After leaving service, Hardy became a salesman with the Consolidated Cigar Company. He met a girl while in North Carolina, brought her home and they married at his house. They were wed for 65 years until her passing. His son, also a Marine, will serve as his father’s guardian on the 2017 Honor Flight.

Hardy is proud to have been a Marine. “If I had to, I’d go again. The Marines — well, I have to credit those guys who landed on the beaches. We all did our jobs, in all the branches of service. It took us all to win that war. But, I am so proud to have been a Marine.”

— Alysia English

The Brunswick News/File  
The World War II Memorial in Washington.



## HONOR FLIGHT 2017 STORIES OF SERVICE

## FOOTBALL STAR SERVES ON THE RHINE RIVER

**Robert Lafferty**Army  
Korea era

Robert Lafferty was a young football star, awash in college scholarship offers. His father was the commander of Naval Recruiting in Charleston, W.V., so he joined the Naval Reserve in 1949 as a junior in high school at the age of 17. He graduated from high school in 1950, expecting to play college ball and then pursue Navy service.

There was one glitch — his Navy Reserve meetings were more than 50 miles from his college and he had no car. Dependent on other people's transportation, Lafferty regretfully missed a couple of meetings. The Korean War was on and the draft board intervened. He literally was on a team bus when a fraternity brother gave him his mail — a letter stating he'd been drafted into the Army. His college dean contacted the draft board and Lafferty was able to stay in college until summer 1954.

Based on high Army test scores, he was selected for the Army security agency and started his assignments at the top of a German mountain in a former ski lodge, above the town of Fulda. He could look out directly into East Germany from his vantage point in West Germany.

Lafferty's highly classified job included intercepting messages and getting them to the right people, saving lives. The location of his work was fairly isolated, with just Lafferty

and couple of other guys on hand. Sometimes he would train new men, and then they would go off into service somewhere else. Post-service, he had an obligation to discuss absolutely nothing about what he did for 10 years.

From a historical perspective, it is important to note that this area had immense strategic importance during the Cold War, leading to a large U.S. and Soviet military presence. The area was presumed to be an invasion route for any conventional war between NATO and Soviet forces. It had previously been used by

Napoleon and others. The Soviets were supporters of North Korea during the Korean conflict.

During his time overseas, Lafferty earned Soldier of the Month for Europe on two different occasions. That award is extremely difficult to earn because it is so highly competitive. Lafferty credits his football training with giving him the mental and physical skills to achieve the award.

Lafferty is particularly grateful for the opportunity to travel extensively while in Europe.

"Three-day passes are wonderful things. I took advantage of every bit of that travel opportunity to jump on a train," he said. "Rome, Spain, you name it. I saw maybe 100,000 people one Easter at the Vatican. The magnificent buildings, the artwork — it was a humbling and enriching experience. When you think of how long ago all that was, and how great the artists were, it is just amazing."

Lafferty's work serves as a reminder that it takes a full complement of skills, in a great many locations, to win a war, preserve peace and save lives. He and his wife are looking forward to the May 6 flight to reflect and remember.

— Alysia English



The Brunswick News/File  
The Korean War Memorial in Washington.



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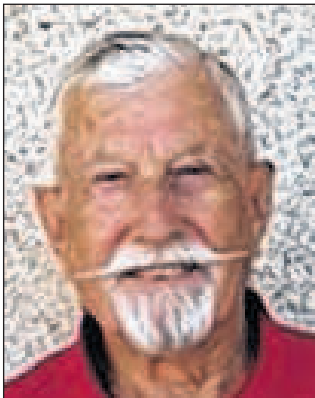
## HONOR FLIGHT 2017

# ROLL CALL



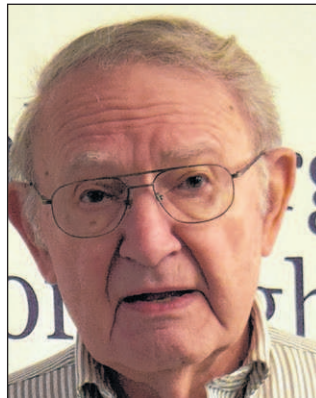
Coastal Georgia Honor Flight expanded this year, nearly doubling the number of veterans who participated to 95. They come from all walks of life and served in either the World War II, Korea, Cold War or Vietnam eras. Each veteran, their branch of service and the era in which they served is recognized here. We thank them for their service and wish them well on the 2017 Coastal Georgia Honor Flight. Most of the photos were taken by Robert Shoreman. Others were submitted.

