



1st LT. RAYMOND SCHULZE

South Dakota His First Home

Raymond was born on November 4, 1919 to Edmond & Myra (Cates) Schulze in Broadland, SD. Later the family lived in the Rosalie, NE vicinity & he graduated from Rosalie High School. He then attended the Farm Operator's two yr. program at UNL in Lincoln. Raymond & Audrey (Hanzl) met when she taught school in the Lyons locale & their relationship resulted in marriage on May 19, 1942. The young couple then moved to Omaha where Ray was a lathe operator.

World War II Beckons Raymond

Ray explains his motivation for joining the Army Air Corps: *"I enlisted right after Pearl harbor to beat the draft. I wanted to be in the Air Corps. I entered active duty in the Army Air Corps on March 10, 1942. We had wanted to be married at home with our relatives & friends. I went to CA after our honeymoon for my training & Audrey joined me soon after I left. I was stationed out there for about a year at five different bases (most of which were in CA) to learn the different styles & sizes of planes."*

Early Experiences in California

Ray made the trip out to CA ahead of Audrey. She reminisces her experiences: *"I followed Ray out to CA. I accompanied Janet Srb out there for her visit with her mother's sister Mrs. Edna Johnson. Mrs. Johnson invited me to stay at her home & was very*



Ray Schulze pursued his dream of piloting P-38 fighters in WW II.

Morton Air Academy -located at Blythe, CA. He was assigned there prior to August 31, 1942 & logged his last flight in his little black Morton's Air Academy "PILOT LOGBOOK" on October 28, 1942. During that window in time he recorded in his "logbook" every occasion on which he was an occupant in a training plane that went up. All 43 of his training excursions into the clouds at Morton were in a P-22 (R-540-1)- with the 540 denoting the horse power of the single engine.

nice to me. I couldn't find any teaching jobs at this time, but Edna told me about a cleaning job for a prominent lady. Later on I applied rivets into airplanes at a Douglas Aviation plant. Ray was up at the base & I couldn't see him during the week. Ray came down to Los Angeles to visit me at the Johnson's.

Airman Schulze's first experience with flight began at

Beginning on his 23rd birthday-November 4, 1942- he began training in a BT-13A at Minter Field at Bakersfield, CA. The BT-13A was a 450 hp SEL plane. While at this site he was up on 36 occasions through January 3, 1943.

Audrey's bent on the next events in the young couples' lives is again special: *"I knew Ray was about to be transferred from Mointer, but we hadn't had a chance to see each other & didn't know just where he was going next from Blythe. Due to a lot of rain, they had to move to Deming, NM where they could proceed with their training. I tried to find him, but someone said he was gone already, but they didn't know where. Six of us wives lived in a nurses' home in Bakersfield. Five of the pilots were notified of their destination to be transferred to Williams Air Base in AZ. Ray wasn't notified until later, but he was designated to Luke Air Force Base in AZ. After he was notified, he called the nurses home & asked to talk to me, but I was go longer there. Because after I learned where the 4 or 5 other guys who graduated from his flight school were going, I said I'm not staying out here, I going somewhere. So I just got on a train with their wives & headed for AZ. I wasn't sure what was going to happen when I got there, if he wasn't there, but I knew I'd figure that out when I had to.*

Now something happened that was kind of special. When I got off the train at Phoenix, who do you think I saw in the depot? A great coincident happened-our trains came in at the same time. Ray had arrived there at the same time as I, so we were reunited again at the depot."

Final Flight School For His Wings

Beginning January 7, 1943, Ray trained at Luke Flying Sch. at Luke Field, AZ, until its completion on March 28, 1943. This flight training was in an Army AT-6 R-1340-AR1 for 42 of his next 48 flights. Six of the last eight flights were behind the stick of an AT-9. In his 94 hrs. 35 min. of training at Luke Flying Sch. He became certified in dual, solo, instrument, night, ground gunnery, & aerial gunnery skills.

After completing this stage of his flight instruction, Ray & Audrey attended a dedication where he received his wings & the commission of a 2nd Lieut. It was a big day in the lives of the young couple-a long ways away from their native state-both being born in SD.

The "Dodge Criterion" issue for March 18, 1943 adds a little more detail to his story: "Pvt. & Mrs. Ray Schulze of Phoenix are home on leave. Lt. Schulze received his wings at Luke Field, AZ on March 10th. They will resume his duties at Glendale, CA."

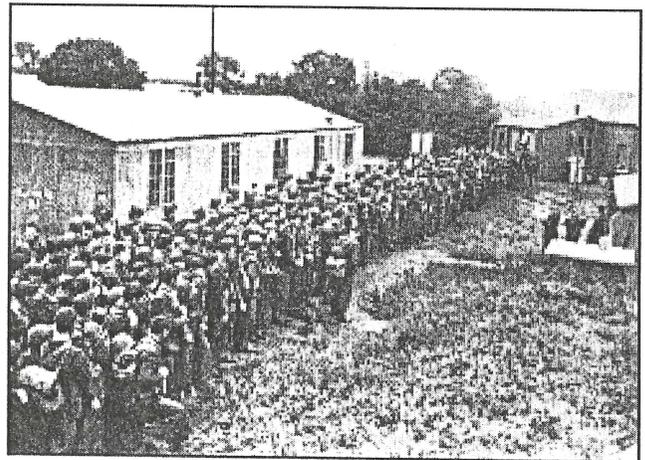
Another Place, More at MUROC

"Now I went to MUROC Air base (an experimental site) in CA for more training. Audrey couldn't phone me because there were no civilian communications at an experimental site."

