

VOLUME IX

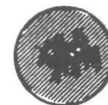
NUMBER 3

SEPTEMBER 1987

# ENDLESHAM MEMORIES

34 TH BOMB GROUP H

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## OBSERVATIONS

Well, the summer has come and it's almost gone. Where has the time flown? We are still enjoying the fruits of our labors from the garden and the fruit trees, but, before we know it, they will be gone and we'll be preparing for fall and winter. Oh well, that's life as we must live it and, I suppose, we really shouldn't complain too much.

This issue, if all goes right, should be in the mails by mid-August. This is earlier than usual, but I'm trying to get in some final information of, and plugging for, our reunion in September. Hopefully, you will all receive it early enough for the "late-deciders" still to have time to make plans to attend. Believe me, if you have not attended our past reunions, you have a treat in store for you. Those of you who have met with us know what I mean. Meeting with old friends, making new ones, and reliving, through conversations, etc., some of the old times is most enjoyable. Rose and I have made many new friends through the years and we're looking forward to meeting many more of you at King of Prussia.

Enclosed with this issue is our 1987 34th B.G. Assn. ROSTER and TAPS list. These are updated with the latest information available as of August 1, 1987. Should you find any errors, please contact me directly inasmuch as the computer equipment is in my office and the changes can be made immediately. Also, I again want to ask all of you that have temporary winter addresses to notify me because we do have two sets of mailing labels. One set covers the June and September issues, while the other covers the December and March issues. In most cases this will assure your getting the newsletter, wherever you are. Also, we won't have to pay the postage for the returned newsletters.

Now that I have been editor for about two years, I would very much like to have letters of critique. If there are sections of the newsletter you think should be eliminated or changed, let me know. If you would like some sort of format not now being used, let me know. If there is some sort of column you'd like to see ad-

ded, let me know. For example, in just the last two issues we have run the "THEN AND NOW" photos which I thought was a good idea. Evidently not too many of you thought so, because I have run out of photos to run. Only through your help can I try to make this publication what you want it to be. Come on, write me some letters.

You will also note that in the latest ROSTER we have included the spouse's names. I think it is only fair that the women have their names published. Those shown are all the names we have as of date of publication. If there are any errors, or if you would like to have your wife's name included, please write to me and they will be included on our next ROSTER.

ELI BALDEA,  
Editor



Ray Summa...

Hello, fellow members of the 34th B.G. Ass'n.

It is time again for me to sit down at this typewriter and write a few words to you. The summer has not been too eventful. We've been staying around home, resting up for our trip to the 34th B.G. reunion at the Valley Forge Hilton in King of Prussia. We have been fishing a little but, like it was in No. Carolina in June, we didn't catch too many, but being on and near the water was wonderful. (I sometimes wonder if the old theory of man descending from fish is true because of the soothing effects of water.)

Not too much has been said about activities close to King of Prussia, so I thought I might refresh your memory a little. Hannah and I stayed at the Valley Forge Hilton in 1985 over Labor Day. The hotel is really nice and we were treated very well by the staff. The hotel sits on a hill overlooking the city and is easily accessible from the highways which go through and around the city. There is bus service available from the Philadelphia airport to King of Prussia, so if you're flying in, inquire about it. I have also been told that a bus from Atlantic City visits each hotel every day to take passengers to the casinos and bring

(Continued on page 2)

# From the Hangar of Ray L. Summa

(Continued from page 1)

them back the same day. The cost is not much and some of the bus conductors give you money to play the slots.

Valley Forge Park is not far away and, in case you've forgotten, I will refresh your memory. This is where George Washington spent the harshest winter of the Revolutionary War. This is part of our American Heritage. Hannah and I took the tour bus around the park and, later, took our own car around, stopping at the most interesting points.

A little way from the hotel is a Theater In The Round, where many well known stars perform. (No, not a dinner theater but there is a McDonald's just a few steps away!) The stage revolves so everybody can see the actors, about 6 times one way, then 6 times the other way. On Saturday night at 8:00 P.M. and Sunday at 3:00 P.M. and 7:00 P.M., Ben Vereen and Tony Orlando will both perform. The cost per person is \$20.00. We enjoyed our visit to the theater very much.

