



The Star



Issue #115

"We Speak Their Names"

Spring 2025

Too Clever to Die

By the descendants of Lorin McCleary Jr. with contributions from Paul Webber



Above: Second Lieutenant Lorin David McCleary Jr. Lieutenant McCleary, father of AWON First Founder Lorin David McCleary III and grandfather of STAR Editor Kristin Holmes, was killed in action May 11, 1945.

Second Lieutenant Lorin David "Bill" McCleary Jr. was born in Indianapolis, Indiana, on July 29, 1915, to Lorin David McCleary Sr. and Margaret (Courtland) McCleary, the third of four siblings. He attended public school in Indianapolis, graduating from Arsenal Technical High School in 1931. He was known as an extremely bright young man with an affinity for math and science, skipping two grades in school and graduating high school at the age of 15. He was also athletic and an avid outdoorsman, enjoying fishing, shooting, and kayaking.

Everyone called young Lorin by the nickname "Bill", bestowed upon him by his father, Lorin Sr. The elder Lorin told his son he would become president someday - like William Howard Taft, who was president at that time - and began calling his son "Bill" after President Taft.

During the early days of the Depression, "Bill" McCleary worked with his father and brother, restoring sewing machines and selling them on credit. They had a weekly route, collecting fifty-cent installment payments on the sewing machines. Bill married Evelyn E. Hill of West Lafayette, Indiana on February 18, 1939. Evelyn was a graduate of Purdue University with a degree in Home Economics. As the economy improved, Lorin McCleary Sr. opened McCleary Company, an appliance store in Indianapolis. Lorin Jr. worked for his father as a salesman, and by 1942 he was a retail manager. Evelyn McCleary worked as a saleslady in the ribbon department at a nearby department store.

On May 1, 1942, Bill enlisted in the U.S. Army Air Corps at Patterson Field in Ohio. By September of that year he

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President's Message

by Walt Linne

The three main days in the United States to celebrate those who have served in the military are Memorial Day, Armed Forces Day and Veterans Day. The day that touches us orphans the most is the one honoring and mourning our Fathers and military personnel who died while serving in the United States Armed Forces. Our Fathers served and died defending our freedom leaving behind 183,000 war orphans. On this 2025 Memorial Day we salute our Fathers and all military personnel that sacrifice their life for our freedom.

AWON's New Memorial Days...10/10 to 10/12/2025...when we will celebrate the Ann Mix Memorial Conference! Read all about AWON's 17th National Conference on pages 6-10 in this edition of *The Star*. A big thank you to Conference Organizer Marilyn Lieurance and the Conference Committee for planning a very monumental conference in memory of our AWON Founder Ann Bennett Mix. YOU DO NOT WANT TO MISS IT!

I thank Ann for bringing my Dad "off the shelf" and into my life. I think of him often remembering his birthday, the time my Mother and I accompanied him to Ft Chaffee, Arkansas, the time I retraced his steps in Europe to where he died at Gernersheim, Germany and meeting his comrades at reunions where they told me stories of the "Old Sergeant", my dad - a 31 year old Sergeant Tank Commander who lead his younger men into combat.

I thank Ann for creating the American WWII Orphans Network which gave me the wherewithal to learn more about my Dad's military career via archival records, to meet my fellow war orphans and to share my story and feelings. I learned that I was not alone and with my orphan siblings I broke through "the wall of silence".

Oh Ann, thank you for founding the American WWII Orphans Network.

In Ann's Memory – Never Forgotten! Thank You, Ann! God bless you. With love from your fellow orphan siblings.



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...Too Clever, from front page



Above: A charming picture of 2LT Bill McCleary and his wife, Evelyn, of Indianapolis, IN. They married in 1939, and LT McCleary was KIA over France, 1944.

was called to active duty at the Army Air Forces Classification Center at Nashville, Tennessee. In November and December of 1942 he completed preflight training at the Army Air Corps base at Santa Ana, California. Bill remained an excellent student, receiving exemplary marks on his testing. This was followed by the primary phase of flight training in the Boeing-Stearman PT-13 at Hancock College of Aeronautics at Santa Maria, California during January through March of 1942. Then came basic flight training, at Minter Field near Bakersfield, California, where Bill flew the Vultee BT-13A 'Valiant'. He completed the final phase, advanced twin-engine flight training, at Fort Sumner Army Airfield, New Mexico, where he flew the twin-engine Cessna AT-17 'Bobcat'.

During his flight training, Bill McCleary invented a precision bomb sight capable of computing the

delivery trajectory of bombs from the aircraft to the target. The instrument was capable of performing complex calculations involving eight different factors simultaneously, and was designed to be used by flight personnel even while a plane was undergoing evasive flying, making quick turns and ascents and descents.

After graduating from Army Air Forces Pilot training in Class 43-G at Fort Sumner, New Mexico, Lorin "Bill" McCleary Jr. received his wings and commission as a Second Lieutenant on July 28, 1943. From August to October 1943, he completed a transitional phase of advanced flight training in the B-17 'Flying Fortress' four-engine heavy bomber at Hobbs Army Airfield, New Mexico. On October 6, 1943 Bill was assigned to the 18th Replacement Wing at Kearns Army Air Base near Salt Lake City, Utah, where he was assigned as copilot on the heavy bomber crew of LT Riggs Mellen.

In November 1943 the Mellen crew was assigned to the 355th Bomb Squadron of the 302nd Bomb Group, a B-24 operational training unit at Clovis Army Airfield, New Mexico. In early December

Below: Lorin "Bill" McCleary Jr. was an avid outdoorsman. His mother, Margaret, sits with him in the water, while wife Evelyn poses on the dock. Son Lorin McCleary III recalls playing in this kayak as a small boy, in the backyard of his Indianapolis home.



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...Too Clever, con't from page 3



Above - Lorin "Bill" McCleary Jr. graduated from Arsenal Technical High School in Indianapolis in 1931. He skipped two grades in school, joining the graduating class alongside his elder sister, Margaret.

1943, the Mellen crew and many other 302nd Bomb Group personnel were assigned to the newly-formed 487th Bomb Group, and ordered to move to Bruning Army Air Field, Nebraska to begin training. By the end of December 1943, the 487th BG moved operations from Bruning to Alamogordo Army Air Base, New Mexico to complete B-24 crew training.

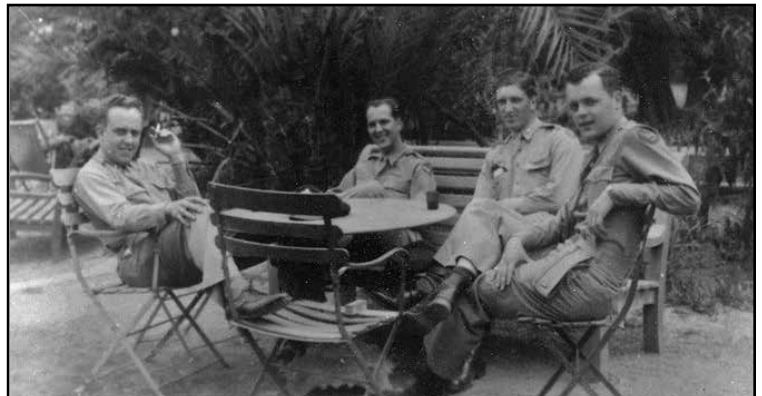
During most of their training time, the trainees weren't allowed visitors. Late in 1943 this policy changed. Evelyn got in the family car, a 1938 Chevy sedan, and drove from Lafayette, Indiana, to Chicago. There she picked up one of the members of her husband's future flight crew, 2LT Joe Perry. Together they drove all the way to New Mexico, arriving by Christmas.

