



TRAVIS AIR MUSEUM NEWS

A publication of the Travis Air Force Base Historical Society

Vol. XVII, No. 3, 1999

P O Box 1565 • Travis AFB, CA 94533 • (707) 424-5605 • DSN 837-5605

SPECIAL ISSUE

TABLE OF CONTENTS

THE TRAVIS CRASH
PAGES 1, 4 — 11

CURATOR'S CORNER
PAGE 3

PRESIDENT'S PEN
PAGE 4

FAIRFIELD LION'S DONATION
PAGE 4

MEMBERSHIP
PAGE 12

The Travis Crash Exhibit

By Jim Houk

The Crash

Late in the evening of 5 August 1950 the lead plane of a fifteen-plane flight of B-29s lost control of an engine during take off from the Fairfield-Suisun Air Force Base. The heavily loaded airplane lost a second engine while attempting to return to the runway. An electrical power failure added to the airplane's difficulties but the pilot, Captain Eugene Steffes, was able to set the aircraft down in a controlled sliding crash that saved the lives of several crewmembers.



As the aircraft slid forward it spun to the side and broke apart just forward of the bomb bay so the cockpit area became separated from the rest of the airplane. This allowed rescuers a chance to remove crewmembers from the forward part of the airplane. Brig. General Travis was one of several crewmembers rescued alive from the cockpit area but he died from crash related injuries enroute to the hospital. Captain Steffes, the pilot, crawled out the pilot's window and fell to the ground. He was rescued by members of the 9th Food Service Group who were working near the crash site.

The rest of the aircraft was loaded with fuel and caught fire before rescuers could save any of the ten people from the rear of the airplane. As the fire burned, the 5000 pounds of high explosive inside the

continued on page 5

We need more gift shop and exhibit volunteers.

The Travis Air Force Museum NEWS is a publication of the Travis Air Force Base Historical Society. The NEWS is published four times a year. Subscriptions are free to paid members of the Travis Air Force Base Historical Society.

No part of the NEWS may be reproduced without written permission of the authors. All rights to the Articles remain with the authors.

Opinions expressed in the NEWS are those of the authors and do not necessarily represent the opinions of the Board of Directors, members of the Travis Air Force Base Historical Society, or the US Air Force.

Comments and questions about the NEWS may be addressed to Editor, Travis Air Force Museum NEWS, PO Box 1565, Travis AFB, CA 94535

TRAVIS AIR MUSEUM Mission Statement

The purpose of the Museum is to portray the history of Travis Air Force Base's contribution to the development of airlift in the Pacific.

It's primary objectives are:

- To provide and maintain an aviation and aerospace, educational, scientific, cultural, historical and inspirational facility for the general public.
- To provide to youth, students and scholars historical research facilities and inspirational exhibits.
- To serve as a meeting place and forum for aerospace oriented organizations and individuals for the benefit of all Northern California.

* In accordance with AFD 64-1,
Air Force History and Museum Program.

TRAVIS AIR MUSEUM STAFF

Curator
 Dr Gary Leiser (707)424-5605
 Liaison NCO/Superintendent
 MSgt Rich Lester (707)424-2619
 Assistant Superintendent, MSgt Norbert Ruiz
 Restoration Superintendent, TSgt Richard Hoover

HISTORICAL SOCIETY BOARD OF DIRECTORS

Mr Harry Ahlman, restoration chief . (707)448-7787
 Mr Warren Bailey (707)447-3933
 Mrs Denell Burks, editor (707)447-9215
 Mr Heinz Eggers, exhibits engineer . (707)763-9215
 Mr David Fleming (707)448-7448
 Mr Earl Johnson, president (707)446-8990
 Mr Steve Jolly, secretary (510)793-0406
 Mr Duncan Miller
 Mr Wally Mitchell, treasurer (707)425-4533
 Mr Bob Purves (707)446-4669
 Mr Walter Scott, vice president (916)678-2973
 Mr Dave Shreeve (707)429-0185
 Mr Bob Skinner (707)448-8296

HISTORICAL SOCIETY STAFF

Walter Kane and Eric Schmidt, Docents



Travis Air Museum Gift Shop

*Bldg. 80, Burgan Blvd.
 Travis AFB, CA 945635
 T-S 10-4
 (707) 424-4450/5598
 Fax (707) 424-4451*

The Travis Air Museum Gift Shop specializes in quality aviation merchandise: items of interest for the young and the young at heart.