As you know, you'll be just a few miles from Philadelphia. This year is the 200th anniversary of the signing of the Declaration of Independence. Many events will be taking place and many visiting dignitaries will be there. If you plan on flying in, get your reservations early. On the tour that is planned you will see the actual room where the Declaration of Independence was signed. It's been restored as it was years ago. It is on one side of Constitutional Square among several other buildings, also restored. It is just across from the glass building which houses the Liberty Bell, also on our tour. Not too far away is Ben Franklin's place and a replica of his first post office. You can mail cards and letters from there with the Franklin postmark on them.

Also not too far away is Amish country. There are quite a few shops and, you know, the Amish are known for their many foods. One can buy all kinds of food at their shops. This is something to see. Many do not use electricity in their homes. How would you like to go back to living that way?

Reading, PA. is also not too far away. Reading is known as the USA's largest shopping center. The whole town is a discount shopping mart. All the old factories have been converted into outlet stores, and many items can be purchased at a lower cost than at most other shopping centers in the USA. One shop might be of special interest to the ladies. Vanity Fair is located in West Reading, selling many articles of ladies wear. Here they are much cheaper than any other place. So, ladies, if you can get your husband to take you, be sure to visit Vanity Fair.

If you are travelling by RV, there is a RV park just outside of Valley Forge Historical Park. It's called Valley Forge Terrace, PH.: (215) 666-5235 or 666-6494. Some others are Warwick Woods, PH.: (215) 286-9655; Baker Park Camping at Phoenixville, PH.: (215) 933-5865 or 933-5861; Moranaco Collegeville, PH.: (215) 489-7522 or 489-4498. All except the first are about 20 minutes away.

As you know, the 34th B.G. Assn. holds an election each year for a vice president and 2 members of the board of directors. Several of you could make good B.O.D. members or V.P. You know, the V.P. becomes the president in the second year. How about volunteers for an office? If asked to be a candidate, don't turn it down. We need good men to run the organization and help it to become the leader it was when we were together during the war years.

With this issue you will find a new roster of the 34th B.G.

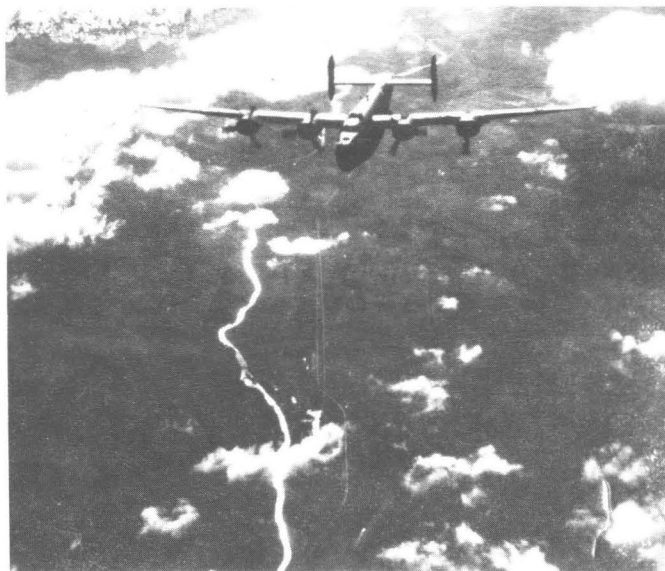
Assn. Go through it very carefully for it will contain many new names and addresses of people we have found this year. Also, go through the TAPS section and let us know if we have left anyone out.

If you plan to be away for the winter, please let us know and you will get your newsletter at your winter address. If you are temporarily away, the post office sends it back to us for a 25 cent charge and to send it back to a new address costs us first class charges based on the weight.