The living conditions of the wives were terrible. As many as twenty air groups plus support staff were stationed in the Alamogordo area during the time period, and many brought in their wives from across the country as soon as they were allowed to do so. Things were so bad that some of the women lived in an unheated chicken house with no running water. It is unknown where Evelyn lived during that time, but it was almost certainly spartan conditions.

The women were allowed to stay until March 1944, when the men shipped out. By this time, Evelyn was about three months pregnant. She had no choice but to get back into the car and drive the 1500 miles back to Indiana - alone. It snowed at least once, and the car slid off the road into a ditch. Somehow she was able to get back on the road all by herself and eventually made it home again.

The Mellen crew deployed with the 487th Bomb Group to England that March of 1944, as a part of the 8th US Army Air Force in Europe. They flew from Alamogordo Air Field to RAF Lavenham, in Suffolk, England, via the southern Atlantic ferry route—a journey of about 10,000 miles. They arrived at Lavenham by mid-April. After the 487th arrived in England, but before the start of combat operations, 2LT McCleary replaced LT Doyle Simons as First Pilot of Simons' original crew, B-24 H, 42-425244, in the 838th Bomb Squadron, because Simons was grounded with appendicitis.

Combat operations began on May 7, 1944, and 2LT McCleary flew in that mission to bomb the railroad marshalling yards at Liege, Belgium. His second mission was on May 9, 1944, bombing the Laon-Couvron Airfield in France. On his third mission, the 487th Bomb Group's target was the



Above: the last known photo of 2LT Lorin "Bill" McCleary (far left) taken at Morrison Field, West Palm Beach, Florida, probably in March of 1944. Alongside McCleary, from left to right, are Riggs Mellen, George Bursik and Al Magee, all of the 487th BG. The men were flying a B-24 Liberator from Alamogordo, NM, to Lavenham, England, and had laid over at Morrison.

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The Star Guidelines for Submitting Material

We want to tell your story and your family's story. We accept submissions both electronically and via US mail. If you have an article or picture and aren't sure how to submit it, that's ok. Message *The Star* and we will work with you.

Please keep text reasonable in length. 500-1000 words or 1 page is a good guideline, but we publish longer pieces too. Preference is given to material written by, for, and about AWON members and families.

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Make Sure the Next Generation Hears YOUR Family Story!!!!



The STAR needs your submissions today!
Don't let your family's stories go untold!!

As we look ahead to AWON's 17th National Conference, we here at *The Star* urge every AWON member to share the story of your father's life, your family's loss, and your personal journey of self-discovery. Please don't hesitate - contribute today!

The new MeWe ListServ



All AWON members in good standing are invited to participate in AWON's MeWe page! To find out more about MeWe (it's like Facebook, but with better privacy protections) and receive an invitation to join AWON's MeWe Page contact Lorin McCleary at ldmccleary@gmail.com.

Announcing AWON's 17th National Conference:

ANN MIX MEMORIAL CELEBRATION, Friday, October 10 – Sunday, October 12, 2025

By Conference Organizer Marilyn Lieurance

Our goal in planning the 17th AWON Conference has been improving accessibility. We want as many members as possible to join us in honoring AWON's Founder, Ann Mix. To that end, the Conference Committee sought a location in the center of the United States, making it easier for members from both coasts to travel to the conference. We chose Johnston, Iowa, a suburb of Des Moines. There, in addition to our AWON activities, we will enjoy a visit to the award-winning Iowa Gold Star Military Museum at Camp Dodge, where museum staff has put together a slate of activities just for AWON.

If you're on the fence about attending this year, please join us! This will be a very special conference because we are honoring Ann, and the Conference Committee is hard at work to create a fun experience for everyone, regardless of physical capabilities. We are pulling out the stops to make this conference both accessible and memorable.

In the past, potential conference attendees had concerns about being able to cancel hotel reservations at the last minute in case of illness or emergency. This is one of the first things we addressed when speaking with hotel managers. You may book your room in advance, but can still get a full refund if you cancel at least 24 hours prior to Friday, October 10th. No longer do AWON members need to worry about signing up for a conference and then losing money on their hotel if they are unable to attend.

To keep the conference affordable, we've chosen the reasonably-priced Holiday Inn Hotel Suites Des Moines-Northwest, 4800 Merle Hay Road, Des Moines/Urbandale, Iowa, 50322. The good folks at the Holiday Inn have worked with AWON



To book your hotel room call the Holiday Inn, Des Moines-Northwest, M-F, 9-5 Central Time, at:

(1-515) 727-0401

and use the Three-Letter Group Block Code: AWO

in lowering room rates and providing us with many extras at little or no charge.

This Holiday Inn is the only hotel in the area with an Airport Shuttle Service between the Des Moines (DSM) Airport and our hotel, approximately 20 miles, and a 30 minute ride. The Shuttle is available from 8:00 A.M to 10:00 P.M. CST and arrangements for the Shuttle Service MUST be made PRIOR TO ARRIVAL. After booking your flight, call the hotel at (1-515) 727-0401 with your arrival and departure information. The hotel will plan their Shuttle Airport Arrivals for Friday, as well as Shuttle Departures from the hotel on Monday.

The Holiday Inn has its own on-site restaurant, and there are several restaurants within walking distance. Do be aware that because there is a Bennigan's restaurant on hotel grounds, there is NO complimentary breakfast. The Bennigan's opens for breakfast at 6:30 AM and closes at 10 PM. You can find the menu online here: [Bennigan's Menu](#). There are other restaurants nearby, and both DoorDash and Uber Eats deliver to the Holiday Inn.

If you plan to attend the conference, you're encouraged to book your room as soon as possible, as the week prior to our dates is already nearly booked solid - this is a popular hotel! We have a small block of rooms set aside, and only

after filling those rooms will we be able to block another group of rooms. The more rooms we fill quickly, the more rooms we can access. It's to your advantage and everybody else's that we fill rooms as soon as possible. Register NOW!

Having an early count of people attending also helps your committee arrange for the events that will take place, and keep costs down, so PLEASE GET YOUR RESERVATION BOOKED! Keep in mind that if you need to, you can still cancel your hotel room up to 24 hours before the date of the conference, October 10, 2025.

To book a room call the hotel M-F, 9-5 CST at: (1-515) 727-0401 and be sure to mention AWON's three-letter Group Block Code: AWO. With that code, you will receive the group rate of \$104 per night plus tax with a choice of rooms with 2 queens or 1 King for two adults. The Holiday Inn has requested that we book via phone rather than online. In order to receive the lower AWON group price, you must book by phone.

