



MENDLESHAM MEMORIES

34TH BOMB GROUP H



HELP HAS ARRIVED!

GREETINGS:

The 34th Bomb Group Association has been very fortunate to have had such dedicated people as Ray and Hannah Summa completing all the required chores these past few years. They have worked very diligently, with vigor, to help our unit grow and the results are most satisfying. The fact that some of the membership are not sending in their dues does not result from their lack of trying. As the membership has grown, so have the hours of labor needed to keep up. The *Mendlesham Memories* newsletter was an added chore which they gladly took on. However, there comes a time when too much is TOO MUCH!! When they asked for help, I waited awhile expecting that someone more qualified would step in to handle the newsletter so Ray and Hannah might be released from at least that chore. No one came forward to volunteer. After discussing this with Walter McAllister, my ex-pilot, I decided to give it a try with Walt helping out.

There is no doubt that I cannot duplicate Ray and Hannah's efforts, but it won't be for a lack of trying. Please try to be patient with me. This is my first experience in this area of endeavor and, I'm sure, many mistakes will be made. However, with time and experience, hopefully, your newsletter will become what you expect it to be.

For those of you who do not know me, a little biography; I am 61 years of age, living in Crown Point, Indiana with my wife, Rose. I flew as navigator on Walt McAllister's crew in the 7th Squadron. We were shot down on our 24th mission over Cologne and all became POW's except Reedy Sears, our radio operator, who was killed while descending with his parachute. After the war, I remained with the reserves for 19 more years and just last year entered the USAFR Retired status. Although I have met many of you, I look forward to eventually meeting you all. Rose and I have not missed a reunion since we joined the organization several years ago and, hopefully, health or financial difficulties will not keep us from attending many more.

If any of you have news of general interest to the membership, such as illnesses, deaths, etc. of 34th members, please send it to me. Also, any letters or suggestions from you which I find interesting are liable to appear in future issues. Please understand that we probably will not be able to print all of them, but we'll certainly try. Mail all items for the newsletter to:

ELI BALDEA
1595 Sunnyslope Drive
Crown Point, Indiana 46307

Again, I ask you for your indulgence while we try to make this your kind of newsletter. I pledge to do my darndest to make it so.

Eli Baldea

GREETINGS:

Eli has informed me that it is time for another edition of *Mendlesham Memories*. This should be called the "Reunion Newsletter" as that is what is appropriate at this time. By now you all should have received the brochure on the "Mission to Mendlesham." As of today, 14 members have signed up for the tour.

The main body will depart TRANS WORLD New York / Kennedy on 30 MAY - 9:00 P.M. - FLIGHT 704B, and will arrive LONDON / HEATHROW at 8:50 A.M. Those members that will be making their own reservations to fly to England, be sure to make arrangements to be at HEATHROW by 9:30 A.M. on 31 MAY. Members making the tour will receive a complete schedule prior to departure. Travel arrangements can be made by TAMARAC TRAVEL -- the TOLL FREE NUMBER IS: 1-800-228-9690. Members NOT with the group can travel on the bus for 5 Pounds; dinners will be 10 Pounds.

The POST HOTEL in Ipswich is our base of operations for the Mendlesham Area. Ron Blake, Stu Evans and Ian Hawkins are involved in making the arrangements at Mendlesham and Ipswich. They and their wives will be at the Saturday evening banquet, along with the ladies and their husbands of the Legion. PETE GRAY and RANDALL MARTIN are in charge of obtaining an appropriate gift for the ladies to show our gratitude for their devoted care of our memorial.

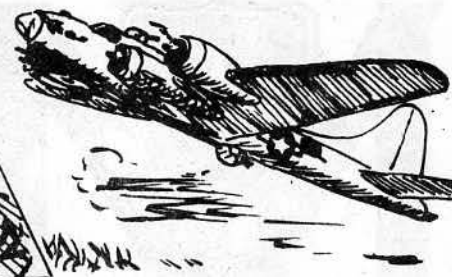
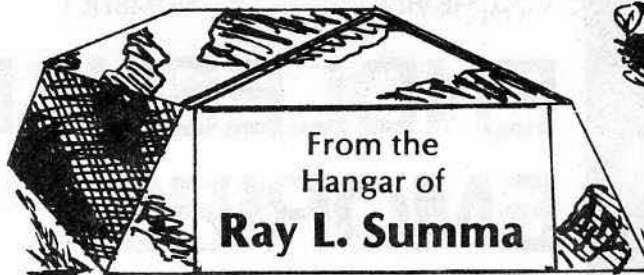
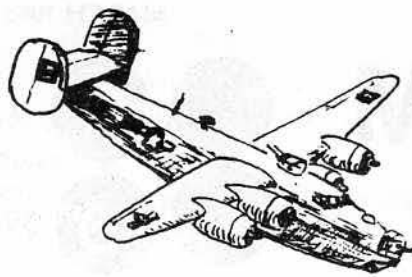
Sunday will be a special day; services in Mendlesham church for those wanting to go there. Sunday afternoon we will go to the American Cemetery at Madingley. June 2 at 4:00 p.m. will be the OFFICIAL U.S. MEMORIAL SERVICE and the 34TH BOMB GROUP WILL BE IN THE FRONT ROWS. There will be a fly over with the Missing Man formation. The expected attendance at these services will be 4,000 and we will be the only Bomb Group in attendance, as of this writing.

Remember to apply for your passports early, as there is going to be quite a bit of travel to England and European countries this year in celebration of V.E. DAY.

It may seem a little early to think about the stateside reunion, but that will be held OCTOBER 17-20 in WICHITA, KANSAS. The 8TH REUNION PLANNING COMMITTEE is finally taking into account the members, so on this reunion they are stressing: AFFORDABILITY, ACCESSIBILITY and ACCOMMODATIONS. Those of you who are still employed, can schedule your vacations to join with us in our stateside reunion. Hotel and events will be 30-40% cheaper than Los Angeles. We can regain our NUMBER ONE ATTENDANCE if at least half of the Nashville group shows up. Your REUNION COMMITTEE for 1986 will have the proposed list of cities narrowed down. We will present several cities with their proposals at the 1985 REUNION, and you will be able to decide where the 1986 REUNION will be held.

Gen and I wish you all a good, healthy year; and, to our SOUTHERN BRETHRENS who are experiencing some of our GOOD WINTER WEATHER, we extend our sympathy.

