

MENDLESHAM MEMORIES 34TH BOMB GROUP H

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Well, here it is that time again, it seems as tho it was just yesterday, when we sent out the December Newsletter, but time flies. We are just a little early this time, for we wanted to bring the June newsletter up a little so we can get the reservation forms to you a little earlier than we have before. This will give you time to get your reservations in at

Nashville a little earlier.

First, Hannah and I want to thank each of you who sent Christmas cards. We received hundreds and we appreciate them very much.

Now for a few words from our President, Gerald Pine.

Gerald's Jottings

Ray has informed me that it is time for another edition of the "Mendlesham Memories" and that he would like to have a few words from the Group's President. Ray is a Foxy Old First Sergeant and these words help him on his quota (what's that Gerry), I can't blame him for he has done a remarkable job getting the newsy publication to the membership all these years. I always look forward to receiving the 34th B.G. newsletter, The Mendlesham Memories (now you are making me blush).

I hope all of you had a great Holiday Season and are able to get 1984 rolling in a healthy and prosperous manner.

The Nashville Mission is taking shape, one step at a time. To date, the Committee, Harold Rutka, Bob Wright and Gerry Pine, have put together a plan that consists of a carefree, relaxing do as you please, reunion. The only time schedule to meet will be meals and entertainment. I have never known the men of the 34th B.G. to be late for chow or miss having fun, so these two items shouldn't put a burden on the days plans.

There will also be a business meeting of the 34th B.G. Association while we are at the reunion. There will be an election of officers at the business meeting.

Hannah and I have been busy, sending out membership cards. By busy, I mean real busy, by the time you receive this we will have answered over 400 letters, not necessarily all membership cards, but for new members also. This is not a very good average for the group of over 850 members who have paid in since we started. We thank those who have sent their dues and remind those who haven't, that they are due in Dec., for we start our year as of Dec. 1st, Nuff said.

I had a call from Dana Schrupp, who keeps me informed about the sales of the jackets for the B.G. He has several jackets on order and the hold up is from the manufacturer of the jackets. He asked me to set the deadline for the jackets for March 15th. There was a price raise from the jacket company on the jackets and the one who does the screen printing will absorb the loss until the deadline and then the change of price will take effect. (Sorry about this, we thought we would be alright on the price for awhile.)

Prices on the golf shirts are not affected and can be ordered at anytime, but if you want one it is advisable to order as soon as possible. Do not forget the jacket deadline of March 15th. He has a sizeable order now. Dana says he will not cash your checks until the jackets are ready and in his hands. He is personally sending out the shirts and jackets. So if your check has not cleared the bank, you will now know why. Be patient and your order will arrive.

Tours to various parts of the city, to many interesting things of interest, will be available at the Hotel and can be taken in any size participation at reunion time. We have no pre-sales on tours except for the Sat. afternoon performance of the "Gran Ol Opry". Buy what you wish to see, see what you wish, all first hand.

If Dana gets thawed out this September (he lives in Montana), he and George Ritchie are planning a Golf Tournament. Rumor has it, that records will be set and divots replaced (you forget clubs broken, and balls lost and the 19th hole will be played).

I am certain this will be a fine time for all to make plans, to be in Nashville Sept. 13th - 16th, 1984.

Your President

I am sorry about the caps, it seems as if I ran out, we will have more later on. I will let you know. We do have the 34th B.G. Ass'n license plates in stock at the present time. I had 258 plates, cost is \$4.00 each. They are real nice. 34th B.G. Valor to Victory emblem is in the center, 34th Bomb Group Ass'n is over the emblem, 8th AF is underneath the emblem, Sqd numbers are on each side and then outside of that is a B17 and a B24. Colors are blue, gold and white. They can be mounted as a license plate in the states which have no front plates, put in the window or with a little help can be mounted someplace on the car, either front or back. I have one each on the back and front.

Should anyone wanting to locate a friend who was killed in action, and was buried in one of the cemeteries in England or Europe, I have the address where you can write. I have tried to get the location of all 34th B.G. men who are buried on the Continent, but so far there is not a separate list. I have been assured, if such a list is made I will receive a list. The place to write is: **The American Battle Monument Commission, Washington D.C., 20314 William J. Ryan Col., Ad Director of Operations and Finance.** It takes quite awhile for an answer.