EDWARD B.  
ABEL JR.



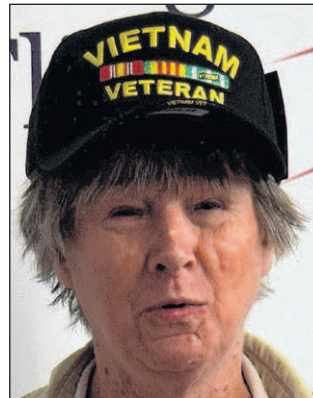
Navy  
Korea, Vietnam eras

GEORGE RAYMOND  
ALMASI



Navy  
Korea, Vietnam eras

MICHELLE RUTH  
BAMMAN



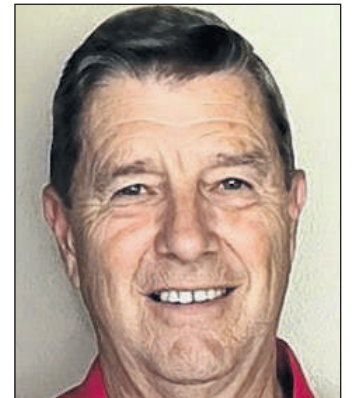
Navy  
Vietnam era

ROYCE PERCY  
BARNES



Navy  
Korea, Vietnam eras

BOBBY LYNN  
BARTLETT



Marines  
Vietnam era

HARRY ALLYN  
BASS



Army  
Vietnam era

DANEIL LEROY  
BATTLES



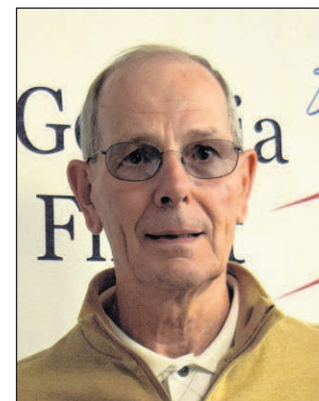
Army  
Vietnam era

DAVID  
O. BELL



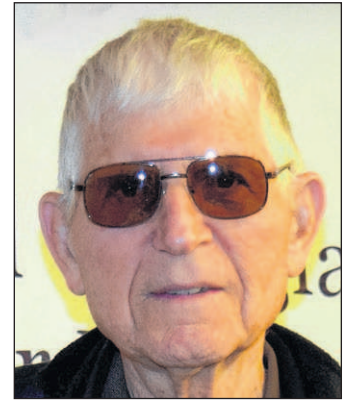
Air Force  
Vietnam era

HARRY  
S. BOAL



Air Force  
Vietnam era

STEVE CLARK  
BOVIE



Army  
Vietnam era

**HONOR FLIGHT 2017**



# ROLL CALL

JACK WINDELL  
BRANCH



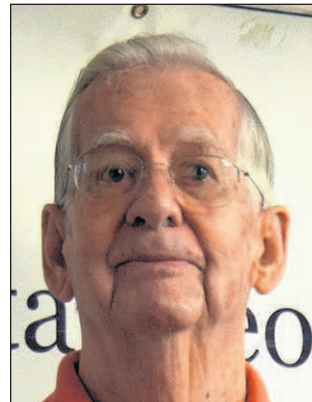
Army  
Vietnam era

KEITH DANIEL  
BROCKMAN



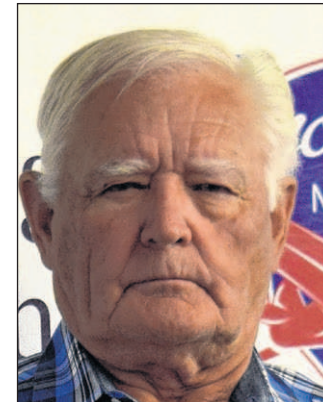
Army  
Vietnam era

JAMES ENGLISH  
BROWN