Check-in is 3:00-7:00 P.M. and check-out is 12:00 Noon. Most members will check in on Friday, & check out Monday, after the conference has ended Sunday night. Again, there will be no complementary breakfast served, and you will need to arrange a hotel-airport shuttle in advance of your arrival as soon as you've booked your flights, by phone at (1-515) 727-0401.

Schedule of Activities:

Friday:

Prize Ticket Drawings: Beginning on Friday, in the Welcome Room, you'll receive your Name Tag, Information Packet, and you'll be able to fill out a prize ticket for one of several prizes.

Friday's lucky winners will receive Special Rides to Iowa's Gold Star Military Museum at Camp Dodge on Saturday morning in one of the following vehicles:

- 1943 and 1945 WWII Willys Jeeps, compliments of Chief Warrant Officer Peter "Chief" Lentz and John Krone. Both drivers will be dressed in period WWII uniforms for an added treat.

- WWII Deuce and a Half Truck, driven by Bob Holliday; another WWII Willys Jeep will fall in line for AWON lucky winners, who will get the thrill of riding to Camp Dodge in WWII military style.

Photographer: Reserve Colonel Michael Treinen (Ret), will document, through the lens of a camera, activities throughout our event.

Saturday:

Welcome and Brief History of Camp Dodge:

On Saturday, we will head to the Iowa Gold Star Museum where Colonel Michael J. Harris (Ret), State Quartermaster of Iowa's National Guard, will welcome us in the "Colonel Al Rolfus Room". Colonel Harris will give us a brief history of Camp Dodge and Iowa's Gold Star Museum.

The Living History Detachment Reenactment

Group: Dressed in full WWII military gear, the Living History Detachment will entertain you with their presentation. You're encouraged to bring a picture of your dad, so the Reenactment Group can identify military items your dad might have carried or worn.

The Iowa Gold Star Museum's VIP Tour:

The VIP Tour will be given by Bob Holliday, an AWON Board Member, and a 30-year Board Member of the Iowa Gold Star Military Museum - 25 years serving as Chairman. You'll experience interactive exhibits, videos, aircraft, a periscope from a real Nuclear Attack Submarine, realistic dioramas, and if you like things that soar into the heavens at Mach 2, there's an F-16 Fighting Falcon Simulator.

For those who need a break, or simply want to visit with friends, the Museum's "Colonel Al Rolfus Room" will be available exclusively for AWON members throughout the day.

Register Now for AWON's 2025 Conference!

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Left: Iowa's Gold Star Military Museum, the site of AWON's 17th National Conference, the Ann Mix Memorial Celebration Conference

Buffet Lunch at the Museum: A catered buffet lunch will be made available to you, free of charge, in the "Colonel Al Rolfus Room".

MORE Prizes! Please don't be tempted to stay at the hotel! Join us at the museum - museum attendees will have chances to win once-in-a-lifetime prizes! Thanks to the great people at Camp Dodge and the Iowa Gold Star Museum, a few lucky AWON members will have access to perks and privileges that aren't available to the general public. These experiences are what memories are made of. You'll be able to have your picture taken to prove you were there!

Military Cannon: A military cannon will be brought to the front lawn of the museum for AWON's visit. Three lucky prize winners will actually get to fire a real cannon - an experience that very few people get to have!

Flyovers: A Fly-Over event is being worked on - possibly even more than one - however, they are not confirmed as of yet. Michael Vogt, Curator and Board Member of Iowa's Gold Star Military Museum, is a private pilot. He has consented to coordinate the Fly-Overs for our event and has also been instrumental in sharing ideas and referrals.

Tank Hill Park: Located across the street from the museum, this park is available for you to visit and stroll through at your own pace. Have your photo taken next to a U.S. Navy A-7D Corsair II Air Support "Warbird" Jet, Military Tank, or a Howitzer Cannon.

Saturday Night:

Enjoy free time to visit with AWON friends and dine at Bennigan's Restaurant in the hotel, or one of the nearby restaurants in the area.

Sunday:

Sunday is set aside for Sharing Circles, visiting with friends, seeing the sights, and AWON business. That evening, AWON members will enjoy a buffet banquet at the hotel where we will make special presentations including the Missing Man Table and awarding the Forgy Award.

Monday:

Check out time is by noon on Monday. Be sure to have your shuttle to the airport arranged!

Many people outside of AWON members have donated their time, expertise, and services for this event in Honor, Tribute, and Memory of our Founder, Ann. Start making plans to attend, get your rooms booked early (or even right NOW!), and we'll update you in *The Star* as we lock down other activities for the event.

GET EXCITED!!! Come enjoy the fun, and let's make some GREAT MEMORIES TOGETHER.

To book your hotel, or make arrangements for the airport shuttle, please dial:
(1-515) 727-0401, using the 3-letter Group Block Code AWO

**ATTENTION!! ATTENTION!! ATTENTION!!
REAL ID will be REQUIRED to fly!!**

If you're planning to fly to the AWON conference by plane, please be aware of the "REAL ID" DEADLINE - which was May 7, 2025.

If you have NOT gotten the "REAL ID" Driver's License or ID CARD at your local DMV, you won't be able to board a plane, so you need to look into what to do about it now. You can also use a US passport instead of a Real ID. Many forms of ID, including Enhanced State ID, Trusted Traveler Cards, Border Crossing Cards, Tribal ID, Veteran Health ID Card, among others, may also be accepted. Be sure to check before traveling, as rules are changing quickly and we cannot guarantee these forms of ID will be allowed.

If you aren't sure if you have a REAL ID, look at your Driver's License. REAL ID holders will see a star, a flag, or in the case of California, a grizzly bear with a star in the upper right corner. If you see that marking, you're covered! You may also see the word "Enhanced" on the card.

If you don't have that marking on your license, and don't have a passport, you'll need to visit your state's driver's licensing agency website to find out exactly what documentation is required to obtain a REAL ID.

At minimum, you must provide documentation showing: 1) Full Legal Name; 2) Date of Birth; 3) Social Security Number; 4) Two Proofs of Address of Principal Residence; and 5) Lawful Status.

States may impose additional rules beyond these, so check with your state's driver's licensing agency website before visiting them in person for additional guidance and assistance. Most states have options to enter in your documentation online. You'll still have to visit the DMV, but the trip will be much faster than it would be otherwise.

Children under 18 are not required to have ID for traveling, but be sure to check with your airline, as some airlines have different requirements.

Below you will find three samples of ID cards that will enable you to fly domestically. You may already have these ID cards, particularly if you've recently renewed your license. Be sure to check your individual state's rules and requirements, and also the requirements of the airline upon which you are traveling, to be sure you are in compliance with the law.



AWON's 2025 National Conference – "Ann Mix Memorial Celebration" - Oct. 10-12, 2025

Return registration and fee by September 15, 2025
Registration includes Welcoming Reception, Museum Luncheon, and Banquet

Member Name: _____

Address: _____

City/State/Zip: _____

Phone: _____ Email: _____

Is this your 1st AWON Conference? Y N Do you want your name in the conference roster? Y N

Do you have any special needs?: _____

Registration Fee for AWON Members and Guests: \$125.00 x number of attendees _____

Registration Fee for New Members and Renewals (includes AWON Membership Dues):
\$150.00 x number of attendees \$ _____

Total Registration Fees enclosed: \$ _____

Name Tag information (please print clearly – and include State of Residence):

Your name: (include maiden name) _____ State _____

Guest's Names: _____ State _____

Your Serviceman's Name (First, Middle, Last): _____

Rank: _____ Service Branch: _____

Circle One: KIA MIA Died while on Duty

Date of Death: _____ Country: _____

Mail Registration Form with check or money order payable to AWON to:

AWON 2025 National Conference
c/o Marilyn Lieurance
51463 SE Springlake Loop
Scappoose, OR 97056

Gold Star Families Day is coming soon!