When I was at the Cambridge Cemetery in July, I did not get to see it all, for I was talking to the manager of the cemetery getting a list of those of the 34th who are still buried at the cemetery and a list of those whose names are on the Wall of Missing Men. When I returned home, I wrote to the address that I was given to try to get the address of the other cemeteries where our men are buried and to get the list of our men who are still there. I complimented those who upkeep the cemetery, for

the gardens about the place and the looks of the cemetery are beautiful. His reply was: "Comments such as yours about the Cambridge American Cemetery and Memorial assures us, that our efforts to honor the memory of those who died for our country, are achieving their purpose." — Those of you who have never seen the Cambridge Cemetery has missed one of the most beautiful spots in England. Rightly so, for those who are buried there might have been you or me.

George Ritchie and Dan Schrupp are planning our First Annual Golf Tournament. Their plans are for a two day "official" stroke play, with handicaps, a gala event with cash prizes and trophies. Golfers who do not carry handicaps will be assigned one by our experienced (?) staff. Everyone has a chance to carry home a "large" check or trophy, so please join in the fun. All prizes and awards will be presented at the group's banquet. Transportation will leave the hotel on Thursday and Friday morning for those needing a ride. (Private cars may be used.) Printed directions and details will be available on arrival. Golfers should be available to leave the hotel not later than 9 am Thursday and Friday. Naturally you can play one day if you so desire. No problem bending the rules, not when you are a golfer. Prizes figured for each day, so every one wins. The committee is looking at 3 courses, final selection of location, green fees and carts will be announced. Fees will definitely be in line with the going rate - or less, trust us. Come along bring your partner and swing away. Your check will go towards the total cost. More details as the time draws closer.

Thank You

George Ritchie Dan Schrupp

The golf reservation forms will be out in May along with the other reservation forms, so please look for them. It might be wise now to drop Dan or George a note saying you intend to be a player in the 34th B.G. Gold Tournament at Nashville. George lives at 7139 Woodchuck Hill Rd., Fayetteville, NY 13066, and Dana Schrupp lives at 1615 S Black #83, Bozeman, MT 59716. They will be glad to hear from you.

As you know, I try to include a story about the 34th B.G. in each newsletter whenever it is possible. This time I have two, both about the intruder on June 7th '44. I do not think that any of us, who were there that night will ever forget that night. It was just as it was turning dark, and you remember how late it got dark in June in England.

This story is by Don McCarthy Bombardier of the 18th Sqd... This was my sixth mission as Bombardier on a B24. We took off at 1300 hours, pretty late in the day. Our Mission Toures, France. We only had fair results. We came back in the rain and darkness and flew low with our formation lights on. At 2330 hours, Stu Stygal, our Radio Man Operator, received word that there were bandits in the area of the Home Base. I can remember telling my nose gunner, Al Davids, to get his tail back in the turret and man his guns. Within minutes our right wing plane went down in flames. I believe one man did get out with his chute. We turned off our formation lights and hit the deck, thinking we could possibly slip away from the fighters, Ju 88s, I think.

About 10 miles west of Ipswich, we got it. We were raked from stem to stern by 20 millimeter shells. The plane immediately started burning like tissue paper. Some of our ammunition belts started popping off. I opened the nose turret door to help Al, and tried to help him put on his chute harness that he had taken off when he went back into the turret, and in his excitement, he had put it on up side down. I tried to open the bomb bay doors but they would not open from my controls. Someone else's controls finally opened them. I opened the nose wheel door and put my chest pack on. At this point Al was still struggling to put his chute on, I finally got it on him and then I slipped and fell into the nose wheel opening. I caught myself and tried to pull back into the plane. I could not make it, so I pulled my elbows close to my sides and dropped out into the night. I knew we were low, the indicator said about 500 feet of altitude when we were hit, so I pulled my ripcord immediately. I remember looking over my shoulder to see if my chute was open. Thank God it was. I swung back and forth a few times before hitting the ground at the edge of a ravine. No serious injuries, tho I did hurt

my back. I was praying for the other guys. My top turret gunner, Paul Schopf, landed close to me. He sprained his left leg badly. We lay low for a few minutes, some distance from our chutes, just in case the bandits came back looking for us. Paul and I made our way to a farm house, where we ran into Richard Stevens, Steve as he was called, our navigator.