Respectfully, HAROLD C. RUTKA
President, 34th Bomb Group Association



DEAR FELLOW MEMBERS OF THE 34TH B.G.:

As you can see by the return address on the front page this 34th B.G. newsletter, *Mendlesham Memories* is being sent out from a different place than 2910 Bittersweet Lane. You remember in my last letter I had asked for some help as the work load was getting too much for both Hannah and myself. Well, it really happened. We had a volunteer, well, maybe, with a little arm twisting, and some salesmanship, Eli Baldea, said he would help and see that the newsletter was written, printed and sent out from Crown Point, Indiana, assisted by me. Eli has done a lot of thinking on this and I know he needs a lot of help from us all. He has done some of this work before and knows what to do. Please bear with us until we get things going.

No, I have not given up, just had to back off to get my breath. I will send a copy of any article I receive onto Eli to print in the newsletter and I am asking you, as members of the greatest Bomb Group of the USAF, at one time, to submit to me and to Eli the stories, you have been holding back. I know you have plenty of them, for I have heard some of you mention them.

I am still the Unit Contact and with Hannah, my wife, we are still the treasurer for the 34th B.G. and will be so until you choose someone else to take my place.

Some of you may have called me during the month of November and part of December to find us gone. Yes, Hannah and I took off for a visit to Florida. Yes, to the sunny state of Florida???

As usual, I stopped at places on the highway or near the highway on the way down, where some of our men had lived after the war, to search for those we could not find. In and near Atlanta we had a little luck, for you can see by the names from Georgia, which appear on the found sheet, we found a few. I also called some of you wherever we stopped; some of you were home, some were not. Sorry we missed those of you who were not home or I had the wrong number. We will try to make up for it at another time.

We did spend 2 days at Epcot and one day at Disney World. They are both wonderful and worth seeing. New exhibits are being built every year.

We stayed on the West Coast and made a few trips to see and talk to some of our members. We spent part of a day with Pop and Mom Spence; had a wonderful visit with them; both were glad to see us. I had called from Madera Beach, before we went back up to see them, so they were expecting us. Both looked pretty good, but Mom still is not too well. She has arthritis in the back and cannot ride too far and is in a wheelchair most of the time. Pop looks good, but like the rest of us, is getting older. They asked that any of you who have time, when in Florida, stop for a visit with them for they would like to talk to anyone from the 34th B.G. Neither one are able to attend the 34th B.G. reunions.

One day we took off for the 306th B.G. Headquarters Restaurant near the Bradenton/Sarasota Airport for dinner. While in Sarasota, I called Russell (Swede) Lindstrom to see how he was. Swede was just going out the door, but took time to talk for awhile. He is feeling much better now and hopes some day to come to one of the reunions.

On our way back across the state, we stopped in Orlando and had a visit with Walt McAllister and his wife, Ruby, who

showed us the City of Orlando. We had a very good time with them and talked of many things about the B.G. By the way, Walt, did you get the leak in your roof fixed? Walt was fixing the roof when I called him to the phone. Thanks very much Walt and Ruby. We were sorry we were not able to stay longer. We enjoyed the visit with you.

On our way up state from Orlando, we stopped at Mims, Florida to see an old friend, Miriam Rogers, former wife of Buck Rogers of the 391st Squadron. Miriam has kept in touch with me every since I found her. She has lived by herself since Buck died, but now she says to tell her friends that she is not lonely anymore, that she has married again to Ray Trembley, another military man. If any of you who knew her and Buck, are close to Mims, stop by and see her and Ray. They live about 1/2 mile off I-95 on the West edge of Mims. She also would like to hear from her old friends.

Hannah and I had longed to see Old Savannah, Georgia, so on the way up to Myrtle Beach, South Carolina, we stopped for the night to see the old part of Savannah. It was very interesting and we enjoyed ourselves just walking and sightseeing.

Next day we made Myrtle Beach. Here I called Clarence "Pete" Peterman and his wife, Ardyce. (As far as I can make out, she is the only one at the reunion that I left off the list in the December newsletter. I am sorry Ardyce. I thought I checked everyone thoroughly.) We visited with Ardyce and "Pete" and had dinner at one of the many eating places in Myrtle Beach. As you know, "Pete" is an avid golfer and guess he moved to South Carolina to be able to play golf about anytime he chooses. Thanks, Ardyce and Pete, for showing us around.

In South Carolina and on up the Coast of both North and South Carolina, there are many golf courses; everywhere you turn there is a golf course sign. The weather was chilly while we were in Myrtle Beach, but real nice, except for the morning we left. It had rained during the night and was still pouring down as I loaded the car. Sure got wet doing it. Not a soul was out in the rain as we left and no traffic to speak of.

It rained all the way up to the Virginia line, and was still wet when we drove on up the next morning to Williamsburg, Virginia. Matter of fact, as we went back to the hotel in Williamsburg, we had been shopping at Lightfoot Pottery just a few miles out of Williamsburg, it snowed a little. This was unusual, for the snowy weather usually does not come there until late in December.

From Williamsburg we went on to Richmond, Virginia, where we were to meet some of the 34th B.G. men at the Meadowbrook Family Restaurant, which is owned and operated by a 34th B.G. man from the 18th Squadron, Junius Cobb. Junius was one of my mechanics when I was a crew chief in the 18th back at Mendlesham.

I had written several of our men around Richmond that we would be at the Restaurant on Friday night, December 7th, wondering if they could meet us there. After meeting "Pete" Gray at our motel, who drove up from Virginia Beach, Virginia, we went on to the restaurant to have dinner and to meet some of the others. There were several who could not make it due to other commitments, parties planned ahead and other business.

(continued on page 11)

34TH B.G. ASSOCIATION

Trip to MENDLESHAM, ENGLAND

By now you should all have received the notice of our return to Mendlesham, England for the 40th anniversary celebration of our departure from those friendly environs. For those who might not have received the notice, and for those who need a little prodding to join in -- the following is offered:

1. The official travel agency for this trip is:
TAMARAC TRAVEL AGENCY, INC.
5100 West Commercial Boulevard
Tamarac, Florida 33319
Phone: (305) 484-4500 or 1-(800) 228-9690
2. Departure date is May 30, 1985.
3. Return date is June 7, 1985.
4. Accommodations:
3 nights - Post House - Ipswich
2 nights - University Arms Hotel - Cambridge
2 nights - Cumberland Hotel or Holiday Inn - London
5. Meals:
Full English breakfast daily.
Five (5) dinners (Ipswich and Cambridge)
6. Includes:
All transfers by deluxe motorcoach.
Visits to Mendlesham, American cemetery at
Madingley, Hendon Royal Air Force Museum,
and much more.
7. Cost:
\$549.00 per person / double occupancy with \$120.00
as a single supplement for the land package.
Airfare will be extra and Tamarac will do their
very best to obtain the best possible price
for you.
8. Deposit:
A deposit of \$100.00 per person is required as soon
as possible with the balance due no later than
April 8, 1985.