CURATOR'S CORNER



By Dr. Gary Leiser

The past summer was especially busy at the Travis Air Museum. Most exciting was the progress on the restoration of our AT-17. **Paul Lentes** completed the finishing work on the 40-foot wing and painted it in his shop near San Jose.

Then a team from the museum transported it to our back yard. There, **Harry Ahlman**, **Don Austin**, and **Ben Reed** applied the insignia for circa 1940. The AT-17 is a fabric-covered aircraft and will have to be displayed indoors. Realizing that the wing and probably the fuselage were too large for the museum's entryways, **Bill Lancaster**, **Ned Fall**, **Dave Humphry** and **Jim Martin** "modified" one of our back portals. Then **Robert Bond** and other volunteers cleared a path through the museum to the display room. With the help of a group of airmen, the volunteers carefully maneuvered the wing through the building and placed it on a temporary cradle. Meanwhile, the Sierra Academy completed the restoration of the fuselage and a team from the museum transported it to **Paul Lentes** shop for painting. We hope that the aircraft will be completely assembled and on display in October.

Jim Houk completed his exhibit on the crash of Brig. General Travis' B-29 on base in 1950. Placed in the context of the Korean War, this exhibit received rave reviews in the local press. It is the featured subject of this issue of the newsletter. In July, Kathleen Danysh, a granddaughter of General Travis, visited the museum with her family and viewed Jim's exhibit. They were then given a tour of the base hosted by the museum.

I am also pleased to say that we have moved forward on our exhibit on the history of Travis AFB. All the display cabinets with their plexi-glass cases were installed under the guidance of **Heinz Eggers** in the main entrance hall. **Heinz**, **Denell Burks**, **Ian Thompson** of the *Fairfield Daily Republic*, and **Gary Leiser** have been collecting display items, photos, and text. Much of this material will soon be ready for mounting.

The Medical Group set up a MASH unit for display and training at the back of the museum. The construction of a gazebo on the grass in the midst of the air park is nearing completion. And consideration was given to moving the T-39, which is isolated in front of the old officers' club, back to the museum air park where it can be given better care.

In other activities, **MSgt Lester** revived our adopt-a-plane program whereby each aircraft in the air park is adopted by a

unit on base and kept clean. All aircraft have recently been washed in preparation for a base beautification competition. **MSgt Lester** and **MSgt Ruiz** continued to work on a new uniform display. **Ben Reed** built additional cases for this exhibit, which will be much larger than the old one. **MSgt Lester** also reviewed our inventory for Wright-Patterson and **TSgt Hoover** kept us out of trouble with hazardous materials and improper industrial hygiene.

KVIE, the PBS station in Sacramento, informed us that their program "Wings over the Central Valley," to which the museum contributed, was the highest rated, locally-produced PBS program in the past five years. The response was so great that they plan to do two more programs, one on WW II and another on the Cold War.

During the past quarter, the museum received a number of donations. Most intriguing was a half-scale model of an F-86.



It was given to us by a VFW organization in Orland and retrieved by **Warren Bailey**. This was one of four such models used in the movie "The Bridges of Toko-Ri," and the only one to survive. We hope to use it in a future exhibit on the Korean War.

Finally, it is with great regret that I mention that **Bob Bailey**, a mainstay of the gift shop, will be leaving us for the sunnier clime of San Diego. Bob has put in countless hours to make the gift shop a success. Indeed, its contribution to the museum has been critical. Bob's experience, flexibility, and congeniality will be sorely missed.



**Travis AFB Website
Address:**

[www.travis.af.mil/database/
museum/](http://www.travis.af.mil/database/museum/)

PRESIDENT'S PEN



By Earl Johnson

Many visitors have come to the Travis Air Museum in the past couple of months. Among the visitors was Kathleen Danyah, granddaughter of General Robert Travis, along with her family from San Antonio. Another visitor was William F. Higgison of Jonesboro, Georgia. He was the pilot of the Museum's WWII B29 "Miss America."

Bob Bailey, a long time Travis Air Museum Gift Shop volunteer, is leaving the area at the end of October. Bob and his wife are having a home built in the San Diego area. Since he retired from the USMC at Camp Pendleton, they have been looking forward to "going home." We offer our thanks for a job well done and good luck in the future.