In 2025, Gold Star Families Day will be celebrated on September 28, 2025. Do you have your Gold Star Sign or Flag displayed yet? If you aren't sure where to buy your own Gold Star Sign or Flag, you can find one you love on the following websites - prices range from 7.95 to 29.95:

[Zazzle](#) (can be personalized with your father's name)

[Amazon](#) (Gold Star Flags are available)

[Etsy](#) (personalized signs available from many sellers; additionally, many decorative non-personalized Gold Stars such as the one at right are also available)



The three Gold Star Signs below belong to AWON members and are the style sold on Zazzle. Top Left: Bill Sarver Jr.'s Gold Star sign, honoring his dad William Sarver Sr. Bottom left: Lorin McCleary III's Gold Star sign honoring his father, Lorin McCleary Jr. Bottom Right: Nancy Sue Johnson's sign, honoring her father John Riley Brown.

Above right: For those who prefer a minimalist approach, simple metal Gold Stars are available on Etsy, along with other styles of personalized signs.



We want to see YOUR Gold Star decorations! Send your photos to STAR Editor Kristin Holmes at atomicsagebrush@gmail.com!



Above: The Doyle Simons crew out of Lavingham, England. Simons was grounded with appendicitis, and Lorin McCleary Jr. took over this crew. Aside from Simons (back row, far left) and Engineer Harold Owens (center bottom), who survived, the rest of these men died alongside McCleary on May 11, 1944.

Top, from left: LT Doyle E. Simons (Pilot), 2LT Eugene McCoy (Copilot), 2LT Victor S. Kramer (Navigator), 2LT Joseph D. Perry (Bombardier)

Bottom, from left: SSGT Eugene McKee (Gunner), SGT Clemente Barboza (Gunner), SGT Harold E. Owens (Engineer), SGT Dale Knapp (Gunner), SGT Paul K. Churm (Gunner)

railroad marshalling yards at Chaumont, France. Lieutenant Colonel Beirne Lay Jr., the Group's commanding officer, led the formation.

During this mission, the formation drifted eight miles south of the intended course. Disaster occurred over Chateaudun, France, with several ships - reports range from four through seven planes destroyed - and 31 crew members lost. According to the book *Isaiah's Eagles Rising: A Generation of Airmen* by Bernard Thomas Nolan, LTC Lay blamed himself for the tragedy. Author Nolan quotes Lay as saying, "I was solely responsible for what happened over Chateaudun. It was the price I paid for trying to cut corners."

Lay was referring to his ill-fated attempt to get the 487th back in its assigned position in the bomber stream, a decision that cost many men their lives.

According to *Isaiah's Eagles Rising*, due to a delay in assembling the Bomb Group over England, the 487th was late in joining the bomber stream heading to France. Lay tried to move his Group back to the correct position in the stream by cutting the corner of the formation when turning toward France. As a result, the 487th inadvertently navigated over the heavily defended German airbase at Chateaudun, France, at the deadly altitude of only 12,000'. This was quite a low altitude; many of the men had been reluctant to fly the mission as ordered, at such a low height instead of the typical 24,000-28,000 feet, and considered it a suicide run.

Over Chateaudun, a deadly flak barrage was encountered and between four to seven aircraft, including LTC Lay's own plane, went down. B-24 H, 42-425244, nicknamed 'Lazy Lady' - Lorin McCleary, Jr's plane - was fatally hit. His ship received a direct flak burst in the nose and flight deck, killing three crew members instantly. The plane caught fire at the engines, and the flames spread to the middle of the plane. By the time the plane had descended to 10,000 feet, it was a mass of flames. The plane broke in half and continued descending, possibly exploding in midair, with pieces of the aircraft coming down in a farmer's field near an old Roman road in the Loire Valley between Varize and Bazoches en Dunois, France.

Lorin David "Bill" McCleary, Jr, and eight of his crewmates were lost, declared missing in action. 2LT McCleary was considered MIA status until September 5, 1944, when it was declared that "evidence considered sufficient to establish the fact of death was received by the Secretary of War from the German Government through the International Red Cross."

Miraculously, one man, Staff Sergeant Harold E. Owens, the flight engineer, survived. He wrote:

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Above - Hanging at the church in Lavenham, England, is this list of 233 American men of the 487th Bomb Group who made the ultimate sacrifice during World War II. The group flew 185 missions from March 1944 to April 1945. 2LT Lorin McCleary Jr.'s name is at the top left of the second page.

At approximately 1145 we were hit by flak in the nose, which resulted in the death of Lt Victor Kramer, navigator, Sgt Paul Churm, top turret gunner, and S/Sgt Eugene McKee, radio operator. The plane immediately burst into flames, we were flying at an altitude of approximately 11,000 feet, a few seconds later the plane started into a dive, and exploded in mid air, with the result that I was blown clear of the plane. I managed to pull my ripcord and landed eight miles north of Chateaudun, France. I made a safe landing and at a distance of one quarter of a mile I saw the plane completely wrecked and on fire. I was the only member of the crew who parachuted to safety. I did not go near the plane because I knew the bombs had not exploded. I hid in the woods and about five minutes later the bombs exploded. Unbelievably, Chateaudun was the third plane crash Harold Owens had survived, and figuring his number was up, he only flew three more times in his life after the war's end.

Killed in the crash of B-24H 42-52444 – 838th Bomb Squadron, on May 11, 1944, were 2LT Lorin D. McCleary, Pilot; 2LT Ernest McCoy, Copilot; 2LT Victor Kramer, Navigator; 2LT Joseph



Above: Evelyn Hill McCleary Devine, with her mother Grace Hill Stansfield, and Lorin David McCleary III. Young Lorin was born in October 1944 after his father Lorin "Bill" McCleary Jr. was killed in May of that year.

Perry, Bombardier; SSGT Eugene McKee, Radio Operator; SGT Arthur Frey, Nose Turret; SGT Paul Churm, Top Turret; SGT Clemente Barboza, Ball Turret; SGT Dale Knapp, Tail Turret.

The bodies of Lt McCleary and his crewmates were recovered by German troops, who buried them at the Grand Cimetiere in Orleans, France. In 1948, at the request of his father, Lorin D. McCleary Sr, military personnel exhumed and returned Bill McCleary's remains for burial at the National Cemetery in New Albany, Indiana. There was a funeral service burial for 2LT McCleary at the National Cemetery on April 5, 1949.

The McCleary family simply could not believe that someone as bright and capable as Bill could have been killed in combat. Surviving letters written to the military reveal that it was well nigh impossible for them to comprehend that it had truly happened. He was simply too clever to die. Bill's mother in particular was devastated at the loss of her beloved son, and never recovered.