For all of you who are undecided, let me say that Rose and I went to England on the 8th AFHS tour two years ago and the trip was outstanding. The friendliness of the British was more than expected; the food excellent (quantities notwithstanding because my waistline grew an inch); and services you have to experience to believe. If this trip comes close to matching that one, you won't be disappointed. So, come on. Send in your reservations and make this a trip you won't soon forget.

NEWS FROM HERE & THERE

Pete Gray went into the hospital on January 2nd with heart pains; had a series of heart attacks (they lost his vital signs at one point), then had a quadruple by-pass, and returned home on January 25th. He was still pretty weak, but is getting his strength back. He has not lost his sense of humor and his only complaint about the hospital stay was the food. He is now back on his regular diet of country ham, red eye peas, grits, gravy and collard greens, washing them down with Virginia Gentleman Bourbon (better known as paint thinner). He also mentioned a problem with the young nurses; they could all out-run him.

Submitted by Randy Martin

Ray Summa called Ben LeBailly late in January. Bill Creer had been worried about Ben because he hadn't heard from him since before Christmas. Ben said both he and his wife had surgery recently and were taking it easy, but both have been feeling pretty good lately, and they hope to make the reunion at Wichita or go across with us to England. He says he will write soon. Get well fast, Ben. We look forward to seeing you again soon.

James McMahon had been in Pease AFB Hospital for 21 days late last year, but is out now and feeling better.

Jerome Dickman, from Michigan, underwent surgery last year. Last we heard he is doing alright. Write us a note, Jerry, and let us know how things are going.

We hear that Keith Anderson has sold his business and his farm in Ohio and is now in the sunny south. Way to go, Keith!

We have been informed that it was Walter Schutte's crew who flew the FALSE COURAGE radar plane Ray asked about in the last newsletter.

Eugene Tigge was the owner of the Cocker Spaniel which Harry McMillion had under his coat and brought back to the states when we came home in June, 1945. How about it, Gene? How long did the dog live afterwards?

As of February 4, 1985, only 272 members had paid their dues for 1985. Come on, fellas!

Randy Martin writes that he and Pete Gray had been asked about doing something for the English ladies who have been placing flowers on the Mendlesham Memorial these many years. They have suggested that a 34th Bomb Group Banner be purchased and presented to them when we visit England. This will be hung in the British Legion Hall and used in the parade on REMEMBRANCE DAY.

They have also recommended that these ladies be honored at a dinner at the Post House in Ipswich during our visit and presented with individual gifts. If anyone has any other ideas or suggestions, please make them known.

Marv Jalving was having some heart problems before Christmas and underwent the balloon procedure to open up some arteries. Hear he's well on the way to recovery, and he and Lois have probably headed for warmer climates. At least that was in their plans.

Warren Kiley, of the 18th Squadron, has written recently asking if we had any copies of the formation of the 34th when they flew on a mission. This would show the position of each plane in the formation. He is especially interested in those that show the position of his plane. You may remember that Warren and his crew went down on October 7, 1944. Anyone who has any of these documents, please send them to Warren at 5255 Lenore Drive, San Diego, CA 92115.

*Start making plans now for the
34th B.G. stateside reunion in October
— Wichita, Kansas —*

TAPS

NOTMAN, John — Pilot

BILLMEIR, Ken —
4th Squadron

BATES, Davidson M.
(Wally Fleker's crew)

WACK, John —
Berlin Center, Ohio

NEAVE, David, VAMC, N.Y.

BARTELS, Willard M.
(Charley Weaer's crew)

HIBBETT, James,
Murphreesburg, TN
(Clarence Aarand's
crew)

BLACKHAM, Dottie
(Wife of Jack Blackham)

Disaster in Slow Motion

Submitted by Walt McAllister

One of my most memorable recollections of a combat mission involved somebody else's misfortune. On one of our B-24 missions over Germany in the summer of 1944, I believe it was the 19th of July run to Saarbrücken, I witnessed one of the most unforgettable air accidents I have ever seen personally or in pictures.

One of our intelligence officers, Lt. Blevins, was flying on his first mission as observer on one of the B-24's in the lead squadron. I was leading the 7th squadron behind them and had a front row seat, so to speak. Shortly before we reach the IP (initial point), the aircraft Blevins was on and another B-24 collided and went down. I don't recall if the squadron ahead had started getting any flak at that point.

The B-24 flying the high outside position in the 3-ship element appeared to slide to his left and downward at the same time the element leader seemed to move upward a bit. From my line of view it appeared that the propeller of the #1 and #2 engines of the top plane started slicing into the lower plane, and most likely #3 and #4 of the lower B-24 were doing the same to the bottom of the other. From our distance it never did look as if there were a hard bodily collision of the type to cause a sudden drastic change in direction of either of them; instead it appeared that the two planes just started casually disintegrating.

In the vast expanse of blue-grey sky at that altitude, and with no solid background against which to judge relative speeds, the entire sequence seemed to unfold at a pace that can only be described as "slow-motion," with the viewer feeling remotely detached as in an eerie dream.

Parts of the two bombers seemed to float out in all directions while the main sections drove straight ahead for a brief bit before plunging toward the earth below. There appeared to be some fire and smoke by this time and possibly an explosion in one. A most indelible memory was the sight of the right wing of the one B-24 flying straight up, climbing with both engines running full bore on the gasoline still available to them in the fuel lines of the severed wing. Finally, the wing slowed, paused momentarily, and started rumbling lazily toward the ground like a falling leaf.

I later saw Lt. Blevins in prison camp, where he was by then much recovered from the severe burns he had suffered in an explosion of fuel fumes. He did not know who else might have survived from the two planes. He had been preparing to take some photos on the bomb run and was positioned by the bomb bay door. He was unlucky in that he caught a flash of fire around his head and face and was blinded some period of time, and lucky in that he fell out through the bomb bay door, with chute intact, quickly enough to survive.