Those of you in arrears on your dues, please send it in. Life membership is only \$100.00 and you'll never again forget to send in your dues. We also have coffee mugs with the blue and gold 34th B.G. logo for sale at the price of \$5.00 plus shipping (about \$2.50). One of our associate members, James Blair, son of one of our pilots, John Blair, has made up video tapes of the European theater and Pacific theater wars. If you'd like to order one, send for it from us.

Received a nice letter from Arthur Williams whose wife passed away in April of 1987. We are sorry to hear about it and extend our sympathies to you and all others of the 34th who have lost their spouses this past year.

Ray Summa



B24 Plane, 34th B.G. Over the Continent

## Don't Forget Your Dues

Mail \$7.50 to:  
**Ray Summa**  
**2910 Bittersweet Lane**  
**Anderson, IN. 46011**

# REUNION, 1987

## KING OF PRUSSIA, PA. 1987

### TO ALL 34TH BOMB GROUP MEMBERS:

Due to a misprint in the original registration form, or due to a misunderstanding of what was printed, the Reunion Committee reprinted and mailed a new form to each member. With two forms in every household, there should be little or no problem in locating one to sign up and be at the Valley Forge Hilton in King of Prussia from 10 to 13 September, 1987.

This being the bi-centennial year of the signing of the Constitution of the United States at Philadelphia gives us a first-hand look at those historic times. Our main tour is of Historic Philadelphia, giving us a review of our beginnings. There will be other tours available also; Valley Forge, Dutch Country, and Brandywine Valley. Each holds history to an over-flowing measure and could be a rich endeavor for the student of early American history.

President Al DiNenno will have a great program lined up for us. It's the place to be. See you there!!

Your Reunion Committee  
Gerald Pine, Chairman

### EDITOR'S NOTE:

It's not too late to get in on the memories of our tour in the E.T.O. back in the 1940's. Many of your friends, both old and new, will be at King of Prussia in September. Remember, the dates for the reunion are Sept. 10th to the 13th, unless you want to golf, which activity is scheduled on Sept. 9th. Come on, all you ex-34th'rs. You can't know what a joy it is until you try it.

All of you "late-deciders" can still get in on the enjoyment. All you need do is contact Robert Wright, PH.: (219) 232-4287 for the 34th activities reservation; contact the Valley Forge Hilton at 251 West DeKalb Pike, King of Prussia, PA. 19406 for sleeping space; and contact Sam Laskin as noted below if you're interested in golf. As far as tours are concerned, you'll probably have to wait until you're there to make contact.

All golfers interested in playing on Wednesday, September 9, 1987, must contact Sam Laskin by Tuesday, Sept. 1st. You will play at the Oak Terrace Country Club. Cart and green fees will be \$25.00. Lunch is available at the club. Transportation will be provided to the country club from the Hilton Hotel at 11:00 A.M. and return transportation will also be made available. Those interested should contact:

Sam Laskin  
2947 Michele Drive  
Norristown, PA. 19403  
Telephone: (215) 275-3050