The farm couple fixed tea and cookies for us and we used their phone to call the base. We sat along the road and smoked cigarettes for 5 hours before we were picked up by a truck and taken back to the base. We heard our radio man went down with the plane. Tail Gunner Chet Nowakowski and Ball Gunner Ernie Tipton were still missing. Our Pilot, Stan Brain, our Co-pilot, Bob Buenger showed up the next day. They did their very best to gain altitude for us to jump before they themselves jumped. We heard later our engineer, Junior Craft, was in the hospital.

On June 8th, what was left of our crew went to visit Junior in the Hospital, he was badly burned, his entire head and hands were covered with bandages and the tops of his ears were burned off. He was in very much pain. I got sick at my stomach and had to run outside for a few minutes. He pulled through tho.

On June 10th we went in search of our Tail and Ball Turret Gunners. I came upon Chet at the base of a tree. He looked at first as tho he had just sat down. As I got closer, I knew he was dead. His harness, shoes and socks were missing. He did not have a chance at all. We found his tail turret about 200 yards away from him, it apparently burned off the plane. We heard, several months later, the Ball Gunner, Ernie Tipton, was found in a field, by a farmer during harvest.

I think we were the second plane to go down and the crew with Lt. Ken Hunphreys was the third. Who the first and last planes were, I just can't remember.

A few days later we had to leave Ipswich and went to a USO. They had a band playing from another base that night. They were dressed very unusual and I commented on it to the band members. They replied that they had lost most of their clothing, when a B24 crashed into their barracks. It turned out to be our plane.

Don McCarthy

This was crew number 40 of the 18th Sqd Crew Chief, Irvin Levy. Stanley Brain is now gone, killed in a crash in Texas. Buenger is in California and you have just read about Don McCarthy. The others from the plane, I have no old address for. Junior Craft was from a western state. If anyone has an old address of any of the survivors of that crew, who we have not found, please send the address to me.

Here is a letter by Carol Forister one of the men whose plane also was shot down when the Bandits hit our Mendlesham Base.

Dear Ray; Here is a bit of memory about Andy Keer, farmer by trade but certainly no ordinary farmer. Born in Scotland, Andy moved as a young man, with his parents to the farm named Wetheringsett Hall in the charming village of Wetheringset, later taking over the farm management. Upon the death of his father, Andrew and his employee: tilled the several hundred acres. He was a true gentleman farmer, a stalwart figure in the county of Suffolk. His mother lived with him until her death shortly after World War II.

During the war years, Andy's place was a farm, raising food for Britain and her Allies, but he was also a proud member of the British Home Guard. After farming all day, he spent many a night on guard duty, searching the dark English skies for German aircraft and paratroopers. On such a night as this, I first met Andy, very unexpectedly, having fallen from the sky onto his property.

7th June '44, about 10 PM, Andy was on duty talking with friends just north of the Mendlesham Airdrome, observing American B24's returning from bombing sorties behind the newly established Allied Beach Head. Suddenly the sky exploded with air to air combat, between the American B24's and the German night fighters, who had followed the bombers back from France. One bomber on fire, hit and exploded right on the Air Base and moments later, a second B24 burst into flames. From Andy's vantage point, he clearly saw airmen (myself

included) jumping from their crippled plane, their chutes mercifully opening.

As the second bomber veered out of control and crashed, it appeared to be in the general direction of his home, so being concerned for the welfare of his mother, Andy jumped on his bicycle and pedaled home. Grateful to find the impact was a mile or so beyond Wethersingett Hall, and his mother quite safe, Andy went outside to observe any further action. That was when our first meeting took place. I was the Radio Gunner of the flaming aircraft. I had parachuted onto a sugar beet field belonging to the Wethersingett Hall. Gathering my chute, I walked about a half mile to the farmhouse and was standing in the barnyard, when a voice from the darkness challenged, "I say there, are you one of the chaps, who just parachuted from that burning aircraft?"

Andy took me in and his mother soothed my ragged nerves with kind words and a water glass half full of Scotch whiskey. She said she had been saving it, to be opened on a special occasion and in her mind this was a most special one. Andrew drove me back to the Base (lights out), only 3 miles away. Over the years I have been increasingly grateful to this Suffolk farmer and his dear mom. To my regret she did not live long enough to know that I had survived the war.

During the following years, Andrew and his dear wife, Margaret having made my whole family most welcome in their lovely home on several occasions and our Anglo American Friendship has deepened with time.

After valiently suffering a long bout with cancer of the pancreas, Andy passed away in 1982. The Eulogy written at the time of death was absolutely beautiful and rightly so. A more kind gentel and good man is hard to find. I shall miss his annual Christmas letter, it meant so much to me and he always signed off, "Your Pro-American Friend, Andy".