Welcome New Members

Bouldin, James E.
310 W. Dixie Drive
Leesburg, Fla. 32748

Garmon, Marion
P. O. Box 131
Lilburn, GA. 30427

Geist, Mike
1391 Stephen Marc Lane
East Meadows, NY. 11544

Hallman, Hugh
3112 Springdale Rd.
Hapeville, GA. 30345

Hansen, Timothy
11584 N. Harrell Ferry Rd.
Apt. 22-4
Baton Rouge, LA. 70815

Holcombe, Charles
3166 River Oak Dr., N.E.
Atlanta, GA. 30327

Layman, Williard E.
2014 Fairview Dr.
Holtsville, CA. 92250

Lister, Jimmy
Rt. 3, Box 434
Dade City, FL. 33525

Joubert, Arcade
42 Peckham St.
Pautucket, RI 02861

Resler, William
1402 W. Megan
Chandler, AZ 85224

Simpson, Ronald
Box 178
Williamsport, IN. 47993

Fink, Ed
34565 White
Lake Elsinore, CA. 92330

Marm, Charles
Box 426
Marshall, MO. 65340

McCullough, Frank
2807 Andrea Dr.
Allentown, PA. 18103

Morton, Robert
418 C Prospect St.
Girard, OH. 44420

Pedigo, William
611 Vicking Dr.
Bridgeport, TX. 76026

Roddy, Douglas
2199 Briarcliff Rd. #20
Atlanta, GA. 30329

Spayde, Donald E.
156 E. 7th St.
Bloomsburg, PA. 17815

Vannater, Earl
4997 Williams St.
Harrison, MI. 48635

Wissman, Don B.
228 - 45th Ave. N.E.
St. Petersburg, FL. 33703

Denty, Leslie O.
412 East San Tan
Chandler, AZ. 85224

Hendrie, Hugh
P. O. Box 502
Borgee, TX 79007

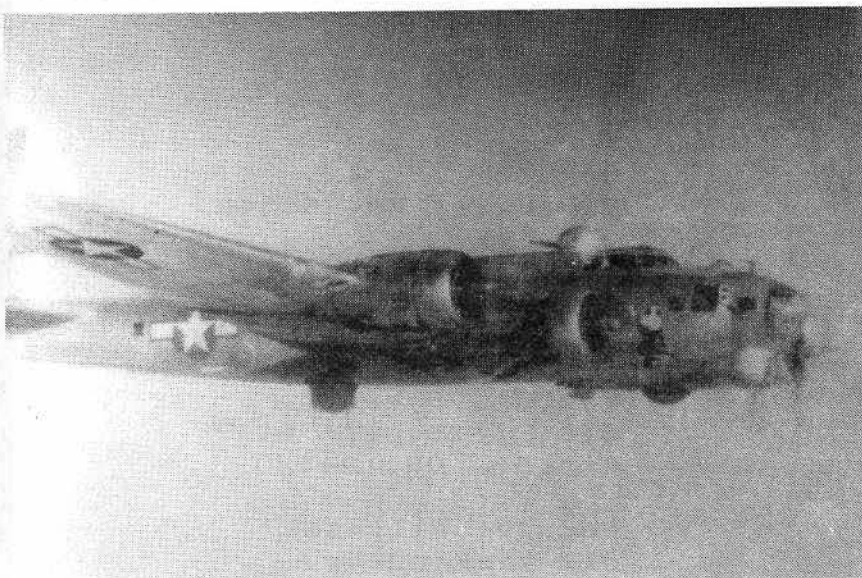
Lupei, Victor
3107 Ramrod St.
Las Vegas, NV. 89108



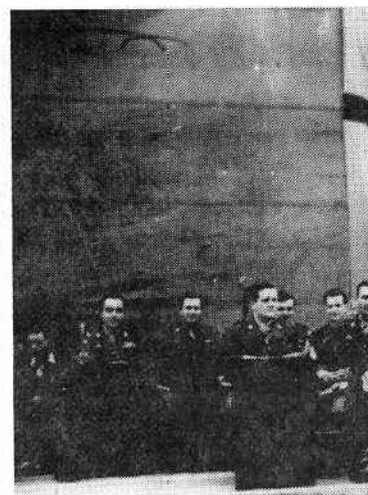
**Join us for a reunion visit to
Mendlesham, England** (see page 3 for details) 18

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Anyone lo



34th B.G. B-17 — Whose???



Jive Bon



(Photo at left)
LT. STEMEN'S CREW
 Clifford Greiman - R.O.
 Joel Friedman - Bomb Nav.
 Charles Davis - Co-Pilot
 Carl Steman - Pilot
 Rex Carothers - B.G.
 Oren Hopkins - Gunner
 King ?? - Gunner
 Stephen Kopacz
 Donald Kregar - Arm Gunner, Togglier
 Kenneth Ulm - Crew Chief
 Wayne Wright - Ass't. Crew Chief



34th B.G. B-2



LARRY SHERMAN'S CREW — (Back row) Ira Mansfield - Waist, Jeff Hawkins - Nav., Cecil Neth - Bombardier, Blaine Evans - Co-Pilot, Larry Sherman - Pilot, Unknown. (Front row) Harry Chomiak - Radio Operator, Andy Anderson - Ball Turret, Warren Schadle - Top Turret, John Hickey - Waist, Unknown. (Bob Schlindwein - Tail Gunner, not in picture)

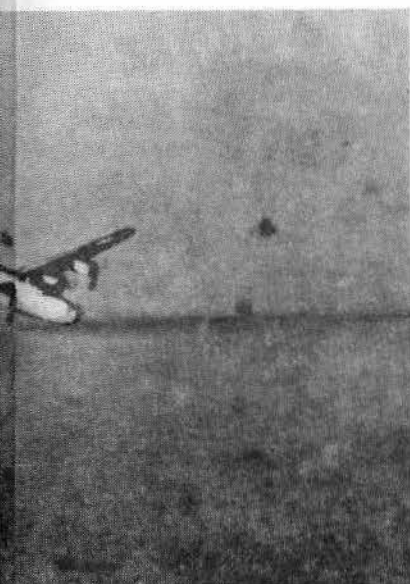


W. LEWIS' CREW — (Top row) Frank Jacko
 (row) E. Bynum, R.J. McClain, G. Pilcher,

ok familiar?



s taken V.E. Day



er the target with Flak



W. Lewis, G. Gillespi, H. Klier, W. Camden. (Second J. Stoltz.



18th Sqd. RUSSELL LINDSTROM'S CREW — (Left to right, standing) William Hammill - Co-Pilot, Bennie Crawford - T-Gunner, Gordon Breeding - Armourer, George Morris - Bomb, Paul Roberts - Nav., Russell Lindstrom - Pilot. (Front row) Clarence Squires - Ass't. Crew Chief, Walter Aturdivan - R.O., James Harkless - Crew Chief, Truman Wingo - Gunner, Harold Witham - Engineer.