## 1987 REUNION REGISTERED TO JULY 25, 1987

### LAST NAME FIRST NO. IN PARTY

Allen, Donald & Laraine - 2	DeSantis, Louis & Anne - 2	Lopez, Miguel & Laura - 2
Ames, Vernon & Millie - 2	Domino, Joseph & Victoria - 2	Lundeen, Ralph - 1
Anderson, Keith with Elly Veon - 2	Edwards, Joe & Verna - 2	Maciel, Earl & Helen - 2
Anderson, Paul & Beryl - 2	Gavryck, Chester & Jacquelyn - 2	McAllister, Walter & Ruby - 2
Applegate, Ralph & Mary - 2	Gibbs, Claude & Audrey - 2	McColl, Roderick & Edith - 2
Attridge, Charles & Evalyn - 2	Gradin, Robert & Virginia - 2	Muente, Frederick & Virginia - 2
Atwater, Vernon - 1	Gray, Pete - 1	Odom, Jack & Beatrice - 2
Babcock, Bud & Lucille - 2	Griffis, Willis - 1	Pacholski, Robert & Ginny - 2
Baglio, Samuel & Lee - 2	Habiger, Anthony & Elizabeth - 2	Parenteau, Earl & Irene - 2
Baldea, Eli & Rose - 2	Hansen, Milton & Kathryn - 2	Paulmann, Art & Marge - 2
Baughman, Cleo & Freddie - 2	Hosack, Vincent & Helen - 2	Paxton, Ken & Kathleen - 2
Baumgardner, Donald & Vera - 2	Howarter, Wayne & LaVerne - 2	Pine, Gerald & Wanda - 2
Bergold, Robert & Olive - 2	Ivey, Kivett & Lucille - 2	Prillman, Harold & Georgia - 2
Billman, Charles & Isabelle - 2	Jones, Eddie & Ianthia - 2	Romero, Cleveland & Henrietta - 2
Boreen, Lloyd & Bobbie - 2	Jordan, Dexter & Beulah - 2	Rose, Everett & Peggy - 2
Brauks, Wallace & Doris - 2	Jurgens, Henry & Ruth - 2	Rutka, Harold & Genevieve - 2
Braveman, Milt & Elaine - 2	Kaiser, Raymond & Alice - 2	Schoch, Fred & Clara - 2
Breitschwerdt, Edward & Sarah - 2	Kenny, Jim & Mary - 2	Schrupp, Dana & June - 2
Brown, William & Nita - 2	Kline, George & Margaret - 2	Share, Jack & Marian - 2
Bush, Ralph & Marjorie - 2	Lewis, Kenneth & Martha - 2	Simpson, Robert & Betty - 2
Cannock, Tom & Blanche - 2	Logan, William & Billie - 2	Sivret, Frank & Alda - 2
Dees, Robert & Edith - 2	Lonergan, Edward & Birgh - 2	Sothorn, Bruce & Muggs - 2
		Summa, Ray & Hannah - 2
		Underwood, Lawrence - 1
		Walker, Oral & Marjorie - 2
		Wallace, Karl & Judith - 2
		Westman, Carl & Berdine - 2
		Wolstencroft, Samuel & Arlene - 2
		Wright, Robert & Esther - 2
		TOTAL 141



# 1987 REUNION IN ENGLAND

By HAROLD C. RUTKA

A small but hardy band of adventurers gathered together at Heathrow Airport and, under the direction of Dick D'amoto, began their return to Mendlesham on Friday, 29 May. The group included Burris Wright, Fred Berglund, Harold and Evelyn Williams, William Kenny, Harold and Genevieve Rutka, and the Ed Lawler group consisting of Ed, son Mark and his friend Mary Tarone, daughter Allison and son-in-law Dean Mercuris, and grandson James (1 year old). The bus departed at 9:30 A.M. and we arrived at the Post House Hotel in Ipswich at 1:00 P.M., where we were welcomed by Bob Brown. The afternoon and evening were spent recuperating and conversing with Friends of the Eighth.

Saturday we were bussed to Mendlesham Airfield area where portions of the runways and hard stands are still in use as roadways and parking areas. The old hangar has been resided and enlarged and is now used as a storage area by a distribution trucking company. Our next stop was at the memorial and, as we approached, we could see the flags waving briskly in the breeze. Fr. Philip Gray, the Vicar of St. Marys Mendlesham Church conducted the memorial service and dedicated the flags - a Union Flag, The 34th B.G. Flag, and the U.S. Stars and Stripes. The fourth flag was a Stars and Stripes which will be installed in St. Marys Church. Ed Lawler laid the memorial wreath and the ladies of the Legion had poppy wreaths on each side of the memorial. The ceremonies were finished with the flyover. We then had a chance to visit with Ron Blake (the M.C.), Ian Hawkins and his family, Fr. Philip Gray, the Stedmans, the Ladies of the Legion, and many of the area people.