There is a need for volunteers in the Museum's gift shop and for display work. If you or anyone you know would be interested in donating a few hours of time, please contact me.

The General Travis Crash display is complete and the story is detailed in this issue. Other major display projects are coming together. One is the Travis AFB History — 1940's to 1990's. Another display is the refurbished AT-17 "Bamboo Bomber." It will be assembled in the coming months.

Remember, as said many times in this column—the course of history begins every day.



Mr. Walter Kane presented Dr. Gary Leiser, Travis AFB Air Museum curator, a check for \$500.00 for the Museum from the Fairfield Host Lions Club.



A special thank you to Jim Houk for his excellent exhibit on "The Travis Crash" and to Kathy Kruczek of the TAB Visual Information Service Center (60CS BVISC) for the superior service she demonstrated in the preparation and presentation of the materials used in "The Travis Crash" exhibit and the Travis Air Museum NEWS magazine.



Editor's note

WANTED: Travis AFB photos, articles and memorabilia from the 1960's & 1970's, especially activities in and around the Travis terminal during the Vietnam era. Please call Denell at (707) 447-9215 or email at DB1776@aol.com. I am involved in two new Museum exhibits, the History of Travis and Travis & the Vietnam Era. I've been through our archives. I need help. Thanks in advance, Denell

TRAVIS CRASH EXHIBIT CONTINUED



Mark IV atomic weapon became overheated and exploded. This explosion was very powerful and was heard many miles away. Several people were killed by the blast and others suffered from loss of hearing and other injuries. The explosion also scattered wreckage over a wide area.

The Korean War and The Decision to Send the Bombs

During 1949 Communist successes caused considerable concern in the United States. The USSR exploded their first atomic bomb, Mainland China came under Communist control, and the Berlin Airlift Crisis demonstrated the willingness of the Communists to confront the United States. Countering the Communist threat became an American election issue.

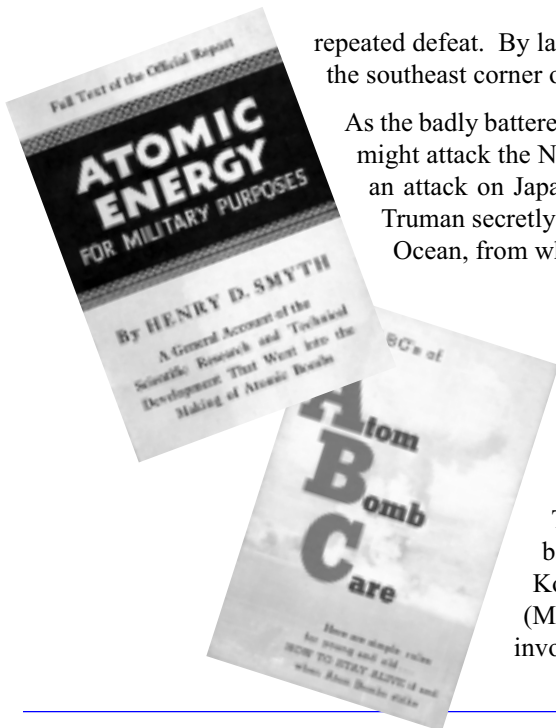


Ministers delivered sermons against the “godless Communists” as booklets describing what to do during a nuclear attack were passed out to the public. Hunting for “Communist traitors” became a national obsession as demagogues like Joseph McCarthy rose to national prominence.

When Communist forces from North Korea invaded South Korea on 25 June 1950, President Truman authorized American forces to go to the aid of the badly mauled South Korean forces as part of a UN operation to save South Korea. As the Communists advanced, the US Army suffered

repeated defeat. By late July the North Korean Forces had pushed UN and South Korean forces into the southeast corner of Korea.

As the badly battered UN forces retreated, there was considerable fear that the Communist Chinese might attack the Nationalist Chinese on the Island of Formosa or that the Russians would launch an attack on Japan. With no military reserves left to fight an expanded Asian war, President Truman secretly authorized the shipment of atomic bombs to the Island of Guam in the Pacific Ocean, from where they could be used if the situation grew desperate enough.