(Photo at right)
JOHN BLAIR'S CREW
Walter Scott - Eng.
Doug Underwood - Bomb
Lewis Wright - C.P.
John Blair - Pilot
Tony Trutancih - Nav.
Richard Turpin - R.O.
James A. Clemmens
Bobbie Corbin
Myron Philips
???

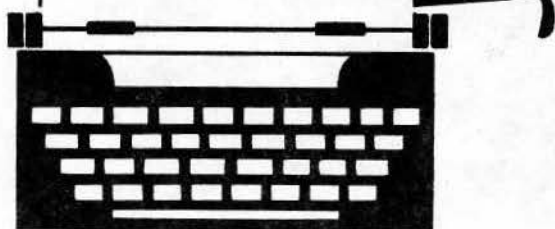


(Photo below)
34th B.G. B-24 "OFF LIMITS" —
Crashed Dunninges Point,
June 22, 1944. Guy Gipson's Crew.
Ray Summa - Crew Chief



(Refer to photos at bottom of page 9) (Left photo) 4th Sqd. Engineering on a B-24, just before changing to B-17's. (Right photo) Richard Iverson - Pilot, Walter Schutte - Co-Pilot, Arnold Bryant - Nav., Robert Mahaffey - Bomb, Al E. Pruett - Eng., Melton Yates - R.O., John Hughes - W.G. (Dead), Dale Finley — W.G., John Funk - T.G., Robert Milfor - BTG (Dead), John Gallagher - Radar.

Notes From Our Friends



Enclosed please find my check for \$7.50 for membership dues. I had good intentions of making one of the reunions this year, but it just didn't happen. Last December, I spent several days in the hospital with viral pneumonia. I guess that's one of the risks I take by living in Maine in the wintertime.

Early in January, 1984, I lost a brother to cancer. Later in the year, I lost a brother-in-law to a heart attack. In August, I had an accident and broke my right hand. My arm was in a cast for six weeks. These are some of the reasons why I stayed close to home this past year.

At the present time my wife, Lucille, and I are doing quite well. We are planning to spend the months of February and March in Myrtle Beach, South Carolina. We are looking forward to the trip. We have been there before and really enjoy the area.

I enjoy receiving newsletters about the 34th. They bring back many memories. I also belong to the 8th Air Force Historical Society. My wife and I have fun keeping the newsletters from both organizations in a huge notebook. Someday we hope to be able to take to one of the reunions. Until then -- keep the newsletters coming our way.

I hope that you and your family have been enjoying good health. Hope you had a Merry Christmas.

Sincerely,
Pete Stampon

Dear Ray:

For several years I am very interested in aviation history and especially in American bombers which landed or crashed in neutral Switzerland during World War II.

Unfortunately, no 34th Bomb Group plane found the way to Switzerland, but I would be interested to obtain more information about your Group as well to get in touch with former 34th Bomb Group members.

Further, I would be interested to obtain pictures from your planes. I am able to exchange pictures of planes which landed in neutral Switzerland during World War II.

The 34th Bomb Group is very interesting, since the Group used two different types, the Consolidated B-24 and the Boeing B-17. I am interested to obtain comments from anyone who flew both types in combat.

These comments will be very appreciated since I am working on a book about all planes which came down in Switzerland. I am also interested to obtain information from combat crews which tried to escape to Switzerland, but were forced to go down in Germany or were enough lucky to return.

A good friend of mine told me that you are publishing a newsletter. I would be interested if you could put my requests in your newsletter. If anyone came to Switzerland this summer, I would be interested to meet him here.

I thank you, in advance, for your kind cooperation. If you feel that I can do anything here in Europe, just ask. I am 22 years old and live just outside of Zurich, the largest city in Switzerland. My address is: Bergstrasse 35, CH-8810 Horgen/ZH, Switzerland.

Sincerely,
Hans-Heiri Stapfer

Dear Ray and Hanna:

Sure missed you at the L.A. reunion. A lot of people from many groups asked about you. Told them you were just at a "big one" in Nashville. Reminds me of a story about a young colored boy about 17 years old. Cops searched a house which had been "burgled" a lot. Found this kid in the front closet. When asked what he was doing there, he said, "Everybody got to be some place -- some time!"

We had a grand time and it was a big affair. Had the 8th Air Force Band from Barksdale Field, thanks to 8th A.F.C.O. General Peake. He was there, too. The Ira Eaker Award was presented to Major Bauman, 8th A.F. navigator (still in service) who flew 65 B-52 missions in Viet Nam and who helped land a plane after the pilot had a severe heart attack.

Bob Vickers, 392nd B.G., was the chairman of the whole convention and he worked his head off. Bonaventure Hotel was real nice, but kind of expensive, according to the "common people." Tours were great -- especially the Spruce Goose, Queen Mary and Hollywood. They talked a lot about the new electronic board displays at Duxford Museum in England and Dennis Scanlon, St. Paul, will have an electronic display map at Harlingen, Texas. According to Aida Kay, we now have 14,259 total members. Not bad seeing we only started in 1975.

In the 34th Bomb Group we had a small, but select, group attending. Bill Browne, a U.S. Air pilot from Basking Ridge, New Jersey was there. Bob Schwartz' crew had 5 of his crew and their wives. Highlight of Schwartz crew's trip was going to Mike Jacobauski's planes in Van Nuys airport. We flew in Mike's Condor Sq. At-6's and did a few loops and rolls over the mountains. The AT-6's are painted up into German and Japanese colors and they put on air shows and formation flying if someone pays for the gas and reasonable expenses.