Audrey recalled another story from this era: *"The base was in the mountain valley & rather secluded. They wouldn't let me on base, so one day when I needed to see him, I sent a telegram to him with the instructions to meet me at a drug store in Lancaster, the small town where I lived."*

Now Ray's training began on the P-38-2700. This double engine plane had a pair of 1350 horse power engines to propel it through the ether. Besides having 50 caliber machine gun power, it also was capable of carrying 4,000 lbs. of bombs for release over enemy targets. This prospective officer made his first flight (behind the stick?) on March 28, 1943. He finished with 10 flights by April 11th in which he logged 14 hours of air time. His log book has notations for "transition" & formation" in the remarks column.

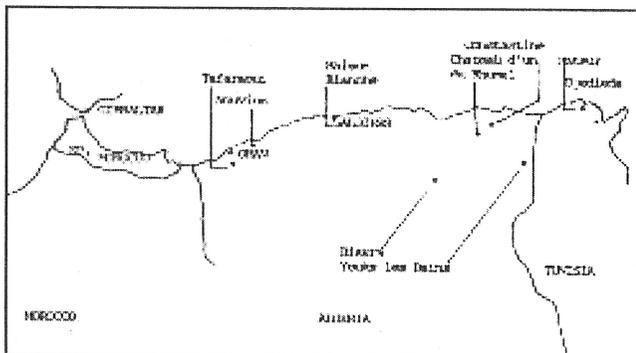
Now at MUROC & Van Nuys, CA he became a member of the 329th Fighter Group 331st Fighter Sqdrn.-Glendale (CA?). At this stage of his training he flew an updated version of the P-38-one with a combined 2900 hp rating. *"When I finished with all the training I was qualified to fly many different planes. The P-38 was a two engine plane."* He was up in the ether among the clouds 20 times between April 12th & May 13th.



The 94th Air Squadron trained in Scotland prior to Africa.

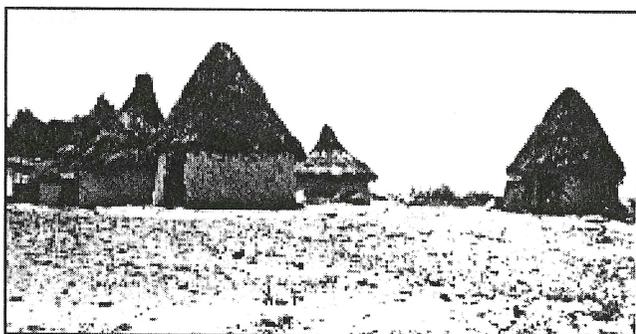
Participating in "Overlord" Overhead

Churchill & Roosevelt entitled the N African campaign "Operation Overlord". The campaign began on November 8, 1942 when the two nations sent a combined flotilla (never before matched in the history of warfare) into the Mediterranean Sea on several beachheads along the northern coasts of Tunisia & Algeria.



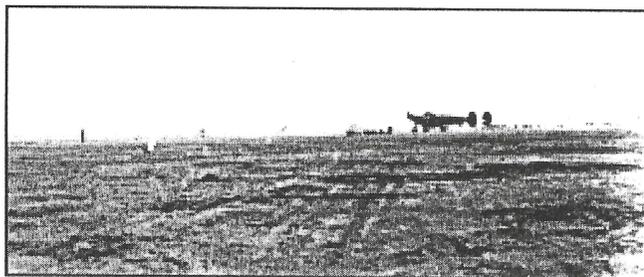
Ray's 94th keepsake book maps his African bases.

Ray's discharge paper states that he left the States on May 20, 1943 & arrived at his overseas assignment on May 25th. *"For a while I flew out of Algiers. I flew a different plane to get the mail then when I was flying combat missions."*



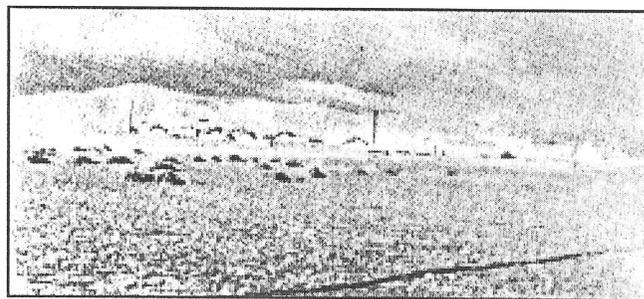
Ray was impressed with these unique houses in Algeria.

"This was a lot of desert area. We were protecting the area. I was stationed at an air strip in Africa where there weren't any tents for the pilots to sleep. So we slept under the plane's wings with our rifles & protected it at the same time. It can get cold on the desert at night."



Pictured is one of the early bases in N Africa where Ray's 94th Air Squadron was stationed. Everything looks level.

His logbook next lists him as attached to the 122nd Observation Sqdrn. at Berchid Air base, Chateaudun Du Rhumel, Tunisia. this is a small base with a single air strip near Constantine. The base was back in the mountains away from the sand dunes, palms & Arab residents of the plains. It is from Berchid that Ray makes his next flight: on June 4th in a 2900 hp P-38.



Pilots stayed in the tents by the airfield by Constantine (Chateau -Rhumel), Tunisia, as is shown in his pamphlet.