McCleary's commander, LTC Lay, survived his

...continued page 15

Call for Tributes!

Add a Tribute to the AWON Website! This could be one of the most long-lasting and satisfying ways to remember your Father, Grandfather, Brother, or Uncle. Just be a current AWON Member!

Here's How: 1. Have a look at our website's TRIBUTE section at www.awon.org (click "Our Fathers") to see what others have done; 2. Check the web page on "How to prepare a Father Tribute" – (at www.awon.org/check5.html); then 3. Scan (or have a Kinko's scan) your best picture of your loved one in uniform; 4. Collect your thoughts, memories, and service record of your loved one; 5. Send your JPG-formatted image and between 500 and 1,100 words to our Tribute Stager, Nancy Sue Johnson. Her E-Mail address is . . . janceysue@gmail.com. If you need her snailmail address, just call Nancy Sue at 406/529-2315.

Don't let another day go by. AWON is honored to help you honor your Father or loved one! . . . a Tribute page is yours for the asking.



AWON Wishes to Thank Our Recent New and Returning Members - We couldn't do this without you!

Judith Jantz
Lynn Freeman
Judith Ullrich
Sandra Britton
Pat Morrison
Jane Nelson
Robbie Harvell
Andy Mannering
Ann Gray
Penny LeGrand
Angela Christian
Joanne Montague
Janie McPherson
Evelyn Sheppard
Judi Kramer
Régine Villers
Kathleen Mayerski
Judith Markland
Lee Mattis
Brian Ryder
Nellie Turman Vass
Pat Albani
Dick Albani

Mark Gutheil
Roberta Nolan
Nancy Boothe
Walter (Bonnie) Carter
Linda Chauvin
Howard Walker
Felicity Anne Hallanan
Ruby Wolens
William Sarver
Jim Gregory
Sandra MacDuffee
Donald Berube
Nancy Sue Johnson
Norm Burkey
Jennie Sauer
Mary Ann Otte
Mary Shipler
Ann O'Connor
Eric Rosen
Donna Hurt
Barbara Bienkowski
Rosemary Foster

Barbara Clark
Richard Haney
William Wilson
Donna Allen
Sue Perko
Nick Mott
Ed Peters
Nicole Aure
Rondy Elliott
Cliff Marks
Maxine Olson
Chas Joe Farris
Larry Graber
Carla Sue Holcomb
Elizabeth (Ellen) Jones
Maryalyce Lupher
Adrian Caldwell
Jacqueline Poslusny
Shirley Santini
Carl Silber
Rosalend Grabowski
Valerie Flynn



To renew your membership or check your membership status, please visit:

<https://www.awon.org/application>
or email awon@awon.org

own plane crash. Because Lay spoke fluent French, he was able to evade capture, being hidden by members of the French resistance until he was able to locate and join a team of D-Day advance invasion scouts, returning successfully to England in August. SGT Harold Owens, the only survivor of Bill McCleary's flight crew, though initially rescued by the French resistance, was eventually captured by the Germans. Owens endured interrogation by the Gestapo, who accused him of spying, imprisonment in several prison camps, and a 600-mile march during the European winter ahead of the arriving Red Army, before escaping the Germans and making his way to Allied forces.

At the time of Lorin McCleary Jr's death, his wife Evelyn was about five months pregnant with their son, Lorin David McCleary III. The baby's birth was difficult and left Evelyn unable to have more children. Evelyn remarried, and her infant son was adopted by his stepfather, Thomas B. Devine.

Young Lorin grew up not knowing anything about his biological father, other than that he had been a pilot. He didn't even know where his father had gone to flight school. Questions were met with silence. Due to the records fire in St. Louis, most of Bill McCleary's military records were lost. Lorin III continued searching, educating himself about military history and aeronautics. He became a First Founder of the American World War II Orphans Network. He pursued a pilot's license and a career as an aerial photographer. While those things were fulfilling in their own right, there were still many questions that needed answers. Lorin III never gave up hope that he could find out more about his father, the man.

Through an amazing stroke of luck, Lorin and his wife, Roberta, were driving an RV through Bakersfield, California. They had to stop in Bakersfield to get a problem repaired on their motorhome. The repairs left them with a day to kill, so they went to AAA to pick up a local map. The person at AAA mentioned that she thought there was a small museum at Minter Field, so they decided to go check it out to kill a few hours.



To their initial chagrin, the museum was more of a "museum in progress", with materials just piled up on tables to look through. As if guided by fate, Roberta happened to pick up an old Flight School yearbook and at random opened it to the very page featuring Lorin "Bill" McCleary, Jr (photo above, bottom right) who had, of course, attended flight school at the nearby Mintner Field in Bakersfield.

Eventually, Lorin III was able to track down the name of SGT Harold Owens, Flight Engineer, through the VA, and was able to find his address through the Veterans of Foreign Wars. To Lorin's amazement, Harold had been looking for him, too. Harold, himself a Hoosier, had pored over birth records for Indianapolis, hoping to find the child of his friend Bill McCleary, but had mistakenly believed the baby had been born in August rather than October. Much to Lorin III's surprise, Harold had accumulated a mountain of information about the men he had served with, including names, addresses, a thorough history, and even had photographs that he had saved for 2LT McCleary's son for 45 years. It was a long awaited treasure trove for Lorin III.

In 1991, Lorin David McCleary III visited the crash site, and with the help of a French organization, spoke with Monsieur Billault, who had seen the plane crash. In his boyhood, the French farmer had recovered the life vest and oxygen mask of the

...continued page 16

...Too Clever, con't from page 15

Right: Lorin David McCleary III, at the site of his father's plane crash, accompanied by his cousin Michele Chamberlin, and his wife, Roberta Holmes. They were accompanied by the mayors of two nearby French towns, their families, other local officials and friends, and by Mr. Billault, a French farmer who witnessed the crash as a young boy and could identify the location.



bombardier, Joseph Perry, so the site was able to be positively identified. The farmer Billault, who had been a boy of eleven at the time, vividly recalled the aircraft falling from the sky and had observed the bodies of 2LT McCleary and his co-pilot 2LT Ernest McCoy, badly burned, in the wreckage. A piece of Plexiglass from the aircraft survived the crash and was reused as a window in a garage of a home in the village nearby, and can still be seen today.

A memorial plaque was dedicated to the McCleary crew at Varize, Eure-et-Loire, Centre, France on May 9, 2015. Lorin McCleary III was present for the dedication, along with his wife, Roberta, his cousin Michele Chamberlin, her husband Mark - a professional photographer who took many amazing photos as events unfolded. The Chamberlin's son Zach was also in attendance, as was their daughter-in-law Tilda, who was from France and was invaluable in translation.

The plaque honoring Lorin McCleary, Jr, the eight other men who lost their lives, and the sole survivor, Harold Owens, was made possible through the efforts of the Forced Landing Association, and their representative Jean Pierre and his wife Noel, in collaboration with the municipalities of Varize and Bazoches-en-Dunois, France. The plaque is mounted in an entry alcove of the thirteenth-century Church of Saint Peter and Saint Paul (Eglise Saint-Pierre et Saint-Paul) in Varize, France.