Doug Underwood was coming, but ended up in Veteran's Hospital in Montgomery, Alabama. We sent him a get well card, and Bill and Viv Greer called Doug at the hospital. The 96th B.G. won the Snoopy Award for the most members there.

My son, Charles, is in the Air Force at Edwards AF Base, near the birthplace of the 34th at Blythe. Bill Creer's nephew is my son's C.O. at Edwards. Bill told me to look him up, so I did, and Bill's nephew took me on a staff car flight line tour -- including the B-1 bomber! Bill's nephew can fly most of the new fighters, including the fly by wire (computer) and it's really complex.

Speeches were not too long and ladies were happy because there was a lot of fine dance music and great entertainers. The "Young Americans" sang and danced at one of the big dinners. They got more "git up" than "go!"

Lewis E. Lyle, Cliff Peterson from Florida, and Art Swanson were elected new directors; also Elmer "Bill" Clary for 1988. They will elect more directors next October in Wichita. Roger Patton was our presiding president and George Russell will take over in 1985 at Wichita.

Well -- hope a lot of us can make it to Mendlesham this summer. Hope you had a Merry Christmas and blessed holidays. Keep up the good work, Ray and Hannah!

Love,
Fred & Hazel Berglund

(continued on page 9)

NOTES FROM OUR FRIENDS

(continued from page 8)

Dear Friends:

Well, 1985 sure came in with a bang! I hope that yours was as exciting as ours. On Wednesday, January 2nd, George was notified by the Upstate Medical Facility in Syracuse, New York, to come in at 3:00 for admittance and that Thursday at 10:00 a.m. his hip surgery would take place. Well, as you can see by the above date January 4, 1985, all has taken place and, although George is still in the hospital for another 10-12 days, his recuperation and therapy will soon be underway.

The implant is the new porous or so-called "cementless" joint. The only disadvantage of this new procedure, is that convalescence is a little longer than those joints that are glued, but we feel for George that the right choice has been made. His initial recovery from surgery was very normal and the doctor is very happy with his general physical condition. So, as we start off 1985, we have a lot of changes to look forward to, and they may keep us busy as we adjust to them ... so, if we goof off in the letter writing department, please forgive us.

We will be trying desperately to go through the necessary therapy, so that we can be with our Michael on May 4th when he graduates from Texas A&M in College Station, Texas. Some time in this whole process we will be moving from our home on Woodchuck Hill to our new condo on the Cavalry Club Golf Course. At this time it looks to be in the very near time period of March 1st. When that new move is final, our new address will be: 4822 Cavalry Green Drive, Manlius, New York 13104; telephone (315) 637-5308. However, if you need to reach us, try either address until we get settled.

Even with such a large undertaking, we feel that our new year has started off on a wonderful note and can only hope that yours will contain all of our Lord's wonderful blessings.

Until we meet again, whether by word or in person, best of everything and much love.

June and George Ritchie

Dear Ray, Hannah, et al:

Your December '84 "Mendlesham Memories" was most interesting. It is obvious you had a very successful meeting at Nashville. I am happy for that, and sorry we were unable to be there.

We spent the holidays in San Francisco, over-ate, over-indulged, and were glad to get back home. As a matter of fact, it will take all of January, on my physical rehabilitation and rigid economy schedule, to get back on an even keel.

Had a nice letter from the Stedman's at Christmas. George tells me his hip is impaired, but he can get around and is in good spirits. Joan seems just the same. Did not hear from Gen. Ben at Christmas. Can't help, but feel some concern.

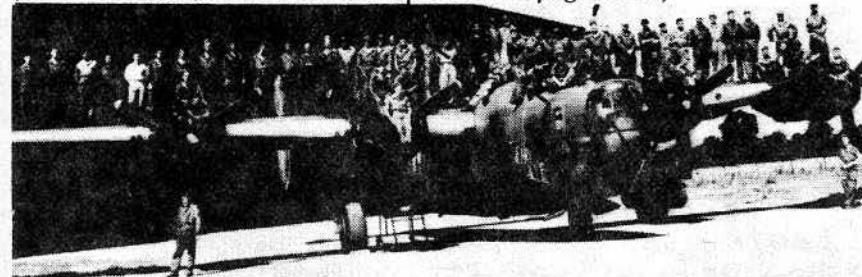
Agree you should receive relief (help) from your unit contact tasks. But, now you are "indispensable." Question is: "Who -- When -- and Where?"

We are well. Stay busier than I would like. Hope I can shake some of my tasks in '85. Our respect and best wishes to you and yours for the coming years.

Bill and Vivian Creer

Anyone look familiar?

(continued from, and other related pictures on pages 6 & 7)



Our Trip To Mendlesham

Submitted by Bill Fulton

The wife and I came over to England from a stay with our daughter who works at SHAPE Headquarters near Mons, Belgium. We stayed in London for the week of October 7th with Col. and Mrs. Van Herrel in Ealing Broadway section of London. On the 11th, we went out to Stowmarket via train and checked in at the Verandah B&B for two nights.

Ian Hawkins wife, Mary, picked us up in the afternoon and took us to their home in Bacton. Ian is a wonderful person and a real dedicated 8th AF historian. We had dinner with them. The next day, Ian and Mary took us over to Framlingham Air Base. We met Mr. Percy Kindred, the present landowner who opened the door to the old control tower, which the men of the 390th B.G., have restored and houses the museum. It was all very interesting.

After lunch at a nearby pub where we ate outdoors (it was a beautiful day), we stopped by the 34th B.G. memorial at Mendlesham Air Base. That evening we all went to the Fleece Pub at Mendlesham. Ian had told a few of the F.O.T.E. about the dedication of a photo of one of our B-24's on a mission. Well, the pub was filled and there was even a 4-piece band. After we had a little chat and a drink or two, I gave a little dedication speech and the present pub owner gave an acceptance speech. Then the band played "Dem Golden Slippers" for us. It was an evening I will forever remember. I tried to buy a round of drinks, but was told my money was no good at the Fleece.

The next day we took the train back. The one thing I'm amazed at is the interest in the doings of the A.A.F. by men and women who weren't even born when we were all there during WWII. If all goes well, we hope to see you in Wichita in October.



(Left to right) Cliff Hall, Secretary F.O.T.E.; Bill Fulton; John Rowe (landlord), Mendlesham Fleece Pub.