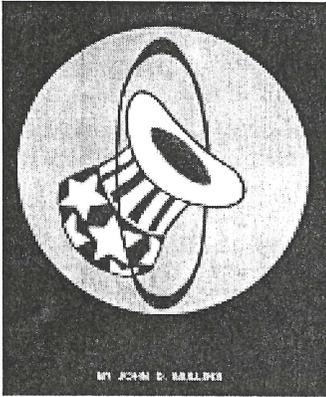
He makes a total of 12 flights through July 8th as a member of the 122nd.

Origin of 94th F. Sqdrn.'s New Emblem

Ray's arrival to Berchid Air base, where the 94th was stationed, was just a little too late for a historical "party". Ray's keepsake book "Hello Spacebar this is Springcap-A history of the 94th Fighter Sqdrn. in WW II" presents an anecdote explains the pedigree of pilots associated with the 94th: "In early April while James Harman was still the CO, Eddie Rickenbacker (again) visited the squadron. . . . Eddie would speak only to the pilots. The pilots were not impressed to be told how rough things were in the Pacific when they were losing nearly one out of two themselves." [This contention was well substantiated by the register of all the men who piloted the P-38's for the 94th Sqdrn. during the war. Of the ca. 230 pilots to fly for the 94th, 95 were listed as either KIA, WIA or POW. [More specifically: Lt. Schulze was the 95th pilot (roster # only a coincidence with the 95 denoting the # of casualties) to fly with the sqdrn., of which 45 of those 95 had postscripts (KIA, MIA & POW) listed behind their names.] The nearly "one out of two" casualty rate continued throughout the period of his flying missions for the unit.] Continuing:

" . . . Rickenbacker announced that he was throwing a party that night at a hotel in Constantine-a sizable city a few miles away. Archie Jackson describes the affair. There were then some 22 pilots in the sqdrn. They were trucked in to 'Constantine & a very nice meal indeed was laid on-camel steaks & the worked all washed down with cognac & grapefruit juice. Also attending were Gens. Doolittle & Spaatz. After the meal Capt. Eddie assembled all the pilots on a small stage; Doolittle called each pilots' name Eddie presented the small, silver hat-in-the- Ring pin & Gen. Doolittle pinned it on the tunic above the pilot's wings."

"Gen. Spaatz then said it's legal to wear this pin above the wings on my authority." [Jackson included an addendum: The Hat-in-the-Ring was indeed the squadron emblem, but unbelievers back in the States insisted nothing could be worn above the wings".] Raymond is still proud of that insignia in the 21st century.



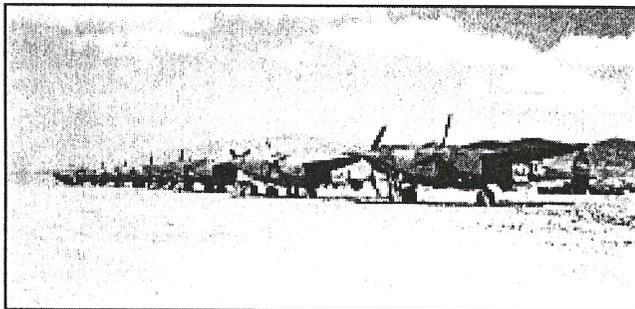
This patch was awarded to the pilots of the 94th Air Sqdrn. by Gens. Doolittle & Rickenbacker just prior to Ray's arrival in N Africa.

Monumental Missions at Mateur

After training with airborne machines since August 31, 1942, Lt. Schulze finally was in place to fly combat missions as an active part of our efforts to stymie the Nazi's & Fascist's designs on the world.

By July 13th, 1943 Ray was well briefed on the particulars for fighter pilots for his new assignment at Mateur Air base, Tunisia.

Ray's fighter group flew from a new location in a dry lake bed S of the town Ferryville, Tunisia. It was located just off the Mediterranean Sea & *"was about as close to Sicily as one could get without swimming."*



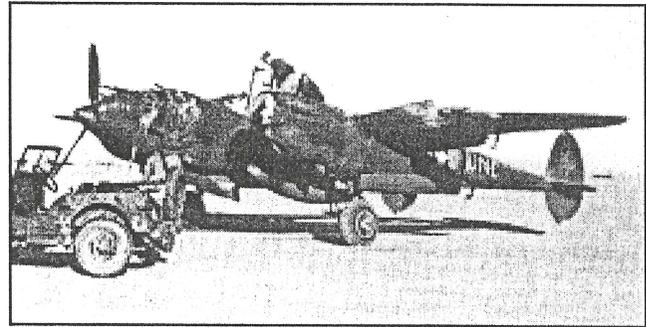
Ray's pamphlet shows P-38s perched in a row on a level lake bed air strip at Mateur—with teh pilot's tents behind.

Ray comments on his days in the combat zones of N Africa & Italy: *"The weather in N Africa is quite similar to our weather in NE. . . . The evenings do cool down. However in the desert, the temperature has a wider spread of heat degrees, specially during a sandstorm."*

"My P-38 had two engines & carried 4000 lb. of bombs (with the capacity to carry just as big a bomb as a B-17 could). Also the P-38's escorted bombers to their targets."

"The Comdg. Off. briefed us in the morning at the base, but they would wait until we were in the air on where we would land after the mission. They didn't want anyone outside the sqdrn. to know our destination. If you were assigned to be some particular time you should be there on time. If they said 5:59, they didn't mean 6:00 o'clock. When we went off on a mission, we always planned on losing two or three guys."

Missions #1 through #36 were initiated from Mateur. Beginning with the transfer to Mateur, he



Viewed is Lt. Ray Schulze servicing his twin engine P-38.