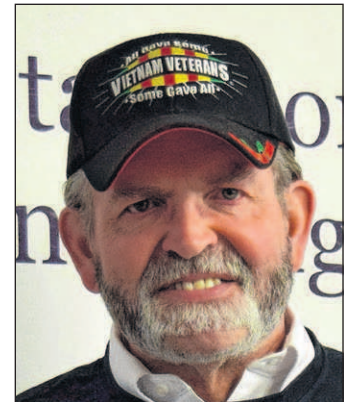
Navy  
World War II, Korea eras

RAY  
BROWN



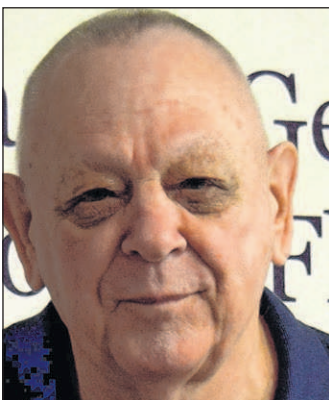
Georgia Air National Guard  
Vietnam era

GERALD WAYNE  
BURDETTE



Air Force  
Vietnam era

ROBERT LEWIS  
CARLISLE



Army  
Vietnam era

ROGER L.  
CHANCEY



Army  
Vietnam era

DEBRA LYNN  
CRAIG



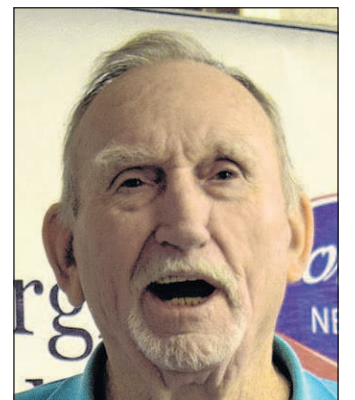
Navy  
Vietnam era

TERRY BRENTS  
CRAIG



Navy  
Vietnam

WILLIAM KERMIT  
CREED



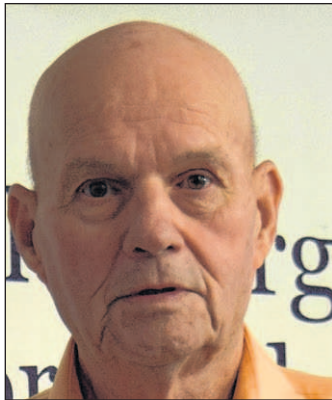
Navy  
Korea, Vietnam eras

**HONOR FLIGHT 2017**



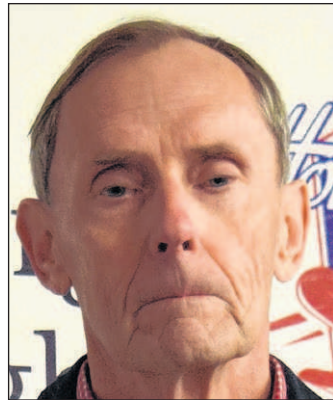
# ROLL CALL

LEON ROBERT  
CROY



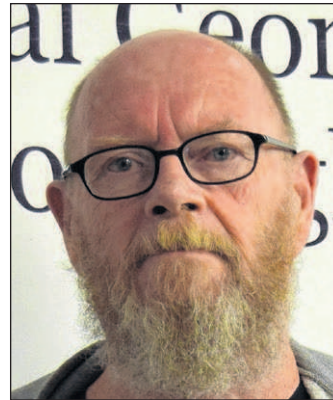
Navy  
Vietnam era

DAVID CHARLES  
DALY



Navy  
Vietnam era

DAVID MALCOLM  
DUNCAN



Army  
Vietnam era

TERRI  
DUNKLE



Marines  
Vietnam era

HARRY FRANKLIN  
EASTERLING



Army  
Vietnam era

THOMAS  
FAULKNER JR.