The Mission

On 28 July 1950 the 99th Bombardment Wing (Heavy) received orders to relocate 10 combat ready B-29s that had been modified to deliver atomic bombs from Fairfield-Suisun AFB in California to Anderson AFB on Guam. These aircraft and crews were to move into facilities vacated by the 19th Bombardment Wing, which had moved many of its aircraft to Japan for use in the Korean conflict. Additional aircraft from the Military Air Transport Service (MATS) and some B-29s outfitted as tankers from Davis-Monthan AFB were also involved in the deployment.

continued on next page

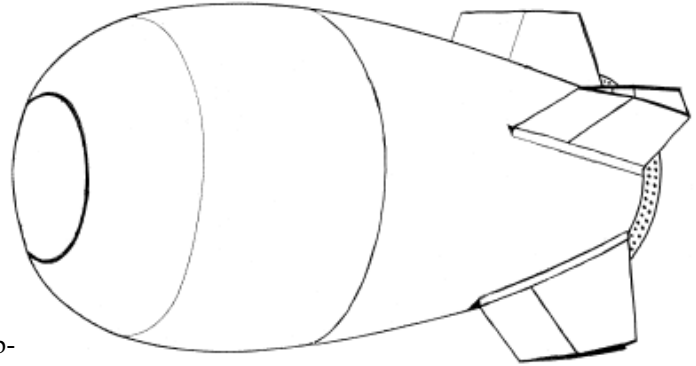
The Mark IV Atomic Weapon

The B-29 that crashed with Brig. General Travis onboard also carried the outer case of a 10,900 pound Mark IV atomic weapon in the forward bomb bay of the aircraft. This Mark IV bomb casing contained about 5000 pounds of high explosive which exploded after being cooked in the fire for about twenty to thirty minutes. An atomic explosion did not occur since a nuclear capsule was not installed in the Mark IV casing at the time of the crash.

In the Mark IV design the nuclear core was kept separate from the bomb casing until after the plane took off on an actual bombing mission. Only when the plane was committed to the mission was the core inserted into the case. This made accidental nuclear release extremely unlikely. It also made it possible to send the heavy bomb cases ahead while keeping the cores safely back in the United States until the president authorized the use of atomic weapons.

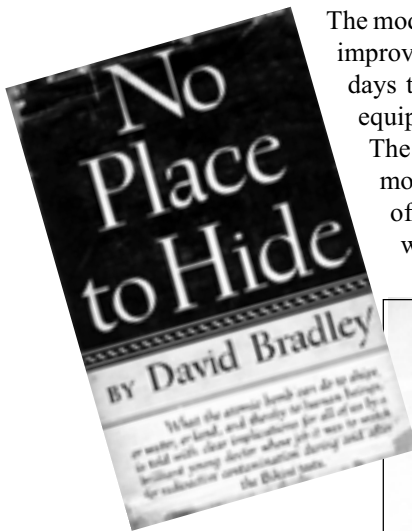
The Mark IV was the first type of atomic weapon to be mass-produced. Earlier models were actually hand-built laboratory devices that were difficult to assemble and maintain. The model in use before the Mark IV was the Mark III. The Mark III was an improved version of the Nagasaki bomb and required 24 men at least two days to assemble. The Mark IV required 54 fewer pieces of handling equipment and 129 fewer pieces of test equipment than did the Mark III. The Mark IV also used substantially less plutonium but produced almost twice the explosive power of the Nagasaki bomb. The new shape of the Mark IV case and fins flew through the air more smoothly and was much more accurate than the Mark III had been.

continued on next page



Mark IV Atomic Weapon

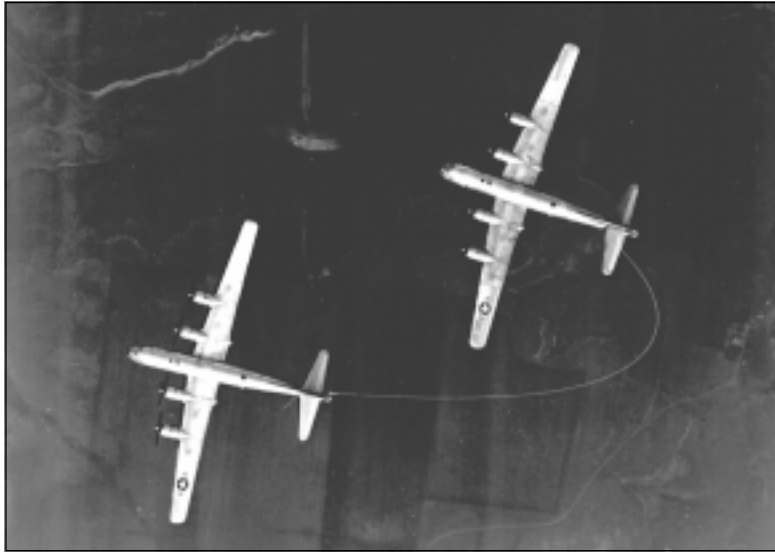
Width: 60",
 Length: 128"
 Weight: 10, 900lbs
 Fuzing Yield in Kilotons: Airburst Adjustable 1-31 Kt.
 Service Dates: Mar 49 – May 53