DATE	PERIOD OF TIME	PLACE OF OPERATION	MISSION	RESULTS	REMARKS	STATUS OF TYPE
7-17	10:00-11:00	Mateur	Escort	OK		
7-18	10:00-11:00	Mateur	Escort	OK		
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12-29	10:00-11:00	Mateur	Escort	OK		
12-30	10:00-11:00	Mateur	Escort	OK		
12-31	10:00-11:00	Mateur	Escort	OK		

The view of a left side leaf from Ray's mission logbook shows the entries for flights (#17 to #2

Mission #11 on Aug 12 was a 4 hr.— “Air-Sea Rescue-Naples-Petersen, Miller Empty Boat.”

Mission #12 on Aug 13 was a 5 hr. 15 m.— “BE-Bombed Rome-B26's - 3 ME 109 Dest.”

Mission #13 on Aug 15 was a 4 hr. 25 m.— “BE-Italy-B-26's-Good Bombing.”

Mission #15 on Aug 18 was a 4 hr. 30 m.— “BE-Italy RR Tunnel-Good Hit.”

DATE	TIME	MISSION	RESULTS	REMARKS
8-12	4:00	Air-Sea Rescue	Empty Boat	
8-13	5:15	Bombing Rome	3 ME 109 destroyed	
8-15	4:25	Bombing Italy	Good Bombing	
8-18	4:30	Bombing Italy	RR Tunnel - Good Hit	
8-25	6:30	Strafing Italy	6 Air Fields	
8-26	4:30	Bombing Naples	Enemy Fighters	
8-27	4:50	Bombing Naples	Enemy Fighters	
8-29	6:00	Bombing Salerno	Enemy Fighters	Landed at Boca Di Falco Sicily
9-4	3:40	Strafing Italy	2 ME 109 destroyed	
9-5	4:30	Bombing Naples	150 Enemy Fighters	
9-6	4:45	Bombing Naples	Enemy Fighters	
9-9	3:15	Patrol Italy	400 Trucks destroyed	2 pilots missing
9-10	3:00	Patrol Italy	Patrol for Invasion	
9-11	3:15	Patrol Italy	Patrol for Invasion	
9-11	3:00	Patrol Italy	Patrol for Invasion	
9-12	3:15	Patrol Italy	Patrol for Invasion	
9-15	3:00	Bombing Italy	RR Tunnel - Damaged	

Viewed is the right sided page leaf associated with the entries on the previous (reproduced) page of Ray's report. The text from each of those Missions is directly below.

Mission #17 on Aug 25 was a 6 hr. 30 m.— “Strafing-Foggia Italy-6 Air Fields.”

Mission #18 on Aug 26 was a 4 hr. 30 m.— “BE to Naples-B-26's-Enemy Fighters.”

Mission #19 on Aug 27 was a 4 hr. 50 m.— “BE to Naples-B-26's-Enemy Fighters.”

Mission #20 on Aug 29 was a 6 hr.— “BE-Naples-Salerno-B26's-Enemy Fighters” [“Landed at Boca Di Falco Sicily. [Lt. David O. Parlett was MIA that day, escaped & later returned to our lines.]

Mission #21 on Sept. 4 was a 3 hr. 40 m.— “Strafing-Crazzine Airfield-2 ME 109 (Destroyed?)”

Mission #22 on Sept. 5 was a 4 hr. 30 m.— “BE to Naples-B-26's-150 Enemy Fighters.”

Mission #23 on Sept. 6 was a 4 hr. 45 m.— “BE to Naples-B-26's-Enemy Fighters.”

Mission #24 on Sept. 9 was a 3 hr. 15 m.— “Patrol for Invasion, Strafing-400 Truck Convoy-two Destroyed Two Missing Pilots Dibble & Wojcik.”

[In fact Lt. James P. Dibble was KIA & Lt. Stanley W. Wojcik was MIA on Sept. 9 & verified as POW at a later date.]

Mission #25 on Sept. 10 was a 3 hr.— “Patrolled for Invasion at Naples”

Mission #26 on Sept. 11 was a 3 hr. 15 m.— “Patrolled for Invasion at Naples.”

Mission #27 on Sept. 11 was a 3 hr.— “Patrolled 15/20 ME 109's & FW-190 Intercepted.”

Mission #28 on Sept. 12 was a 3 hr. 15 m.— “Patrolled for Invasion of Naples.”

Mission #30 on Sept. 15 was a 3 hr.— “Dive Bombed RR tunnel-Damaged.”

Mission #31 on Sept. 16 was a 2 hr. 45 m.— “Dive Bombed Road Jct.-Hit; 2 ME 109's”

Mission #32 on Oct. 03 was a 4 hr.— “Dive Bombed Bridge-Hit; Bad Rainstorm.” [For the 2nd mission in a row Lt. Schulze has inserted the little “Hit” among his remarks. Does he mean to convey that he hit the target or that the target hit him?]

Mission #33 Oct. 20 Mat-N of Rome 4 hr. 10 m.— “BE-B26's Bomb RR Bridge Cloudy.”

Mission #34 Oct. 24 Mat-N of Rome 5 hr.— “BE-B26's Bomb Viaduct Cloudy.”

Mission #35 Oct. 31 Mateur-Anzio 4 hr. 30 m.— “BE-B26's Bombed Harbor-good Hit.”

Mission #36 Nov. 4 Mateur-Terme, It. 5 hr. 15 m.— “DB RR Bridge Stormy Weather.”