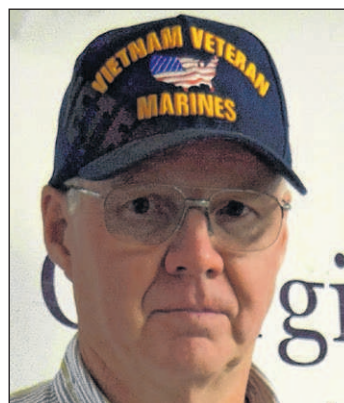
Air Force  
Vietnam era

SAMUEL EUGENE  
FRAZIER



Air Force  
Vietnam era

MICHAEL E.  
GAINES



Marines  
Vietnam era

JOHN JOSEPH  
GASKA



Army  
Vietnam era

DONALD A.  
GEHRINGER



Army  
Vietnam era

**HONOR FLIGHT 2017**



# ROLL CALL

ROBERT  
GIBBONS



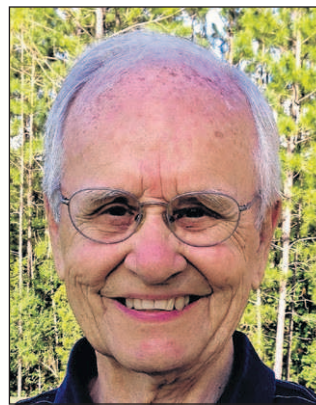
Army  
Vietnam era

FLOYD EUGENE  
GILL



Army  
Vietnam era

BARRON W.  
GODBEE JR.