These men are not forgotten.



Above: Lorin McCleary and wife Roberta Holmes in Varize, France on Saturday, May 9, 2015. There they participated in the dedication of a Memorial Plaque remembering Lorin's father 2LT Lorin David "Bill" McCleary Jr, pilot, and the crew of B-24 H 42-52444 of 838th Squadron, 487th BG. The Memorial is located on the wall in an alcove of a historic old church in the town of Varize. A reception was held after the dedication, then later in the afternoon, they traveled to the crash site for a final remembrance - see photo above. Both photos on this page courtesy of Mark Chamberlin.

Father's Flagpole Rededicated

By Nancy Sue Johnson

Some of my fellow AWON siblings may remember when I purchased a bronze flagpole just after 9/11, in honor of my father, John Riley Brown. I had the flagpole installed at First Christian Church, Disciples of Christ, Missoula, MT, where I attend church. It was originally dedicated on Father's Day, in 2002.

After standing proudly for over a decade, my father's flagpole became unstable and the flag had to be taken down. A couple of years ago, one of our local Boy Scouts, Michael V., a young man our Church sponsors, took on the project of stabilizing and repairing the flagpole as his Eagle Scout Project.

Once the project was completed, there was a rededication of the flagpole on Saturday, April 26, 2025. Along with the dedication and raising of the new flag at half staff, we were able to witness Michael's Eagle Scout ceremony.

When I arrived at the Church, I set up a small display and folder of my dad and then took some pictures of Michael's display. We then went into the Sanctuary for the very moving and special Eagle Scout Ceremony. At the end of the Ceremony Michael asked me to come up front and say a few words about my Dad and of course the first thing was to thank Michael and all the Scouts for their work to get this done.

I told everyone briefly about my Dad, John Riley Brown, and where he was KIA in the Philippines. Then we went back outside for the presentation and raising of the flag. I was able to get some pictures of Michael and me standing next to the stabilized Flagpole.

Thank you, Michael, your family and fellow Scouts, for doing such a beautiful job on the flagpole and the presentation. Thank you to the Church Board of First Christian Church for approving the original placement of the flag to honor my Dad and all who have served.

God bless America.



Top: Nancy Sue Johnson and Eagle Scout Michael V., who refurbished the flagpole honoring her father, PVT John Riley Brown, KIA March 9, 1945
Center: Scouts perform the flag raising ceremony at the First Christian Church, Disciples of Christ, Missoula.
Bottom: The flag flies high once more!





Remember your father
while celebrating our
beloved AWON
Founder Ann Mix!
Take out an ad
in AWON's

Ann Mix Memorial Celebration Conference Program!

Looking for info about
how you can take part
in AWON's upcoming
2025 "Ann Mix
Memorial Celebration"
Conference? Please
see pages 6-10 in this
edition of *The Star*.

Hope to see you there!

Lest We Forget Line
(100 character limit)- \$10

Quarter Page Ad
(4 1/16" x 5 13/16")- \$25

Half Page Ad
(8 1/4" x 5 13/16")- \$50



Full Page Ad
(8 1/4" x 10 3/4") - \$100

If you're curious about
what your ad in the Ann Mix
Memorial Celebration
Conference Program
might look like, below you'll see
some examples that will help
you picture what the final result
will be. Sizing and pricing at left.


Order Deadline: July 15, 2025
Earlier orders are VERY welcome!

Please send check or money order
payable to AWON, along with your
completed form to Kristin Holmes,
PO Box 242, Creston, WA, 99117, or
email your relevant info to:
atomicagebrush@gmail.com

Honoring
Private Henry I. Tannenbaum
83rd Inf. Div. 333rd Inf. Regt. Co. F
KIA January 11, 1945 • Otrre, Belgium (Battle of the Bulge)
and
Bertha F. Tannenbaum

Remembering the Sacrifice
Beloved Parents, Grandparents and Great-Grandparents
Samuel V. Tannenbaum & Rachel E. Tannenbaum
Lisa Tannenbaum Weiss & Cantor Michael Weiss
Jayna L. Weiss & Jesse "Shai" E. Weiss (Henry's namesake)
Imma Jontiff & Henry F. Jontiff




White Chapel - Remembering a great soldier, Pvt. Henry I. Tannenbaum, 83rd Inf. Div., Belgium, January 1945.
Is a set of reunion photographer Tony Tannenbaum's work done in World War II photographs

Nothing Gold Can Stay

Nature's first green is gold
Her hardest hue to hold.
Her early leaf's a flower;
But only so an hour.
Then leaf subsides to leaf.
So Eden sank to grief,
So dawn goes down to day.
Nothing gold can stay.

by Robert Frost



Remembering My Daddy
Lt. Vere Becker
Love, Cathy Becker Light
(Katy)

IN LOVING MEMORY

PFC Maurice Joseph Ott
29th Division, 116th Infantry
Landed on Omaha Beach D-Day June 6, 1944
Killed in Action June 22, 1944
Couvains, France




Loving and
Proud Daughter
Janice Ott Buterbaugh
and Grandsons Steve,
Michael and Mark
and their families





2LT David Baird Finch Zelpha Galloway Finch
November 1944 April 1990
Philippines Seattle

Together again...
Love you, Mom and Dad
Barry Barr-Finch

Remembering my father,
1st Lt Kenneth E. Lechrone



on his 100th birthday March 6th
and those 71 years I missed
not knowing him since he was
KIA April 23, 1945, before I
was born on May 9, 1945.



Your daughter and only child,
Lynne Carol Lechrone

2025 AWON National Conference

"Ann Mix Memorial Celebration" Program

Father's Memorial Ad Order Form

If you would like a memorial ad honoring your loved one in the AWON Ann Mix Memorial Celebration Commemorative Program, please fill out the form below and email a JPG image separately. PLEASE do not send photos; email digital images ONLY. Please identify the subject by file name (such as JohnDoe.jpg).

If you can't print this form, please neatly copy the relevant information onto a separate piece of paper with your name and contact info OR send an email with the info to atomicsagebrush@gmail.com. We can take payments via PayPal if that is easier for you, and forward that to AWON headquarters on your behalf.

Forms and Payments Due July 15, 2025 (But orders placed sooner are GREAT!)

If you need more time to provide digital photos or art, we can work that out when you place your order.

Member Name: _____

Father's Name and Rank: _____

Phone: _____ Email: _____

Everyone placing an ad will receive a program whether or not they attend the conference.
Feel free to place an ad for your father whether or not you can make it to Des Moines.

Please select one of the following options:

Full Page \$100 _____ Half Page \$50 _____ Quarter Page \$25 _____

\$10 _____ "Lest We Forget" Line (100 character limit)

For example: Walt and John, In memory of our Mother,
Wife of S/SGT Walter John Linne, KIA 3/2/45

Please write your desired message in this space, send via email, or attach a separate sheet of paper:

Make checks and money orders payable to AWON and mail forms and payment to:

Kristin Holmes

PO Box 242

Creston, WA, 99117

or email your relevant information and digital artwork to atomicsagebrush@gmail.com

Colonel Beirne Lay, Jr.

by Kristin Holmes

Beirne Lay Jr. (1909–1982) was a journalist and aviator, a hero who built a writing career on the foundations of the brutal realities of World War II. His legacy—crafted through memoirs, screenplays, and firsthand accounts of aerial combat—continues to inspire storytellers even today.