While Ray was stationed at Mateur, he came close to meeting a Dodge resident. “I taxied past Louis Steffensmeier a number of times, but didn't know that Louie was there. He was a supply clerk at a building near the runway, & I went by him without knowing it.” Audrey annotates: “But Ray hadn't met Louie yet, so he would never had a reason to recognize him when they were both stationed there.” But just how likely is it that two men with connections in a small town in NE were stationed at the same base in N. Africa?

Flying the Skies of Djedeida, Tunisia

After Mission #36, Ray started flying from Djedeida, Tunisia (60 mi. from Tunis) after having been at Mateur, Tunisia for several months. The Djedeida strip had asphalt runways & taxi strips. The long distance missions from this base at high altitudes raised concern with the pilots on their oxygen supplies.

Mission #37 Nov. 9 Djedeida-Turin 6 hr.— “BE-B24's Bad Weather 15 FW 190's.”

Mission #38 Nov. 21 to Cesano, It. 6 hr.— “BE-B26's -15E/A/a 109's & 190's Flynn Shot.”

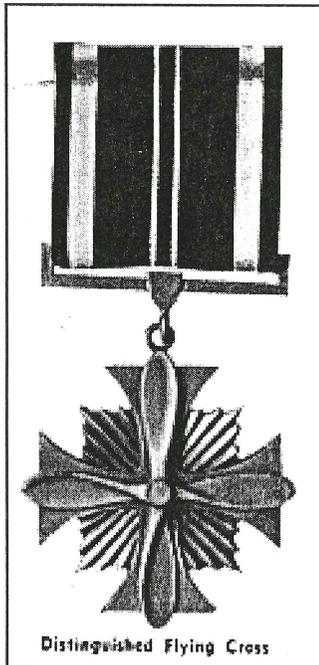
Mission #39 Nov. 26 to Arezzo, It. 5 hr. 30 m.— “BE-B26's Empl. Overcast-Dry Run.”

Mission #40 Dec. 1 Monserrato to Nice 4 hr.— “BE-B26's 25 ME 109's group Lost 3.”

Mission #41 Dec. 3 Monserrato to Rome 4 hr.— “BE-B26's 9 ME 109's Overcast-No E/N?”

Received Distinguished Flying Cross

Ray admitted: “I knocked down some of the German planes that we encountered in the sky. One time my name was mentioned on the radio because my buddy & I shot down a couple that day.” Audrey recalled the situation well: “Josephine Oborny called to let me know that she had heard Ray's name over the Omaha station. So I listened for more.”



Ray's logbook entry for Mission 39 is nondescript with "Cmpl. Overcast-Dry Run." What he doesn't mention was that he led his sqdrn. & all the B-26 Bombers safely through very difficult flying made because he was very competent at flying by instruments - a skill not acquired by every pilot at this time in aviation. He was a special pilot who deserved the DFC.

For extraordinary performance on November 26, 1943, Ray was selected for the Distinguished Flying Cross in December 1943.

Ray's LOGBOOK entry for Mission #39: "B E - B 26's Cmpl.

Overcast-Dry Run." doesn't indicate that any special events really took place. However, his Comdg. Officer observed the importance of Ray's expertise as a knowledgeable pilot on that mission to Arezzo, Italy that day. The Dodge Criterion, in its Aug. 17, 1995 edition, revealed a much bigger story than Ray reported in his LOG. The DC printed the words of the accompanying certificate:

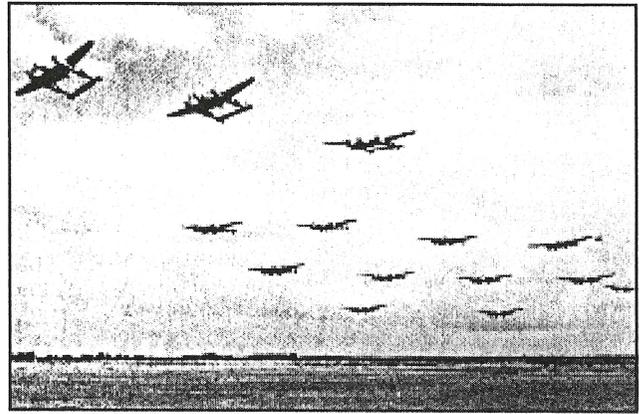
"Raymond Schulze, 1st Lieut.

Air Corps, United States Army

For extraordinary achievement while participating in aerial flight in the North African Theater of Operations, a pilot of a P-38 type aircraft.

While escorting B-26's over Italy on Nov. 26, 1943, Lieut. Schulze's formation encountered solid overcast all the way to the target. Unable to keep visible contact with the bombers along almost the entire route, & realizing that the weather was fast closing to a zero level, Lieut. Schulze skillfully led his squadron through the overcast to the target without becoming separated from the bombers. Along the entire route home, the overcast had closed in to a zero level with rain & electrical storms, & a visibility of less than 1/2 mi.

"Dangerous icing conditions had already caused three (3) B-26's to crash into the sea. Unable to obtain a homing because of existing storms, Lieut. Schulze, by his superior knowledge of instrument flying & navigation, under extremely adverse weather conditions, led his group over hazardous mountain terrain safely back to their home base without losing a single aircraft or pilot. By his consistent courage & devotion to duty, his excellent leadership & sound judgment, Lieut. Schulze has upheld the highest traditions of the Armed Forces of the United States."