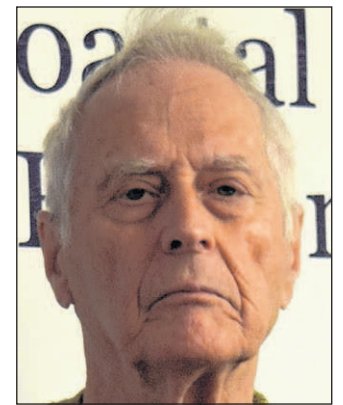
Navy  
World War II era

RICHARD EUGENE  
GODLEY



Army  
Korea era

LEONARD L.  
GOYER



Navy  
Korea era

CHARLES ALLEN  
GROSS



Army  
Vietnam era

HAROLD KENNEDY  
HARDY



Marines  
World War II era

HARRY  
HARTIGAN



U.S Army Air Force  
World War II era

ROBERT N.  
HAZOURI



Marines  
World War II era

FREDERICK W.  
HEIN



Army  
Vietnam era

## HONOR FLIGHT 2017



# ROLL CALL

TERRY RENALD  
HERRIN



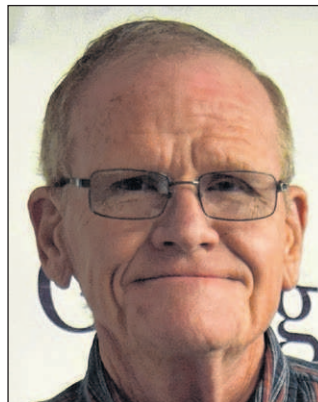
Army  
Vietnam era

MARSHALL K.  
HOGUE



Marines  
Vietnam era

CHARLES LINN  
JENKINS



Army  
Vietnam era

MELISSA W.  
JENSEN



Air Force  
Cold War era

JACK ALLEN  
JONES



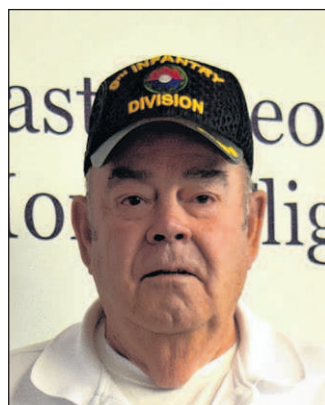
Navy  
Korea era

MICHAEL SIDNEY  
JONES



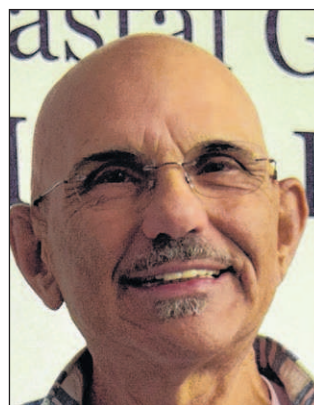
Army  
Cold War Era

JAMES EARL  
KENNEDY



Army  
Vietnam

PHILIP S.  
KRAUSS



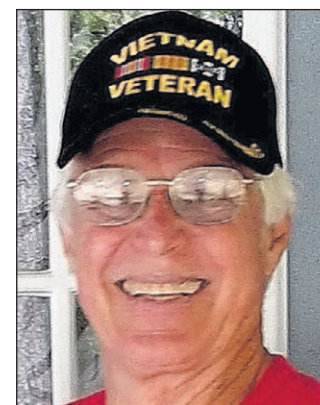
Air Force  
Vietnam era

ANDREW GEORGE  
KROSCAVAGE



Air Force  
Vietnam era

PAUL LOUIS  
KUNKEL



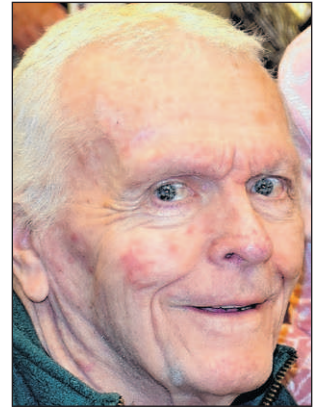
Army  
Vietnam era

## HONOR FLIGHT 2017



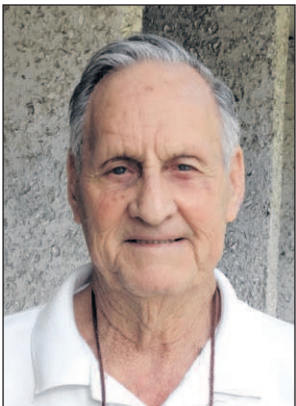
# ROLL CALL

ROBERT C.  
LAFFERTY III



Army  
Korea era

LEON DAVID  
LEGGETT



Navy  
Korea era

MITCHELL JAMES  
LIFE SR.