Carroll E. Forster

I received another letter from Lester Brookshire, whom we have just found, Lester would like to hear from his crew, whom he has not seen or heard from for a long, long time. His crew was Crew No. 56 391st Sqd. Here is parts of his letter.

Dear Ray, I believe I was the first one of the 34th to receive the Purple Heart in action. It was on the 4th of June, my third mission. I had a helmet shot off my head and had to have 2 stitches to close the wound in my neck. A picture of the helmet was sent to all the other bases in England to encourage the men to wear their helmets and flak suits. I spent several days in the hospital. Our plane was hit so bad, we did not have one to fly for several missions. I was told our plane had an estimated 3,000 holes in it, it had to be scrapped.

I had to pass that plane everyday after I resumed flying. One day one of the men remarked to me "I'll bet no one came out of that plane alive!" I said, "you are wrong, all 10 of us came out alive and I was the only one wounded and it only took 2 stitches in my neck to close the wound."

One of the few missions that stand out after all these years is the one when we knocked out the German oil supply. If my memory serves me right, we were in the air close to 12 hours. Almost the limit of the B24 flying time. We landed with all four gages showing empty. Robert Zimmerman our Co-Pilot kept asking if we had plenty of gas. I kept telling him, "yes plenty". After we landed, Zimmerman looked at the gages and said, "Good God Brookshire, I thought you said plenty of gas", all the gages said empty. I replied, "well Bob we made it didn't we"? I can recall seeing the huge tanks of oil exploding and black trails of oily smoke coming up to 18 or 2,000 feet. What a sight.

Lester also sent me a couple of pictures of his plane and his crew chief.

If those of you who have the 34th B.G. History book will look thru the book, I think you will find a picture of Lester's helmet or a least one like he wore with the tear where a piece of flak hit it.

I have just received a letter from Harold Rutka, our Vice President. It is the one which he is sending to the rest of his crew, bringing them up to date and urging them to come to the reunion at Nashville, TN Sept 13th-16th, 1984. I urge each of you to get in touch with your own crew or friends and invite them to the reunion. Make it a crew reunion. There will be plenty of time to talk over some old times.

Hank Bloomer sent me some pictures of the men and things around the Sub Depot at Mendlesham. Hank was originally from the 8th AF Headquarters, but when our B24 was knocked down into the equipment hangar June 7th '44, Hank was awakened by his C.O. and told to go to Mendlesham and help out. Hank said "why and where is Mendlesham?" Of course he was told and Hank started for the 34th B.G. at Mendlesham and on the way he begged, borrowed and stole enough equipment to get the 34th B.G. back in the air. He was promised a return to 8th Hdq, but promises are broken sometimes. His C.O. moved on and Hank was left at the Sub Depot at Mendlesham, I know it was bad for you, Hank, but good for the 34th B.G. I do hope your pictures have returned.

There is a couple of men from the 34th, whom we would like to find very much. One is Edwin S. Smith who wrote B.G. History and was recalled to take the 34th B.G. Memorial Plaque to Mendlesham and dedicate our Memorial. I had the picture in the newsletter last year. Edwin's home was Baltimore, MD. Hank Jurgens has written or called to about all the Smiths, whom he thought might be a relative of Edwin's, but Hank has not been able to find him. I have gone thru the phone book around Baltimore and have written several Smiths myself and I have had no luck. All of you who live around the large cities in the East and in the South, look thru your phone books and see if you have and Edwin S. Smith listed.

There is another one, Robert Ballesteros, 1st/Sgt of the 18th we would like to find. Bob was formerly from NY City and I think I have contacted about every Ballesteros' in the book, but have no lead on Bob.

Do any of you from the 391st, know the old address of your 1st/Sgt Ervin S. Craig? He is not listed in any of the rosters I have.

As you know, the 7th Sqd 1st/Sgt Walter Wolinski has passed on. The 4th 1st/Sgt Robert Elsener, is still very active and I hear from him quite often. You men from the 4th Sqd who remember Bob, give him a call. He would appreciate hearing from you.

Do any of you remember a plane by the name of "Superstitious Aloysious"? If so please let me know. I am looking for a man by the name of Alfred Kovener, nickname "Koko". A friend wants to get in touch with anyone who knew Koko. Koko went down on a mission and the friend wants to know about it. He was supposedly from the 391st Sqd.