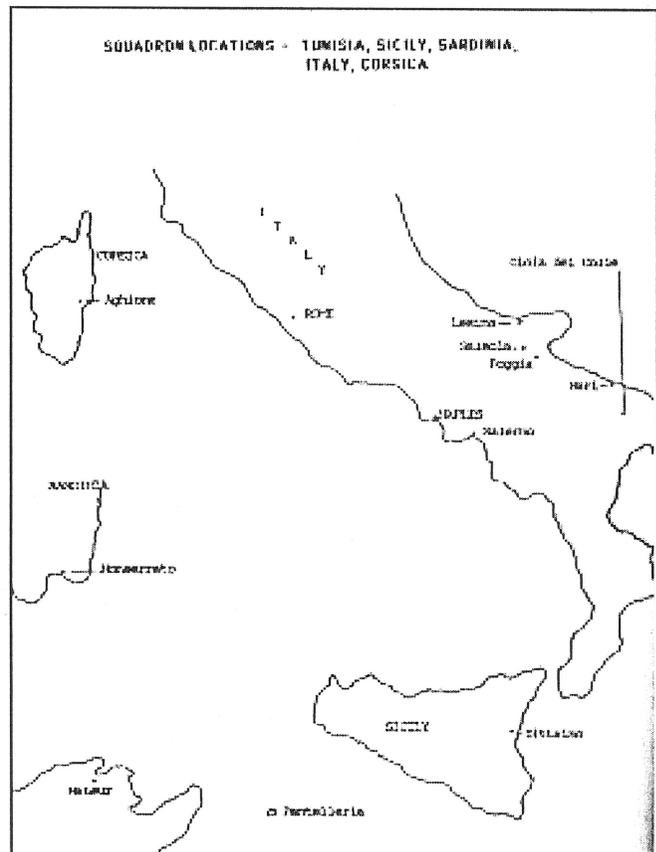


This photo shows a squadron of P-38s in flight on a day of much better conditions & destination than Mission #39.

Michael Kelly, of the "Omaha World Herald," put the significance of a DFC into a perspective: "They don't give out the DFC for just doing your job, or for doing a good job or even a great job. It's for heroism & valor, ranking below the Medal of Honor, although the difference between top medals sometimes is a close call."

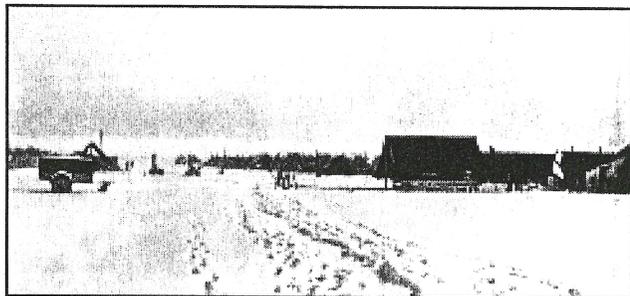
Flying From Ole Gioia Del Colle, Italy

The move to Gioia Del Colle put the 94th about 40 mi. S of Bari, in the hills on the eastern side of Italy.

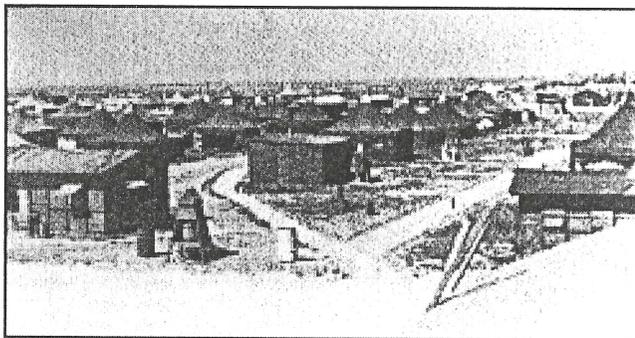


Ray's booklet contains a map that cites the sites of his bases. On the lower L is Mateur & the R Center is Foggia.

They arrived in winter & the pilots really suffered from the cold & rain at this site. The stormy weather wouldn't permit tents to stay in place for long & there was very little other housing available-other than old chicken houses.



Ray decided the living conditions at Foggia (Salasola) needed documenting. The 94th Air Sqdn. are gallant GIs!



Ray's pamphlet cites this site as Salasola also, so it shows the sights here change with the seasons & weather.

Ray explained: "I went out of many Italian bases. Just Bari alone had seven air bases. Four engine planes would get the priority to land at some air strips. The reason was because you were awarded only enough fuel to finish a job. They took a lot of fuel so they had to put down in a hurry. They didn't want any crashes. One day he tower got a plea from a guy who said, "I'm coming in on a single engine. May I come in? Everyone thought what the pilot had meant was that only one of his four engines is still functioning & I'm in an emergency. So they cleared a four engine landing strip for him & here came this little plane instead." Beginning on December 10, 1943 the 94th Fighter Sqdrn. flew from a base in Gioia Del Colle, Italy.

Mission #42 Dec. 14 Gioia to Athens 3 hr. 15 m.—**"BE-B17 (72) Athens Cr. Dock's."**

Mission #43 Dec. 25 to Bolzano 5 hr. 30 m.—**"BE-B17's (72) Brenner Pass B/Weather M/Y."**

Mission #44 Dec. 30 to Verona 4 hr. 30 m.—**"BE-B17's M/Y Bad Weather R-1."**

Mission #45 Jan. 07 to Austria 5 hr.—**"BE-B17's Weiner-Neustad-ME/F 8 lost."**

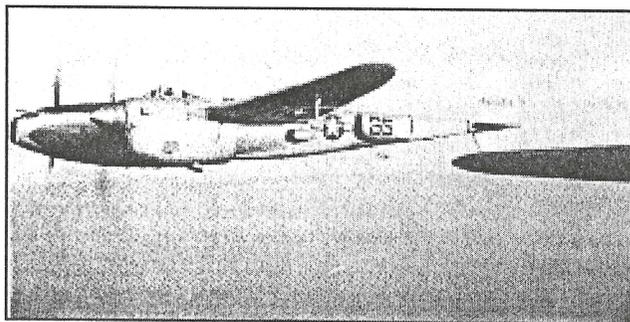
[Lt. James Griffis was KIA, Lt. Fred Devenny was KIA, Lt. Raymond J. Meredith was MIA, escaped & returned later. At the time Ray thought five more American 94th planes were lost, but the roster ledger doesn't list them.]