TRAVIS CRASH EXHIBIT CONTINUED

The B-29-MR

General Travis was killed in the crash of B-29-MR number 44-87651. The B-29-MR was a B-29 that had been specially modified for in-air refueling. Authorized in 1948, this modification included a 2,500-gallon fuel tank installed in the after bomb bay. Unlike most B-29s, the B-29-MR had changes made to the forward bomb bay that enabled it to deliver an atomic bomb. All of the gun turrets except for the tail turret were removed to save weight. This combination enabled the B-29-MR to undertake very long range bombing missions. Only 74 aircraft received these modifications, but a similar system was installed on some B-50 aircraft as well. The B-50 was an improved version of the B-29 and on March 2, 1949 a B-50 with this refueling arrangement completed the first non-stop flight around the world taking 94 hours to complete 23,452 miles.



The B-29- MR

Length: 99' 0"
 Height: 27' 9"
 Wingspan: 141'3"
 Number of Engines: 4
 Type of Engines: Wright R-3350-23
 Horsepower: 2200 hp per engine
 Propeller: 4 blades
 16' 7" diameter
 Fuel capacity (including tank in the bomb bay): 11,938 gallons
 Maximum speed: 360 mph
 Cruise Speed: 220 mph
 Ceiling: 31,000 feet
 Range: Over 6000 miles
 Crew: 10 to 13



Brig. General Robert F. Travis

Brig. General Robert F. Travis was a tall handsome man whose primary characteristic was an intense determination to do what it took to win. Large and muscular, he was an expert at skeet, squash, and poker. He was strongly competitive in his professional life as well, and achieved high rank at an early age. Personally commanding 35 combat missions over Europe during World War Two, he exemplified the ideal of a commander whose personal bravery set a high standard for his unit. His many medals include the Distinguished Service Cross, the Silver Star with two clusters, and the Purple Heart.

Though Brig. General Travis was often very casual in social settings, he was extremely professional when it came to his military duties. One former crew chief distinctly remembers how General Travis would personally enforce safety regulations by stalking the flight line and maintenance areas with a measuring tape in his pocket to

ensure that no one smoked within 50 feet of an airplane. This pursuit of military perfection was not always well received. General Travis had such a strong personality that people frequently reacted to him with strong emotions that remained unchanged by his death. He was in turn, loved, respected, hated, and feared.

After Brig. General Travis's death many supporters successfully pressured the Air Force to rename the base in his honor, a full-length painting of him was hung in the officer's club. One night this painting was vandalized. The damage was so severe that the lower half of the painting had to be discarded when the painting was restored. After the restored painting was re-hung it mysteriously disappeared only to be found hidden within a dark storeroom.

The Cook and the Fire

By Sgt. Ramoneda, Paul P. AF 19340992

Sergeant Paul P. Ramoneda, a baker assigned to the 9th Food Service Squadron was posthumously awarded the Soldier's Medal as a result of his outstanding courage and concern for his fellow men on the night of 5 August 1950.



The 28-year-old Sergeant was working in the bakeshop at the time of the crash, and immediately ran after the aircraft which was still skidding at the time he reached it. Assisted by other men from the bakeshop Sgt. Ramoneda helped rescue the pilot of the airplane who warned them to get away from the airplane before it blew up. After the crash crews started to arrive on the scene the men from the bake shop started to return to their workplace but Sgt. Ramoneda yelled to them that he was "going to save those men" and wrapping his apron around his head attempted to enter the burning plane. He was killed in the explosion that destroyed the airplane.