I am working on the tax returns of the 34th B.G. for the IRS. As you know we are an exempt, Non-profit Veterans Organization and we do have to file a tax return, even tho we do not have to pay, except when we make over a certain amount. I am sure we will not reach that amount the way we are going. I am including a Treasurer's report with this newsletter. As I have said before our fiscal year starts Dec 1 and ends Nov 30th each year. This gives me more time to get the tax report ready.

I received a letter recently from Harold Knudsen, who worked as a clerk for Lonnie Crook and Harry Ackerman. Harold sent me some pictures taken at Mendlesham of the base from the air. One of the 34th B.G. Group Operations and the 34th B.G. Basketball team. He has identified several of the men and we would like to have the others identified. Bob Gay, I think you are the coach of the team.

When we went back to Mendlesham last July for the dedication of our Memorial "Pete" Gray renewed old acquaintance with a family from Mendlesham. The lady worked for the Red Cross at the base. "Pete" asked her to get the names of the ladies who have been taken care of the Memorial all these years. "Pete" is very concerned as are some of the rest of us, that we have not done something for those ladies. We should do something now and not put it off for too long a

time. We are open for suggestions, so lets hear from all of you out there about this situation. What about some ideas. We hope to go back to Mendlesham in '85 but we should not wait until that time. We can do something then and I think we should and also do something now.

"Pete" sent me the names and addresses of the ladies, it doesn't have the first names or the English Z.C., but I think if any of you would want to write to those ladies and thank them you might write in care of:

Mrs. Millicent Scruby 2 Mill Terrace Mendlesham Green Stowmarket Suffolk, England 1714 5 RW	Mrs. Abbott 3 Ducksen Rd Mendlesham Stowmarket Suffolk, England	Mrs. D. Scruby Kay Hill Mendlesham Green Stowmarket Suffolk, England
Mrs. Brunish 2 Oak Lane Cottage Oak Lane Mendlesham Stowmarket Suffolk, England	Mrs. Burgess 37 Mayfield Way Mendlesham Stowmarket Suffolk, England	Mrs. Smith Horsefair Mendlesham Stowmarket Suffolk, England
Mrs. Capon 11 Thorpe House Duckson Road Mendlesham Stowmarket Suffolk, England	Mrs. Beaumnot 4 Thorpe House Duckson Road Mendlesham Stowmarket Suffolk, England	Mrs. Peters 21 Mayfield Way Mendlesham Stowmarket Suffolk, England

There you have about all the ladies from Mendlesham who have kept our Memorial clean and with fresh flowers in season and artificial when not in season. **What are we going to do about it!!!**

Lets make plans to go back to Mendlesham in 1985.

Financial Report

Dues and donations 1983	\$4569.35
Disbursement 1983	<u>\$3548.51</u>
Balance 1983	\$1020.84
Balance from 1982	<u>\$2124.04</u>
Balance Dec 1 '83	\$3144.38

Memorial Fund

Donations '83 & Interest	\$3493.99
Disbursement '83	<u>\$2400.55</u>
Balance '82	\$1093.44
Bal of Dec 1 '83	<u>\$6329.02</u>
	\$7422.40

Talked to Father Fred Brooks, he is feeling better and is back to work a few days a week. Called Al DiNenno and he says his wife, Olive, is holding her own. Mrs. Guy E. Norton informs us that Guy died in Jan. Guy was an Armanemt Chief in the 7th Sqd. Those of you who knew Guy might send Mrs. Norton a card, she lives at 3508 Sidney Dr., Mesquite, TX 75150. We are also sorry to hear of the death of Keith Anderson's wife last Dec., Keith lives at Ravenna, OH, he was a 7th Sqd man.

You men from Indiana will be receiving a letter from the Indiana Chapter of the 8th Air Force Historical Society to attend a dinner meeting on March 4th, 1984 at the Rodeway Inn, 5212 West Southern Ave., Indianapolis, IN, (near the Indianapolis airport). Time will be 1:00 for the Buffet Dinner. There will be a cocktail party (cash bar) for those who arrive early. Come on you men from the 34th B.G., lets show the rest of the groups that we can take first place. Cost of the Buffet Dinner will be \$10.00, this includes tax and gratuities. Bring your wife and come on down to the Rodeway Inn. Write to Henry R. Heckman, 2140 Portland Plains Dr., Greenfield, IN 46140 1-317-804-3955.