A "Dodge Criterion" article from Jan. 20, 1944 seems to point towards Mission #45 as the basis for its comments: "Lt. Ray Schulze of Dodge & Lt. Stanley E. Stuber, Manona, IA were credited with downing the only Nazi fighters destroyed in a Fortress raid Friday on a German aircraft factory at Maribor, a few miles S of the Austrian border in Yugoslavia. Schulze hit one plane & Stuber hit two. Schulze said, "The toughest part of the raid was the weather."

Tall Tale About A Donkey Tail Ended

Although Ray didn't specify the month that a little incident occurred, it had to be at a time when his attention was on bombing Nice France (Mission #40), Weiner Austria (Mission #45) or possibly Northern Italy, like Brenner Pass Mission #43) or Verona (Mission #44). Mission #40 seems to line up better with a flight path that might be coordinated with "as the crow flies".

Ray presents his little "tall tale" anecdote: "Once when we were returning from a mission, we were over Corsica when one of my wing men ran out of fuel. He had to leave formation to attempt to land his plane on a road that you could see below us. So he swooped down & made a runway on that road. Only problem was that he hit & killed a donkey along the road.

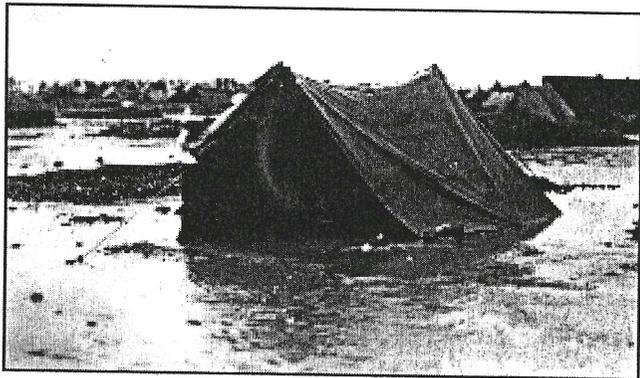


The 94th Air Sqdrn. was returning from a mission, when a pilot at Ray's "wing" needed to find an emergency tarmac.

"Years later when I was back at Dodge, I told this little happening to the guys at a VFW meeting. After I finished Denis Mendlik said, "You know I saw that same kind of thing in Corsica too. I was stationed with an anti aircraft gun (radio observation post?) on a hill where I was watching for German planes. I saw a plane come down & when it tried landing on the road it took out a donkey in the process." So Denis & I discussed this further & decided the time & place lined up so that it had to be that it was my wing man that he saw that day. So I flew right past him."

Last Duty Station Foggia #3, Italy

Pilot Schulze makes his last five missions from still another location. His new air strip is at Salsola, landing strip #3, a few mi. N of Foggia, Italy. January at Salasola was still another special weather experience for Ray. Mud everywhere made physical existence a challenge with boards leading anywhere the pilots hoped to walk.



If Ray ever needed to "document" a claim to living conditions-this is it! Who would believe Foggia otherwise.

Life in the four man tents was only bearable because of homemade airplane fueled, open air, drip stoves-made of rock lined barrels. The pierced steel mesh taxi ways were treacherous as well because of the elements.

Since he started taking off from Italian soil, his mission destinations have been like a tourist's itinerary-even if the reception at these sites wasn't.

Mission #46 Jan. 17 Foggia-Florence 4 hr. 45 m.—

"BE-B17's Bombed M/U's Good Hits."

Mission #47 Jan. 20 Foggia to Rome 3 hr.—

"BE-B17's Bombed A/D Good Hits."

Mission #48 Jan. 24 Foggia to Sofia 4 hr. 15 m.—

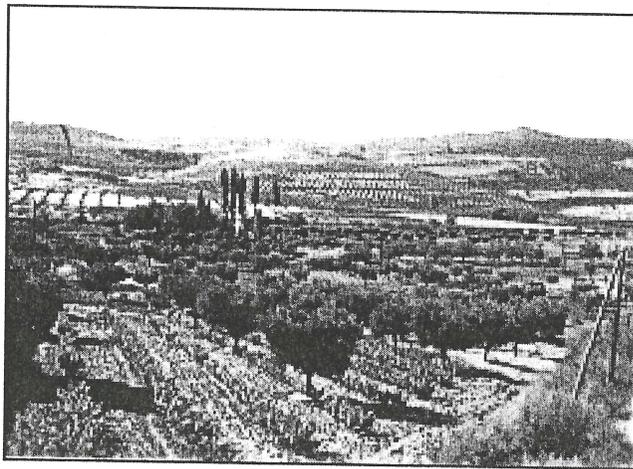
"BE-B24's-Overcast 20 E/A."