Born on September 1, 1909, in Berkeley Springs, West Virginia, Lay was a country boy with a taste for intellectual rigor. He attended prestigious Yale University, where he earned a Bachelor of Arts degree in English in 1931. During his time at Yale, Lay pursued activities such as boxing and rowing, honing his physical and mental resilience. His well-rounded nature would serve him well both in wartime and in his well-respected writing career.

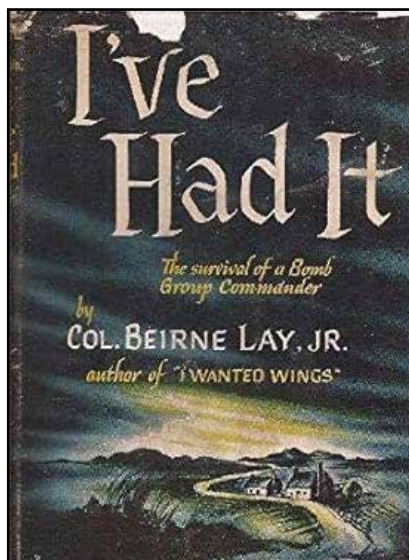
In July 1932, Lay enlisted in the U.S. Army Air Corps. After earning his pilot's wings in 1933 at Randolph Field, Texas, he was assigned to the 20th Bombardment Squadron at Langley Field, Virginia, flying pioneering bombers like the Keystone B-6 and Curtiss B-2 Condor. Lay's early missions included flying U.S. mail during the Air Mail scandal of 1934—a period in which the US Army Air Corps was ordered to fly the nation's Air Mail, with inadequate training and preparation. The mishandling of bureaucratic boondoggles and tragic accidents - 66 accidents leading to 13 deaths within only 78 days of operation - left an indelible impression on Lay.

Disturbed by what he considered unjust public blame heaped onto innocent young pilots for the Air Mail scandal, he began writing aviation articles for leading publications such as *The Sportsman Pilot*, *Esquire*, *The Saturday Evening Post*, *Today*, and *Harper's*, showcasing his skill both in the air and behind a typewriter. In 1937 he published the fiction book *I Wanted Wings*, a mystery set against the backdrop of the Army Air Corps' training program. It was made into a 1940 movie starring Veronica Lake, William Holden, and Ray Milland.



Above: Then-LTCOL Beirne Lay Jr. returns to Lavenham, England, where the 487th Bomb Group was stationed, August 15, 1944. Lay could not return to combat after his rescue because he knew too much about the workings of the French Resistance.

With the outbreak of World War II in 1939, Lay re-entered active duty with zeal, initially returning as a flying instructor in Chino, California. His talent as both a pilot and a leader soon caught the eye of key military figures like Colonel Ira Eaker,



Left: Beirne Lay Jr. wrote the book "*I've Had It*" about his experience as combat commander of the 487th. He was shot down over Chateaudun, France, May 11, 1944, but survived and was brought to safety by the French Underground.

...Beirne Lay, con't from page 20

head of the Air Corps Information Division, who facilitated Lay's transfer to Headquarters USAAC in Washington, D.C. In time, Lay's rise within the military saw him assume critical command roles. Soon Lay was assigned the position of CO and Group Commander of the 487th Bomb Group, based out of Alamogordo, NM, eventually stationed in Lavenham, England.

One of the most dramatic episodes of Lay's military career, let alone his life, unfolded on May 11, 1944. While serving as the Air Leader on a mission in a B-24H bomber, Lay's plane, along with several others, including the B-24 piloted by AWON father Lorin David McCleary II, was shot down over Nazi-occupied France. McCleary's story is featured in more depth in this edition of *The Star*, beginning on page 1.

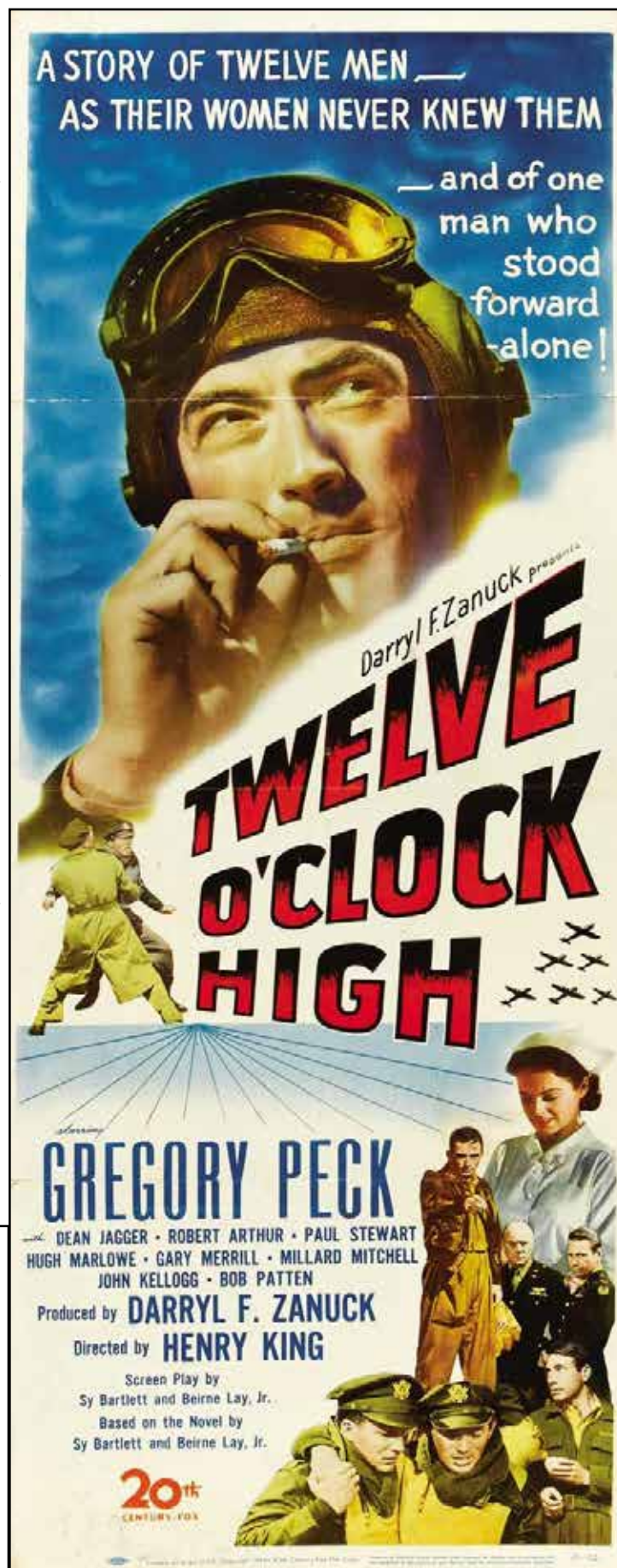
Lay, along with his fellow officers in his own ship's crew, survived being shot down. They bailed out and subsequently evaded capture with the help of local French civilians. They were recovered by American troops of the 5th Infantry Division on August 13, 1944.