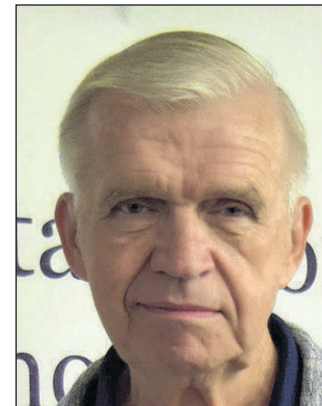
Army  
Vietnam era

JOHN WAYNE  
MCDILL



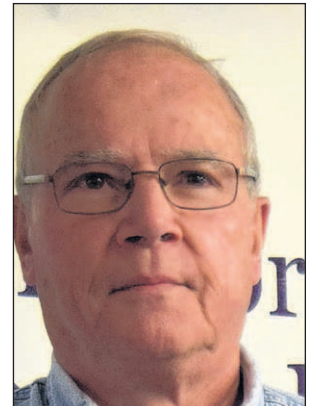
Army  
Vietnam era

ROBERT K.  
MCMAHON



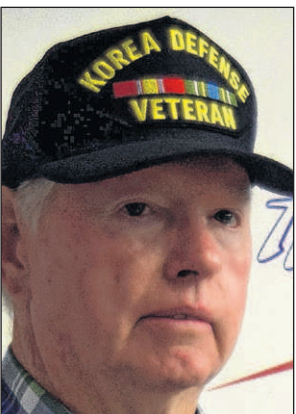
Army  
Vietnam era

JOHN G.  
MCMENIMAN



Navy  
Vietnam era

LONNIE E.  
MERROW



Army  
Vietnam era

CHARLES FRANK  
MILLIKEN



Air Force  
Korea era

MICHAEL STEPHEN  
MLEKO



Marines  
Vietnam era

MARION W.  
MOORE



Marines  
Vietnam era

FLOYD RAY  
PETERMAN



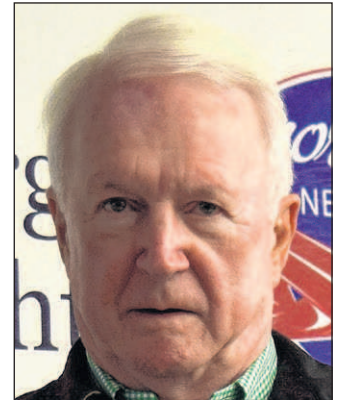
Army  
Vietnam era

## HONOR FLIGHT 2017



# ROLL CALL

MIKE D.  
PICKETT



Air Force  
Vietnam era

WILBUR FRAZIER  
READDICK



Army  
World War II era

DAVID WALLACE  
REGISTER



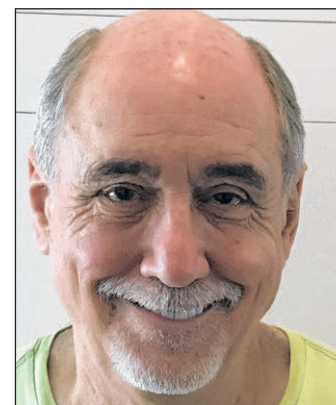
Navy  
Vietnam era

HOWARD LADON  
ROGERS



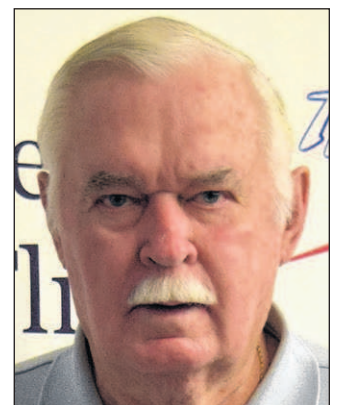
Army  
Vietnam era

LOUIS A.  
SAKKESTAD



Army  
Vietnam era

THOMAS S.  
SANBORN



Navy  
Vietnam era

WILLIAM JAMES  
SCHNELLMAN



Navy  
Vietnam era

RAYMOND  
SHAW



Air Force  
Korea, Vietnam eras

GEORGE LAMAR  
SHIRLEY



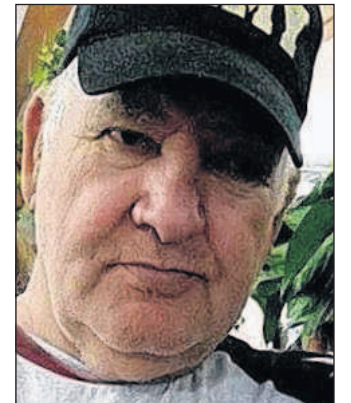
Navy  
Vietnam era

JAMES  
SIEMION



Air Force  
Vietnam era

HENRY L.  
SMITH SR.



Army  
Vietnam era

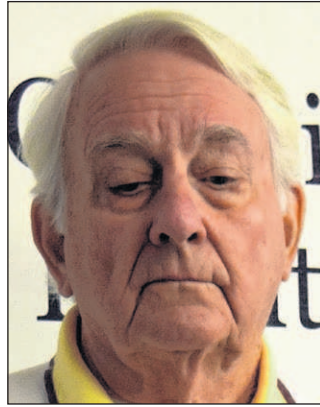
## HONOR FLIGHT 2017 ROLL CALL

CLYDE RICHARD  
SNELL



Air Force  
Vietnam era

BRENT WRENN  
TAYLOR



Navy  
Vietnam era

LORIN LENWOOD  
TAYLOR



Marines  
Vietnam era

WILLIE  
THIGPEN III



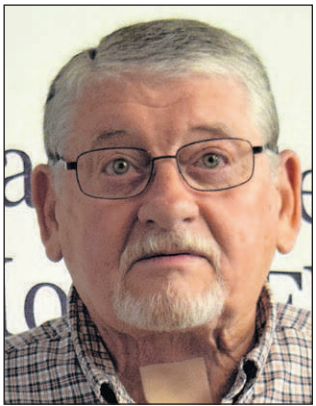
Navy  
Vietnam era

WILLIE G.  
THIGPEN JR.



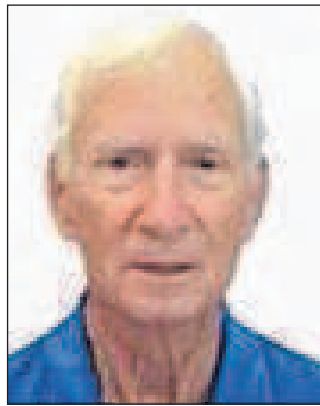
Air Force  
Korea, Vietnam eras

JAMES SILAS  
THOMAS JR.