Some time ago, I received a letter from the daughter of Halsey Glover, Mrs. Eddie Squyres, seeking information about her father. Halsey has passed away and she is wondering if any of you who knew him would please write her at 1606 W. Louisiana St., Midland, TX 79701. She would like to complete her father records. Halsey was with the 4th Sqd and if you will look at the pictures, you will find a picture of his plane "Set 'Em Up"

I have just received a letter from Ian Hawkins of Bacton Stowmarket,

England who says his book, "The Munster Raid and After" has been published in Germany and is selling well. He also states that the Robinson Typographic Co of 1614 S Clememtime St., Anaheim, CA 92802, is publishing his same book in America and the company hopes to have it out in April or May. This is a book about one of the raids which the 8th AF took part in. Knowing Ian, it will be a very good book. When it comes out, we can help Ian by purchasing the book. Ian has helped the 34th B.G. by keeping a lookout on the Memorial at Mendlesham. He also states he has received some pictures of the 34th but would like to receive more to put in the Pubs at Mendlesham. If you have some that you can give to him, send them to Ian Hawkins, 29 Birch Ave., Bacton, Stowmarket Suffolk, England IP14 4 NT.

I would like to thank all of you who sent stamped, self addressed envelopes. It not only helped me, but it helped the treasury of the 34th B.G. Now if you find any mistakes in the letters I sent, think nothing of them, for I found quite a few in those I received from you and from other B.G's. Just blame it on the computer, which I do not have.

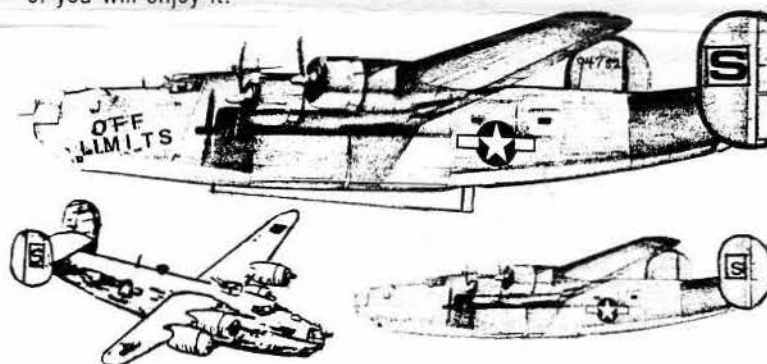
I would like to leave you with this thought. We are just footprints in the sand of time, so let us make those prints deep and wide, so we will be remembered as one of the greater bomb groups of the 8th Air Force.

Now as our English Pub Owner would say at closing:

"Time Gentlemen"

Ray L Summa

I have received several letters about the B17 that I had a picture of in the Dec '82 newsletter asking to show a picture of the B24. Well, here it is and a report from the Pratt and Whitney Company. Hope each one of you will enjoy it.



The Crate the B-17 Came In

The unkindest cut of all. A bit clumsy in the air, and dumpy-looking wherever she went, the Consolidated B-24, powered by R-1830 Twin Wasps, was the unsung heavyweight of World War II. She did what she was designed to do. She carried cargo. Mostly bombs. She wasn't a flying machine, as many pilots found out. She was a flying receptacle.

She ultimately outnumbered her more streamlined, glamorous older sister ship, the Boeing B-17 Flying Fortress. Yet she never made as many friends, even among the pilots who over and over coaxed this boxcar into the air.

Heavily loaded, the B-24 had to be handled gingerly. This was Thunderbug, the Agony Wagon. Time and again, maximum gross weights forgotten, she defied the laws of gravity.

She was born in January, 1939, when Consolidated Vultee Aircraft began to prepare a design for a bomber with superior performance to the B-17 already flying. Demanded of the design by the Army Air Corps was a four-engine aircraft with a speed of 300 miles per hour, a range of 3,000 miles and a ceiling of 35,000 feet. The Army let a contract three months later on the basis of the engineering data. Before the year was out, the XB-24 was flying out of Lindbergh Field, California.

The bomber was designed around the Davis wing, a highlift-ratio wing, shoulder-mounted, permitting maximum bomb stowage and easy loading. The Davis wing was a delight operating in its special altitude ranges, a devil with bad manners other times.

Its best bombing altitude lay between 12,000 and 20,000 feet. Yet despite awkward low-level handling, the B-24 carried out the most daring low-level missions of World War II, the raid on German-occupied oil fields in Ploesti, Rumania.