Their survival story would later form the basis of Lay's memoir *I've Had It* - also printed under the title of *Presumed Dead: The Survival of a Bomb Group Commander*).

Lay is said to have blamed himself for the navigational error that led to the disaster over France that day. Perhaps as a result of his mixed emotions, he kept his distance from his fellow

...continued page 23

Right: A movie poster featuring the beloved film *12 O'Clock High*, starring Gregory Peck, based on the novel by COL Beirne Lay, Jr. Lay used his experiences as a Bomb Group Commander of the 487th BG as inspiration for the story. *12 O'Clock High* was the first of the modern war stories that emphasizes psychology and emotional struggles of soldiers during wartime, over patriotism and tales of derring-do. Gritty, realistic war films like *Platoon*, *Saving Private Ryan*, and *The Hurt Locker* are the heirs to Lay's creative vision.



How to Stage an AWON **Father Tribute** Online, and **WHY You Should**

by Rik Peirson

The original AWON Website (vintage 1995) was established specifically to provide an online home for our collection of AWON Father Tributes. Among our highest ambitions in AWON is to remember and honor these men to the best of our ability ~ before we leave the building ourselves. Tributes are a personal and fundamental way to do that. And for all involved in their creation and maintenance, it's a solemn honor.

These remembrances will continue for as long as AWON maintains our website. We never have and never will remove a Tribute from the group. Once a Father Tribute has been completed, it will never be removed.

If you have not yet had the privilege of looking over these Tributes, please visit the AWON site at:

<http://www.awon2.org/fathers/fathers1.html>

Standard Tributes are provided with current AWON membership. Advanced Tributes are provided for current Board Members and key AWON volunteers. Current members of AWON who have done a Standard Tribute may elect to develop an Advanced Tribute, for which an additional donation is encouraged, and for which there is a waiting list. Starting in 2021, new members now have the option of developing either a Standard Tribute (with standard dues) or an Advanced Tribute (with donation). Donations may include negotiable volunteer hours toward an approved AWON cause or initiative.

If you are an AWON member and have not yet created your Father Tribute, it's not too late!

There are three parts of a Tribute you need to create and E-Mail to AWON:

A brief, basic Bio (for the linking page featuring all the Fathers' names), the body of the Tribute itself (500-1100 words), and a copy of your Father's Photo (for its own individual Tribute page).

For the BIO, please provide:

Your Father's Rank
First Name, Middle Name,
Initial, Nickname, Last Name
His Military Unit
MIA Date, KIA Date, or his
Date of Death
Burial or Memorial Information

Include 500-1,100 words in a TRIBUTE to your Father.

Write the tribute in any way you
feel is appropriate. Some ideas:

Birth Date and Place of Birth
Names of Parents and Siblings
Childhood/Education details
Career and Marriage Info
Military Induction and Training
Military Assignments
Date sent Overseas
Circumstances of his Death
Circumstances of his Burial
What you have heard about him
A few of his favorite things
What you most miss about him

Include a PHOTograph of your Father in Uniform:

It's easiest to send a JPG file
electronic photo attached to an
email. If you don't have a JPG,
you can visit a local Kinkos or
similar copy shop for scanning.

If you need scanning assistance
we may be able to help. Please
contact Nancy Sue below for
more information.

BIO, TRIBUTE, PHOTO - it's just that easy to honor your Dad.

If you aren't sure what to
include in your Tribute,
check out the Tribute page
below for examples:

<http://www.awon2.org/fathers/fathers1.html>



Submit all three parts to
our lovely volunteer Nancy
Sue Johnson for staging at:
janceysue@gmail.com

We'll get back to you when
your tribute has been posted!

....Beirne Lay, con't from page 21

survivors. In 1967, the 487th Bomb Group, sponsored its first reunion. Lay declined his invitation to attend. He simply didn't want to discuss the war. "If I had a choice, would I want to relive my wartime experience?" Lay wrote years later, with dry sarcasm. "Definitely not. I couldn't stand the excitement."

In the years following the war, Lay focused more on his writing career. His best known book, *12 O'Clock High*, was made into a 1949 movie starring Gregory Peck, and a TV series in 1964.

Unlike many patriotic, good guy vs. bad guy, action-packed war stories, Lay's character-driven narrative shifted the focus to the psychological burdens and moral challenges men faced in wartime. *12 O'Clock High* was so realistic that the Air Force used the film in their leadership training.

The unflinching portrayal of the human cost of aerial combat shown in *12 O'Clock High* - documenting stress, fatigue, and the crushing responsibility borne by commanding officers - set a precedent for modern war films. This focus on the internal turmoil of military life, rather than merely the external battles, inspired later films to delve deeper into the emotional and ethical dilemmas faced by soldiers on and off the battlefield.

In 1956 Lay received the Air Force Association's Gill Robb Wilson award for contributions to national defense in the field of arts and letters. He also received the Distinguished Civilian Service Award from the U.S. Air Force. He retired from the Air Force Reserve in 1963 with the rank of Colonel, and was honored by the Mayor and City of Los Angeles, who named October 5, 1963 as "Colonel Beirne Lay Jr. Day."

Colonel Beirne Lay Jr. died in 1982, survived by his wife and two daughters. He donated his body to science at the UCLA School of Medicine.

AWON Members -

Is your father buried in a national cemetery?
Check out the Veterans Legacy Memorial (VLM)!

VLM is an online memorial space managed by the National Cemetery Administration (NCA). NCA manages over 150 national cemeteries to honor our Nation's veterans, and memorializes more than 3.7 million veterans interred in those cemeteries in a digital memorial, providing a VLM profile page for each veteran, to which personal touches like photos and tributes can be added.

Find out more by visiting their homepage at:
www.va.gov/remember

Hey! Are you following AWON on Facebook? Give us a like for the most up-to-date AWON news!



AWON Treasurer's Report - First Quarter 2025

	General (Wreath)	Conference	Wreath Fund	CD
JANUARY	\$24,409.08 (\$12 020.40)	\$1,553.53	\$30.00	\$46,803.78
FEBRUARY	\$23,231.82 (\$12,045.40)	\$1,553.53	\$25.00	\$46,959.93
MARCH	\$21,290.38 (\$12,235.40)	\$1,553.53	\$190.00	\$47,101.42
APRIL	\$21,625.43 (\$10,943.98)	\$1,553.53	\$460.00	\$47,258.57

A Wreath Fund Reimbursement Payment of \$1,751.42 was made in April. CD is an 8 month term at 5% interest.

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Indianapolis, IN 46216

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The Star

"Breaking Down the Wall of Silence"

AWON Headquarters
5745 Lee Road
Indianapolis, IN 46216
www.awon.org



AWON Mission

To locate and bring together sons and daughters of those who died or are missing as a result of American involvement in World War II, honor the service and sacrifice of our fathers and provide information and support to these people who were orphaned by the war.

AWON Directory

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Rondy Elliot

MeWe

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OPEN POSITION

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Kristin Holmes atomicsagebrush@gmail.com

Washington, D.C. Liason

Gloria Layne glayne731@gmail.com

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