The Explosion

On 5 August 1950 Ray Holsey was the Squadron Commander of the 9th Bombardment Wing (Heavy). He was standing on the ramp with another officer named Dan Smith when the B-29 carrying General Travis crashed. They drove Dan Smith's car to the crash site and helped carry General Travis out of the airplane. Fearing that the fire would cause the Mark IV bomb to explode they tried to order everyone away from the airplane.



"All we were doing was just jumping up and down and telling them to leave it alone and let it burn. And this old fire chief was just – he was just livid because he thought that he – and he could have – he could have put it out... We were coming back, and I can't run very fast but was doing the best I could. We got about 60 yards away, I would estimate – not too dang far. And it made a kind of crackling sound. And that's when she went. We – old Dan and I...we hit the ground. And I remember just seeing lights and the fire and seeing this stuff flying. And there was this tarpaper shack about 150 yards away from the airplane...and we were running right toward it. The next day I went out there and almost lost my water. It had 500 holes in it – things as big as a cylinder off an engine had gone through the wall of that tarpaper shack. And not a thing in the world hit old Dan and I, other than shock waves."

continued on next page

TRAVIS CRASH EXHIBIT CONTINUED

The noise of the explosion left Ray Holsey stone deaf for five or six weeks.

Emergency Services

Before the crash there was a shortage of fire fighting personnel and fire-fighting foam on base. This bad situation was made worse when the explosion disabled all the fire fighting equipment and crews that were fighting the fire. Five firemen and crash personnel were killed and most of the rest were injured. After the explosion all the available military and civilian fire fighting equipment from the surrounding area was dispatched to the scene.

The blast severely injured one doctor and one medical technician who were helping at the scene of the crash. Six other aidemen received minor cuts and bruises. The explosion demolished a staff car assigned to the hospital and damaged four ambulances.

Medical services were augmented by nearby emergency medical teams from Mare Island and Letterman Army Hospital. A civilian team from Solono County Hospital and many individual doctors, nurses, and emergency volunteers also rushed to the base and were put to work caring for the injured. By 3 AM, 60 patients had been admitted to the hospital and another 60 to 80 treated and released. Over the next two days another 50 or so people were treated and released. 19 people died as a result of the fire and explosion.

Aftermath

The devastation caused by the explosion was tremendous. Burning gasoline and wreckage were strewn around an area of approximately two square miles. One building "was completely destroyed by a fire which resulted from a molten piece of aircraft 7651 landing on the roof and igniting it." Many other buildings were damaged by either the fire or the explosion as were most of the trailers in a nearby trailer park. Airman David J Jackson A.F. 15296542 lived in one of the very first racially integrated barracks in the United States. He was on guard duty at the time of the crash and reported:

continued on page 10



“I soon found out when we got to our barracks why we hadn’t got relieved, the plain had crashed in that open field right in back of our barracks. The front partition was laying out in the road and the back partition was laying inside the barracks, I am dam lucky to be alive as my bunk had big slivers of glass from those windows drove all the way through my bunk...all the barracks were the same way and worse. Two guys that didn’t go on duty...One a white guy and one a black guy. They slept one on each side of the back door and when the explosion happened the partition fell in on top of them. They were cut up with flying glass and the white guy went crazy and I used to guard him up in ward 9 [at the hospital].”

A Public Secret

At the time of the crash the people of the United States were in turmoil about “atomic spies” stealing U.S. Government secrets and giving them to the Russians. Fear of the Communist successes in Europe and Asia was pervasive and there was a nationwide consensus to hide military information from “Communist spies.” In this social climate people were willing to close ranks behind official stories claiming that the mission was “a routine training flight” even though the local press and most of the community knew there was much more to the story. Civic leaders stood squarely behind the tragic training mission story as they openly campaigned for the base to be re-named for General Travis. Many notables including the California Governor Earl Warren attended the dedication ceremony. Interest in the incident gradually faded away and newcomers to the community seldom heard of the crash. The rapid growth of Solano County insured that what had been a well-known incident within the community became a forgotten footnote of the cold war.

Rediscovery

After the end of the cold war and the dissolution of the Soviet Union a few facts and a considerable amount of rumor resurfaced in the local community concerning the crash that killed General Travis. Many new inhabitants of the community did not realize the degree of community involvement at the time of the crash and made many unwarranted assumptions. Popular concerns over the possibility of radioactive contamination at the crash site prompted a careful reassessment of the crash site for radioactive and other types of environmental contamination. During this environmental inspection several small pieces of aircraft wreckage were found but there was no evidence of radioactivity or other dangers to health. Freedom of Information Act requests for more information concerning the crash led to many government records concerning the crash being declassified and released to the public. A mostly forgotten chapter in the history of Travis AFB had once again become public knowledge.