Mission #49 Jan. 30 Foggia to Urdine 3 hr. 50 m.— **"BE-B17's To A/D 68 E/A Destroyed."**

Mission #50 Jan 31 Foggia-Lavariano 4 hr. 30 m.— **"BE-B17's Destroyed 53 E/A-Fini."**

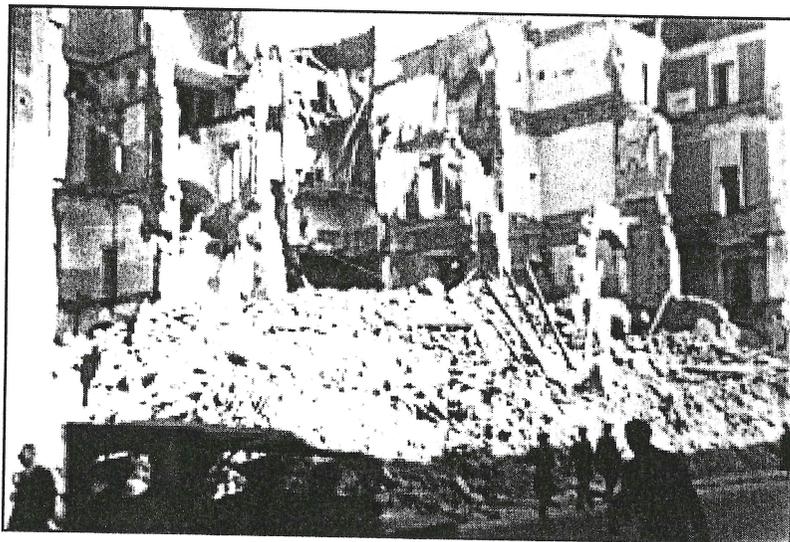
Interesting that his concluding entry in his log is the little "fini" (finish?). Lt. Schulze had been "on the edge" for over six months & was going back to the States with his health & a lot of stories he could have told his awaiting Audrey. However Audrey recently lamented: "Ray never wanted to talk about the war. Matter a fact he has never told me anything about his experiences."

Again the "Dodge Criterion" fills out the story with a comment in the March 2, 1944



This is a panaramic view of the Mediterranean locale that Raymond chose to preserve for Audrey & his posterity.

issue: "Ray Schulze has been transferred as an instructor. Plus on April 13, 1944 this report followed: "Lt. Raymond L. Schulze arrived in NY via Clipper Thurs. evening April 6th after been assigned to overseas duty the past 11 mo. He had a joyful Easter by being reunited with his wife Audrey (Hanzel) & making the acquaintance of his 4 mo. old daughter LaDonna Rae. During his time overseas he has been in service in N Africa, Sicily, the Middle East, Sardinia & Italy. Since cmpmpleting 50 missions as pilot of a P-38, he has been a fighter instructor in Africa. After 3 wks. leave, he will report for duty at Santa Monica, CA." Later we learned through the newspaper that he left for CA on April 27th.



This is a view of destruction Ray chose to document, but has resisted discussing his contrib. for almost a lifetime.

Documentation on What He Doesn't Declare

A restricted bulletin was issued by HQ 15th Air Force on 22 March 1944 on which the following announcement was printed: "SECTION VI — AWARD OF OAK LEAF CLUSTER FOR THE DISTINGUISHED FLYING CROSS

Under the provisions of AR 600-45, as amended, & pursuant to authority contained in Cable No. 9782, HQ NATOUSA, 5 December 1943, & Circular No. 26, HQ NATOUSA, 6 March 1944, the First (1st) Oak Leaf Custer (Bronze) for the Distinguished Flying Cross is awarded the following named officer, residence & citation as indicated:

RAYMOND L. SCHULZE, 0-740565, 1st Lt., Air Corps, united States Army. For extraordinary achievement while participating in aerial flight in the Mediterranean Theatre of Operatins, as pilot of a P-38 type aircraft. While leading a squadron of p-38's on a bomber escort mission over *****, Austria on January 7, 1944, Lt. Schulze's formation was attacked by fifty (50) enemy fighters. Greatly outnumbered, the P-38 formation was broken up by the enemy's repeated attacks. Observing an enemy fighter diving on two (2) P-38's from the rear, & realizing that his comrades would be shot down unless they received immediate protection, Lt. Schulze gallantly turned into this enemy fighter & destroyed it, thereby saving the lives of his two (2) fellow pilots. Rallying his squadron, Lt. Schulze led them on to additional attacks on this superior number of hostile fighters, & durng a running fight which lasted for thirty (30) min.,

accounted for the probable destruction of a 2nd hostile fighter & the damaging of a 3rd. His conspicuous gallantry & superior leadership have been of high inspiration to all who have served under him. On many combat missions his skilled flying technique, expert handling of tactical formations, & his personal knowledge of enemy fighter tactics has been the deciding factor in the successful completion of the mission. By his courage, professional skill as combat leader, & his unselfish devotion to duty, Lt. Schulze has upheld the highest traditions of the Military Service, thereby reflecting great credit upon himself & the Armed Forces of the United States of America."
Residence at appointment: Omaha, NE."

Return to Civilian Life

Ray's immanent return back to the States was realized on March 31, 1944 when his conveyance began from his last base in Italy. He arrived in Ontario, CA on April 6th & was discharged in August after 2 yrs. 5 mos. & 8 days of eventful military service to his country. For his efforts he received the Distinguished Flying Cross, the Air Medal with three ribbons for battles for / invasions of Burdma (N Africa), Sicily & Italy.

The couple returned to NE & moved to Dodge where for 11 years Ray farmed as their family LaDonna, Richard & Thomas arrived. Ray's next career was a 28 yr. position with the Federal Land Bank before retirement in Dodge. He has been an active VFW member at the Louis Cerv Post #122.