ADDRESS CHANGES

Mills, J.O. should be 512 Binlley Ave., Dumas, TX.
Breauux, Leonard to 16410 Brookville Dr., Houston, TX 77057
Davis, Robert should be 1603 Big Cove Rd., Huntsville, AL. 36801
Jackson, Fred should be 349 Gros Cap Rd., St. Ignace, MI.49781
Connely, A.T. change spelling to Connelly
Bloome, Jerome should be 1321 Spruce St.
Kinzie, Charles should be 1810 Foxdale, Crofton, MD. 21114
Rockwell, Richard of Iowa, change to Rockwell, Willard
Baldwin, James R. should be 1438 9th St.No., Fargo, ND. 58102
Quinn, Ed, change Sqd. No. to 391st
Hutchison, William, change ZC to 74005
Mongeon, Omer should be 300 W. Broadway 90, Tucson, AZ 85745
Dyan, Dave, spelling should be Dyan
Weeks, Wayne, Sqd. No. should be 18th
Konte, Al, Sqd. No. should be 18th
Berguland, Fred should be 6796 Gasparilla Pines Blvd, U26,
Englewood, FL. 33533
Bujalski, Francis should be 2911 Dixwell Ave., Suite 206,
Hamden, CT. 06518
Fandell, Bill, Sdqn. No. should be 391st and Group HQ
Schroeder, Add Rt. 1, Box 123
Cohea, Howard should be 5201 Valle Vista N.W., Albuquerque,
N.M. 87102
Green, Howard add Apt. 72
Bell, Dwight, should be 2401 Glenwood Drive
Weller, Franklin should be 2201 Ambassador Rd. N.E. #201,
Albuquerque, N.M. 87112
Babcock, Roy should be 529 Cool Ridge Dr. #B, Carmel, IN.46032
Nelson, Henry B. should be 1050 S. St. Varian #E-1,
Estes Park, CO. 80517
Priddy, Robert T. should be 600 City National Bldg.,
Wichita Falls, TX. 76301
Repoff, Fred should be 298 Scranton St., Aurora, CO. 80011
Gibbs, Donald should be 20 Munster Dr., Bella Vista, AK. 72714
Gass, LaVern should be 8303 Solar Place
Thurner, Charles should be 460 Jonquil St.
Giarini, Al should be 141 Cedar Hollow Rd., Ft. Mills, SC.29715
Trampani, Joseph - street name should be Matinal
Bolduc, Oliver - Box No. should be 265 RFD 1
Graff, Otto should be 49 LaSatta Ave, Apt. 19, English-
town, NJ. 07726
Armstrong, Denton should be 1700 W. Cerritos #357,
Anaheim, CA. 92804
Wack, John should be 14971B Berlin Sta. Rd., Berlin
Station, OH. 44401
O'Bryan, William M. should be P.O.Box 1105, Kingstree, SC. 29556
Couse, Conway M. should be 3022 S.E.18th Ave., Cape Coral,
FL. 33904
Smith, Pauline (Robert) should be 2102 Sunset Point Rd. #605,
Clearwater, FL. 33575
Rowley, Francis should be 306 So. Reker Sp.199, Mesa,AZ.85206
Marjama, Alvin H. should be 1200 Kapok Circle, Clearwater,
FL. 33519
Boehmler, Bart should be Rt.4, Box 4, Hampton, IA. 50441
Davis, Charles should be Niles, Ohio - not Michigan
Ingrahm, William should be 3851 Holland Dr., Santa Rosa,CA.95404
Zeldes, Benjamin should be 99 Lake Shore Blvd.,
Stafford Springs, CT. 06076 9545
Bresh, Paul should be 1340 So. Brandywine Circle, Apt. 4,
Ft. Myers, FL. 33907

FROM THE HANGAR OF RAY L. SUMMA

(continued from page 2)

Grady Deatherage had driven up from his home in Collinsville, Virginia to be with us. Just about every time I call Grady and tell him we will be at Richmond, he tries to make it. Dan and Francis Wimer, from the 18th Squadron, were there, as well as Tom Snelling, who was with the Hdq until he went to the infantry after Christmas 1945, when we had to exchange some of our men for some who had been injured in the infantry. Shelton Clarke, from the 7th Squadron, was there for the first time. It was the first time I had seen Shelton since the war. It was good to see you again and hope you can make the next meeting when we have it. Of course, there was Junius and Ginnie Cobb, from the 18th. They are the owners of the restaurant and really make things very comfortable for us who come to visit. Pete had located an old friend from years ago, who was with another B.G., Irwin and Betty Hardy, who really loved to meet with us from the 34th. Irwin says he learns more from our newsletters and the meeting than he does from his own Group. Buck Clemments, another Richmond man, who was with the 86th station complement, was also there and has been coming to the meeting since we started going to Richmond. Buck is looking for the men from his outfit at Colchester, England. I hope to have some information for you soon, Buck.

After the restaurant closed for the night, we met in the back room of the restaurant and had a real good time taking pictures, showing pictures of days gone by. Pete Gray had brought his slides of the Mendlesham tour of '43 and set up his projector and showed them. It brought back a lot of memories to everyone of our men who were there.

It was late as we returned to our motel and morning came quickly. We had breakfast with Pete and said goodbye. Then we started home very fearful of the roads for it had been snowing in the mountains in Virginia and West Virginia. We had no trouble coming home as the roads had been cleared off all the way home. It took almost 2 days to travel back to Indiana and we were glad to reach home after being gone a month.

The mail really poured in while we were gone. I picked it up at the P.O. and had close to 150 letters waiting to be answered. I answered all of them by Christmas and many more which arrived after we came home. I must apologize for using a form letter in part for the answers, but it was the only way I could get the letters out. I did write a little on each one though.

I have all the letters answered and all orders for books, patches and pins out. I do hope you all received them.

I still have a few 391st, 4th Squadron patches license plates and caps. Those of you who are going to England and want caps, please place your order in as soon as possible. I have another shipment of 50 on the way here this week. If you need more than those I can get more, but need a little time to get them processed.

Dana says the orders for jackets and shirts will be sent out on time. He is seeing to it now. Come on you men from the 4th and 391st Squadrons, send in for those emblems now. The 18th and Group patches will be in by the time you read this. I have the 7th Squadron patches on order now. By the way, I forgot to mention that for every book order sent into Robinson Typographic for Ian Hawkins' book "Munster the Way it Was," we get a donation of \$5.00. Dorothy Blackham, who was selling the book at the reunion and has passed on, set this up before she passed away. I also had word from the author, Ian Hawkins, to pass the word about the donation.