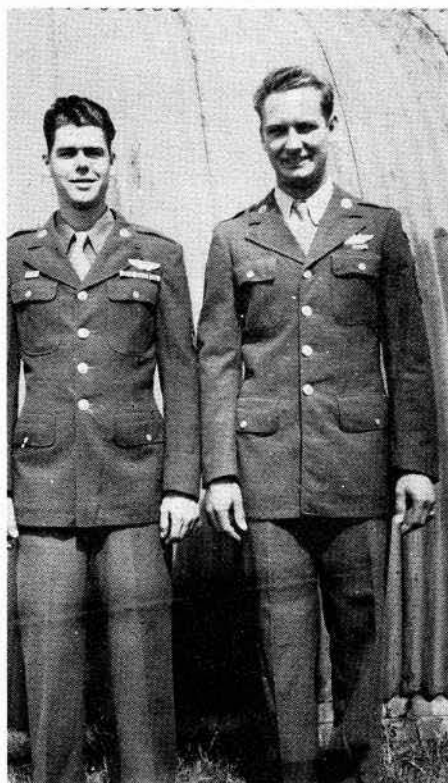
Con't on page 7



L to R Robert Gay, Coach, 2 ?, 3 ?, 4 Harold Knudsen, 5 ?, 6 ?, 7 ?, 8 K Burdeam



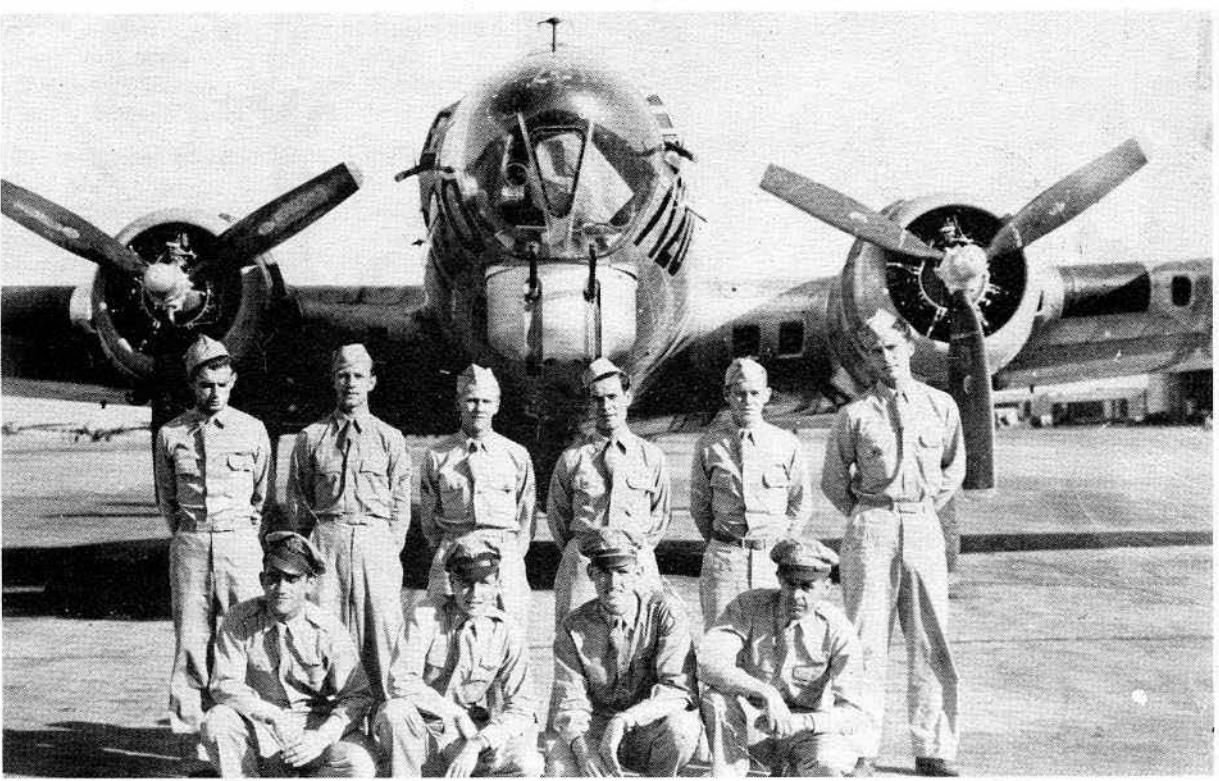
Lt Jack Black, John Pritz, Verl Grimme



Lester Brookshire, Alex Seelhurst



Nav. unknown, Hobart McNeil, LS Robinson, unknown, TD Copeland, James Stewart, Michael Zapach, James Jordan, Morris Rosenweig, Robert Burnett