‘Feeling’ bared Travis story

In brief
Rob Heitmann said he had a suspicion that something about his children's future school site was wrong.

By Stacey Wells
Staff writer

Rob and Kate Heitmann moved to Vacaville in December 1968. Six months earlier, they bought their house and visited the school where they planned to send their three children. Heitmann said after all they heard about the Travis Unified School District, they expected to see a campus cluttered with playground equipment, ballfields and backstops. From the crest of a hill, they saw a military campus. At least there

was a lot of open space, Heitmann remembered thinking. "As we looked there, a plane flew over really low and we didn't talk about it with each other. But it turned out later we both had a really eerie feeling about this."

Five years later, Heitmann, who has since moved his family to Maryland, feels a sense of justifica-

tion. He's spent years on a paper chase trying to obtain declassified military documents. Some came with holes cut out, others mysteriously landed in his mailbox. In the end, Heitmann, 41, was able to prove there had been a military cover-up in 1960 on Travis Air Force Base. Heitmann found documents that proved a B-29 that crashed, killing 19, had been part of a secret mission carrying an invisible atomic weapon and 100 pounds of radioactive material at least as far as Hawaii and possibly on to Guam at the

See Travis, Back Page

Officer: 'See, we had a big super secret ...'

On Aug. 5, 1950, days after the Korean War began, a B-29 carrying a nuclear weapon crashed at the Fairfield-Suisun air base. Killed in the crash were Brig. Gen. Robert Travis and 18 others.

Ray Halsey, an Air Force major, was a witness. Interviewed by Russell L. Waldron, he talked about how the Air Force, in the early days of the war, was scrambling to get atomic bombs ready for possible use. Throughout the interview, he refers to atomic bombs as "weapons."

He described the crash, the explosion, and an officer's decision to let the fire burn, to destroy explosive materials on board. — Editor.

Halsey: "The Korean War started about 1 August, and within four or five days ... we were getting those clean crews ready to go to Guam with weapons. There weren't any weapons on Guam — we were hauling weapons outside the United States and that was a no no ..."

Waldron: "You know you're the only one who's ever told me that you're getting these things ready to go to Guam. I've always heard they were on their way to Japan or Korea."

TRAVIS AIR FORCE HISTORICAL SOCIETY MEMBERSHIP

A membership in the Travis AFB Historical Society is an excellent gift for birthdays, holidays, or as thanks for a job well done.

A memorial contribution would be a fine legacy that would contribute to the Society's growth and prosperity.

Mail this form and check to: Travis AFB Historical Society
P.O. Box 1565
Travis AFB, CA 94535.
For further information phone: (707) 424-5598/5605.



Historical Society Membership Form (Please print)

Date _____

Name _____ Membership # _____

Address _____

City _____ State _____ Amount Enclosed: _____

Zip _____ Phone _____

ANNUAL DUES AND MEMBERSHIP CATEGORIES

Renewal

- Individual Patron \$15.00/1 yr., \$40.00/3 yrs., \$65.00/5 yrs.
- Family Patron \$25.00/1 yr., \$70.00/3 yrs., \$115.00/5 yrs.
- Sustaining Patron \$50.00/1 yr., \$145.00/3 yrs., \$240.00/5 yrs.
- Contributing Patron \$100.00/1 yr., \$295.00/3yrs., \$490.00/5yrs.
- Sponsor Patron \$250.00/1 yr., \$745.00/3 yrs.
- Benefactor Patron \$500.00
- *LifePatron \$1,000.00

Business and Cooperate Annual Membership Available
*Life patrons may make this total contribution in any amount over a five consecutive calendar year period. Approved as tax deductible by both United States IRS and California Franchise Tax Board.

Travis Air Force Historical Society
P. O. Box 1565
Travis AFB, CA 94535

**BULK RATE
NON PROFIT ORG.
U.S. POSTAGE
PAID
Vacaville, CA
Permit No. 9**



*... Up, up the long, delirious burning blue
I've topped the windswept brights with easy grace
Where never lark, or eagle flew.*

*And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space
Put out my hand, and touched the face of God.*

—John Gillespie Magee, Jr.