You will note, there is a picture of Bill Fulton, 4th Squadron crew chief, presenting a picture of Randall Martins' crew, to the owner of the Fleece Pub in Mendlesham. Bill did this when he was at Mendlesham last fall. He has also written me the story.

Now, if any of you have crew pictures and want them hung

in the Fleece Pub at Mendlesham, have 8x10 copies made and send them over or if they are not framed it is possible some one going over may be able to take them. The cost of having them copied is not too great for this project. Some companies will copy them for about \$2.50 and some will copy them for 2 for \$3.50, and this includes the mailing cost. Look in the advertising section of some magazines and you will find a place to send them. If you have this done and send them, place all names of your crew on a separate piece of paper and attach it to the back. Do not write on the back for this will cause an imprint on the front and mar the picture. Either send the picture to me or to IAN HAWKINS, 29 Birch Ave., Bacton, Stowmarket, Suffolk, IP 14-4NT, England. He will see that the pictures are turned over to the Fleece Pub at Mendlesham.

Remember the large drawing by Robert F. Simpson's son, which Bob brought to the reunion at Nashville. I sent two of these over to Ian for his use. Ian had them framed and gave one to the British Legion and placed the other in the 390th B.G. Museum.

By the way, only two people caught my mistake about Walt McAllister's plane in my last letter. Rather, only two told me about it. I am sorry that I got it mixed up, for the plane was a B17 and not a B24, as I stated. Walt, to save me any embarrassment, did not mention it until the reunion at Nashville and the other was Stewart Evans, who is an Associate member of the 34th B.G. in England. The day the newsletter came back from the printers, I knew I had made a mistake, but it was too late to change it. I am correcting it now. It was a B17 instead of a B24. Thanks Stewart and Walt. Now tell me, how many read the *Mendlesham Memories*?

I have received a letter from Warren Kiley, 18th Squadron Pilot, who, with his crew, was lost on a mission. Warren would like to have the location charts showing the position of each plane in the formation; especially the mission of October 7, 1944, when he and the crew were shot down. If you have any documents showing Kiley's position on any mission, including the last one of October 7, 1944, please send a copy to WARREN KILEY, 5255 LENORE DRIVE, SAN DIEGO, CA 92155. He would appreciate it very much.

If any of you have a change of address, please send it to me. If the address is wrong on the newsletter, please let me know as soon as possible. If the P.O. catches it, it will cost us 35¢ to get the letter back and another 37¢ to send it out again. Now these are the old rates and the new one went into effect February 17th.

Some of our men are missing. Have you an address on them?

D.J. Hanson
1701 Pinehurst Dr.
Dunedin, FL 33528

Wright William
71 Cunningham Dr., Box 96
New Smyrna Beach, FL 32069

Edward Lackner
13 Penn Dr.
Smithtown, NY 11787

I will not say too much about the trip back to Mendlesham; Harold will say something about it in his letter to the members. Eli will elaborate on it. I will say this, though. Hannah and I are planning to, God willing. We will stay for about 3 weeks and take a tour of Scotland and Wales. Several have indicated they might stay over and take tours after the visit to Mendlesham and London. Call the 800 number of Tamarac Tours or write to them if you would like to take a continued tour of England.

So far 272 have paid their dues for the 1985 year. Dues are due December 1st of each year. Our fiscal year ends on November 30th each year. If you have not sent your dues to me, please do so. We are being forced to drop some of you from the mailing list, as some of you have not paid and some of you have

(continued on page 12)

From the collection of:

Joseph K Marks

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

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34th Bomb. Group

34th Bomb Group Assn.
c/o Eli Baldea
1595 Sunnyslope Drive
Crown Point, Indiana 46307

FROM THE HANGAR OF RAY L. SUMMA

(continued from page 11)

not paid since 1983. You will receive a letter later on from me asking if you want to continue your membership.

The price of printing has gone up and the price of mailing has also. We try our best to keep down any added expense so that we can afford to send out the newsletter to those who have shown interest. Our books are open to all. They are audited every year at Reunion time by a member of the group.

Some of you have heard that Pete Gray suffered a heart attack January 2nd, and went to the hospital and a week later had a 4 by-passes. He was pretty sick for awhile, but is feeling much better now. He is still hoping to go on the English tour with us. Pete has received a lot of letters and cards from his friends and says he will try to thank you as soon as he feels up to it. Come on Pete, get well. You can do it. Take care of yourself.

Keith Anderson sold everything at an auction close to Christmas time, and has taken off for sunny Florida. He says he will bask in the sunshine until spring. He bought a motor home and had the 34th B.G. logo put on the spare tire. If any of you in Florida see a motor home with the 34th B.G. logo painted on it, honk and wave him over. It is Keith Anderson of the 7th Squadron. He will be glad to stop and talk.

Do not forget, the 34th B.G. reunion at Wichita, Kansas, October 17-20, 1985. Looks as if it will be a good one. Let's make the 34th B.G. Number 1 again. Brochures will be out for this in June.

If any of you do not belong to the 8th Air Force Historical Society and want to join, mail a check for \$10.00 (dues for 8th AFHS are due now), and I will send it in. We get a rebate for all new members from the 8th AFHS.

Bob Wright is in Florida and will stay until the end of March.

Gerry Pine has been in the hospital for a check-up. Hope everything turns out alright for you Gerry. You were expected at the Summa's for a visit. Sorry you did not make it. Maybe later on.

Note: One last item -- Let's get some publicity for the 34th B.G. Send in the following to your newspaper and ask them to put in on the Editorial page. Most of the newspapers will place it on the Editorial page if you ask. Also, please send me a clipping; I keep a scrapbook of clippings.

"The 34th B.G. is searching for all former members of the group to bring them together again. A reunion of the 34th will be held at Wichita, Kansas, October 17-20, 1985. For information call or write: Ray L. Summa, Unit Contact, 2910 Bittersweet Lane, Anderson, IN 46011; (317) 644-6027."

I will leave you with this --

Live one day at a time and make it a masterpiece!
Your unit contact, **RAY L. SUMMA**

Yesterday & Today

Mendlesham in 1944 (top photo) and
34th Bomb Group Memorial at Mendlesham today
(bottom photo).
Photo by Kenny John