J Huling, Ken Lockwood, Wm Ilka, C Keist, J Fowler, R Chaney, F Parkhurst P, D Mote CP,
C Yarbrough Nav, L Fossum B



W. Griffis, J Crouch, R Hendricks, M Chapman, H Crawford,
W Verneville, C Paulick, H Graham, H Glover
"Set Em Up"

NEW MEMBERS

Jones, Eddie K 391
108 Main St
Norwood, NY 13668

O'Malley, Charles P
45 Gates St
Pawtucket, RI 02961

Weeks, Wayne 391
1870 Porterville Rd
E Aurora, NY 14052

Krueger, G.W. (Ted)
Rt 4 Dam Lake
Aitkins, MN 56431

Berg, Darral J 413 ASC
1757 Heritage Lane
New Brighton, MN 55112

Smith, Harold 7
509 6th St
Hartforth, WI 53027

Byrd, James C 4
7528 S Rosemarie Circle
Englewood, CO 80112

Denter, John J 7
Rd #2 Box 257
Red Hook, NY 12571

Baker, Lincoln N
3903 County Loop
Lakeland, FL 33803

Revetti, Joseph D 391
5941 Yorktown Lane
Youngstown, OH 44515

Conklin, Roscoe E
78 Dansforth St
Warwick, RI 02888

Baumgardner, Donald R 7
507 Euclid
Charles Town, W VA 25414

Jackson, Kenneth G 7
P.O. Box 11202
Knoxville, TN 37917

Stoneham, Robert A 7
50 Winfield Dr
Tiffin, OH 44883

Pignatelli, Andrew A
67 Alemeda Dr
Kissimmee, FL 32743

Whiteman, Richard E 4
R #3
Greensburg, PA 16601

Coupe, Walter R 391
15 Wagner Ave
Whitesboro, NY 13492

Banks, Glen W
4855 Alto Ricco
Redding, CA 96001

Stobby, Gerald E
202 Lancelot Dr
Clemson, SC 29631

Conklin, Roscoe E Jr
26 5th St
E Providence, RI 01914

Signourney, David 7
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Norton, Guy E., Mesquite, TX
Kelleher, Vincent, Forest City, PA
Senger, George L., Alaska

Con't. from page 4



Numerous model changes of the B-24 lay ahead, capitalizing on her speed, range and capacity. She became a familiar sight from Newfoundland to England. Over the Middle East and Africa. Into Third Reich Germany. And over the vast Pacific, from the Aleutians to Australia.

Over 18,000 B-24's came off five assembly lines, more than any other American aircraft, bomber or fighter, for the United States and her Allies. Able to absorb punishment, the B-24 could stay in the air as long as the crew had power and control.

This versatile aircraft covered six years of production, from 1940 through 1945. After more than 300,000 sorties, unloading 600,000 tons of bombs in all theaters of the war, she disappeared virtually overnight.

Much maligned, she was not the glamorous twin of her Boeing stablemate. It was the British who named her Liberator, in 1940. But "The Crate that the B-17 Came In," flew her appointed rounds with solid, but sluggish dignity.

(Thirty-fourth in a series of historical profiles recalling the grand spirit in which Pratt & Whitney Aircraft was founded in 1925.)

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PURPOSE

To bring together the Veterans of the 34th B.G. and to encourage social fellowship and uphold the Constitution of the United States. To perpetuate the memory of our dead and the history of the 34th B.G. and to preserve the spirit of comradeship among our members.

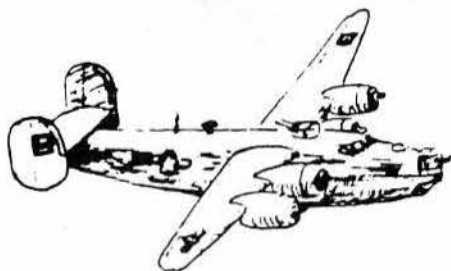
34TH BOMB GROUP

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34th Bomb Group Assn

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Joseph K Marks

Pilot, 4th Squadron, Crew #12, April - Aug 1944