We boarded the bus and visited the 390th Museum at Framlingham. The sign "WELCOME 34TH BOMB GROUP" was out on the control tower. The radio amateurs were on hand and attempted to make contact for us back to the States, but couldn't make contact to any of our areas. Ron Buxton was on hand to show us around including the new items they have added since our last visit. We then returned back to the hotel to get ready for the evening get-together. At our Saturday evening banquet we were joined by the Ladies of the Legion, their husband's and other British guests. The ladies were presented with the 34th Bomb Group visors.

Sunday morning we returned to Mendlesham for church services. After the services we were invited to join the parishioners in tea and cookies, then we were given a tour of the church. Of special interest was the ARMOURY (over North Porch). The Armoury was established in 1593 to store armour for the defense of the church against the attacks of Philip II of Spain. The armoury is the most complete of any parish church in England. Armour is of German and Italian origin. From the size it was our opinion they would have made good ball turret gunners. Accessories included powder flasks, match-lock barrel, sword scabbard, and an Elizabethan long-bow (one of four in existence). The collection will be going on tour this fall. We then went to the FLEECE for lunch.

We met Hubert and Reem Shaves, their daughter Jan, and son Ian, friends of Burris Wright. The last time Burris saw the family Jan was only three years old. Now she is a grandmother. Burris would spend his free time helping the family with farm work. We were fortunate to be able to share their memories.

We boarded the bus and proceeded to the American Cemetery at Maddingly where we attended the Memorial Day Services (celebrated on the last Sunday in May at overseas



**Three flags proudly waving over our monument at Mendlesham**

bases). Maddingly is a small bit of America as it is the final resting place for over 5,000 servicemen from World War II. The sound of TAPS and the MISSING MAN formation brings a lump into the throats of all present. Afterwards we traveled to Bedford Moat House where we stayed two nights.

Some of our group visited the Duxford Museum and some visited Woburn Abbey. The following day we toured the Bomber Command Museum, at Hendon on our way to London. We were fortunate to have two of the greatest volunteer guides. Peter and Sylvia Gaskin (Friends of the Eighth), who heard there was a group in the area and came to visit us at Mendlesham. They took time off from work to join us and even slipped into London on our last evening there. Peter is a Longshoreman and Sylvia is a Beautician. In London we stayed at the TARA HOTEL, which is in the Kensington area; good connections for everything. After two days in London, shopping and sightseeing, we parted company on the morning of June 5th. The Williams toured more of the area. Ed Lawler and group went to Ireland. Harold and Genevieve Rutka joined Randy and Shirley Martin for a tour of Wales, Ireland, Scotland, and back to England. The rest returned to their home stations. The only problem on the whole trip was the "dollar shock." The dollar is sick alongside the pound, so shopping was more expensive. Dick D'Amoto did a very good job on the arrangements. The choice of hotels was excellent and, as usual, the meals were great!



**Ed Lawler laying wreath at our monument during the ceremonies**



## ROSE'S CORNER

### "A Case of the Missing Loo"

When Margaret and Freddie Maundrell were here on vacation, I asked the question on this delicate subject, "Where is the loo located in your church?" This is the polite way of saying "toilet" or, as they say, "W.C. (water closet)"

They were hesitant to say, but finally blurted out that if you hadn't made arrangements before leaving home, you would have to find a large enough headstone in the churchyard cemetery and realize that this is your only relief center. We know how cold and wet it gets there and were astounded that someone hadn't done something about the situation in the beautiful, old, Norman-built church. The bottom line is that the expense of bringing a water pipe to the church was too much so the people do without. The paychecks there are not anywhere near what is considered decent here.

So, we thought about this matter and wondered if we could all pitch in and do something for their church, which had been such a consolation to so many during the war and, surely, now, during this time of unrest. We have written Freddie and asked him to make inquiries on what's available in the portable type of "relief potties" such as used by our construction crews, or anything similar to them. We're hoping that there are other thoughts on this delicate matter because something must be done! "When you gotta go, you gotta go!"

It would be a very thoughtful, lasting gift and the 34th would always be remembered in their prayers. We will have more information at the reunion and also in our next issue of Mendlesham Memories. Meanwhile, please think about this and perhaps you can come up with a super idea! Write and let us know.