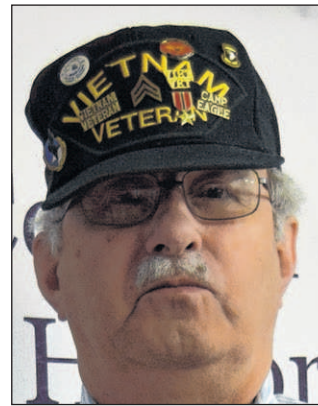
Army  
Vietnam era

JIMMY C.  
THORNTON



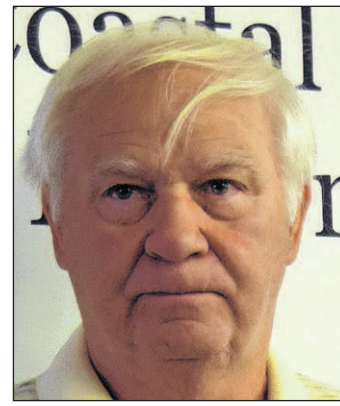
Navy  
Korea era

LANDON FRANKLIN  
THROWER



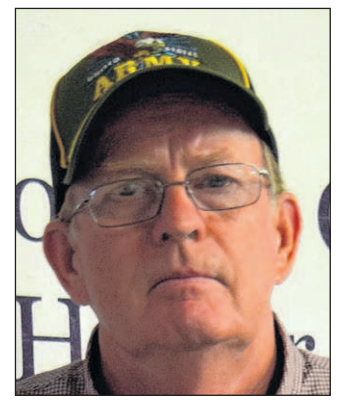
Army  
Vietnam era

HORACE BURTON  
TODD



Marines  
Vietnam era

ANDREW JACKSON  
TYRE



Army  
Vietnam era

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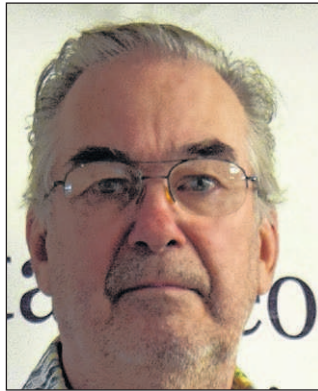
## HONOR FLIGHT 2017 ROLL CALL

JAMES LARRY  
TYRE



Army  
Vietnam era

PETER MICHAEL  
VAGLE



Air Force  
Vietnam era

GREGORY GEORGE  
VONRABENEAU



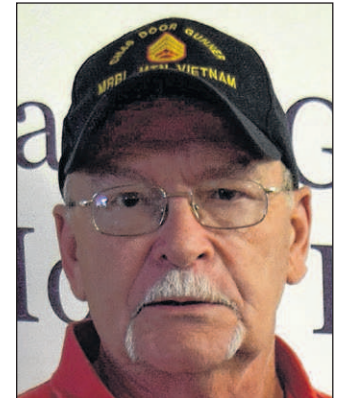
Army  
Vietnam era

JOSEPH M.  
WATSON



Army  
Vietnam era

EUGENE  
WESOLOWSKI



Marines  
Vietnam era

JAMES D.  
WILDER



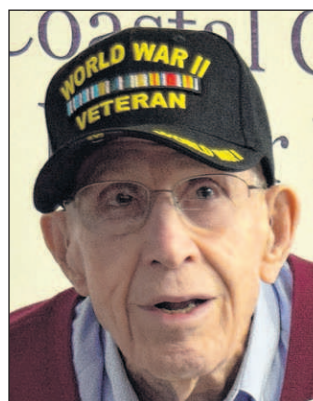
Army  
Vietnam era

BENNIE LARRY  
WILLIAMS



Air Force  
Vietnam era

CARL SAMPY  
WILLIAMS



Coast Guard  
World War II

GEORGE HERBERT  
WIMBERLY



Navy  
World War II

NEAL LELAND  
YONKERS



Army  
Vietnam era

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