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With the onset of fall, I get a taste for pumpkin pie, popcorn, turkey with cornbread dressing plus all those sweets that are forbidden. Wanda Pine sent me a recipe for one of those "forbidden yummys" that's called a Turtle Cake and I can assure you that it does taste a lot like the chocolate turtles you buy at an astronomical price. Make this cake and think of all the money you saved. Thanks, Wanda, for sharing it with us.

### TURTLE CAKE

One box of Betty Crocker German Chocolate Cake Mix with Pudding

Melt together: One bag of Kraft Caramels, One half cup Carnation evaporated milk, and three-fourths cup of Butter

Make cake according to package directions. Grease a 9 x 13 cake pan. Pour half the batter in pan and bake fifteen to twenty minutes at 350 degrees. Pour melted caramel mixture over cake. Sprinkle one cup of chocolate chips and one cup of chopped nuts over this. Pour remainder of batter on top and bake 15 to 20 minutes longer at 350 degrees. Serve plain or with whipped topping.

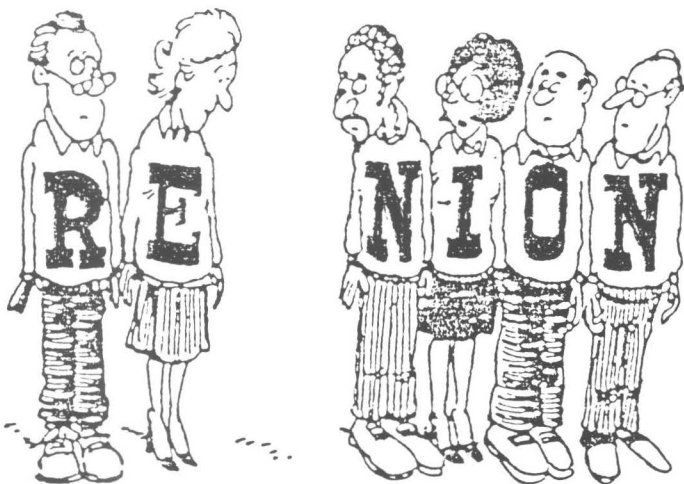


Sign on 390th Museum at Framlingham



The Original "Generator Jenny" Crew

Top row left to right, McBee, Aldrich, Dozier, Steiner, Hosack, Lattin. Bottom row left to right, Fondrew, Wrightsman, Dees, Werner, Walch.



IT WON'T BE THE SAME WITHOUT U!

Let's all get to the 34th B.G. Reunion at King of Prussia, September 10th - 13th.

**SEE YOU THERE!**



**PEGGY (EVERETT) ROSE - Tacoma, WA.**

We are working on plans to attend the reunion in King of Prussia in September. We are both looking forward to that as we have not spent any time on the east coast. Went to Florida years ago when Everett had to go to Air Force schools down there, but he has never been stationed on the east coast so it will all be new to us. We are making plans to go on a "fall foliage tour" in the northeast after the 34th reunion and are happy about the timing that makes it possible to do both on the same tour.

\* \* \* \* \*

**ANN (AL E.) PRUETT - Whittier, CA.**

I feel as if I know some of you. We loved to talk about his tour of duty in England. We had talked about taking a trip there. I still can't believe that Al died March 1st. He developed emphysema and congestive heart failure, but, even so, was up and about. We ate dinner and I found him gone. It seemed as if it could happen to others but not to us. I'm still nursing, which has been a life-saver for me. We had talked about retirement, but it was taken out of our hands. Love to all of you.

\* \* \* \* \*

**DONALD PUFFER - Cape Porpoise, ME.**

I find that fate has played an important part in my life. Russell Strong, who I met by accident in Scotland, gave you my address to prompt your contact. I am thrilled to be included in the 34th B.G. Assn. after all these years. Unfortunately, we will be unable to attend the reunion in September. However, now that I have made contact, I am most anxious to be kept abreast of happenings of the 34th.

\* \* \* \* \*

**ANDREW J. FERENCE - Stafford Spg., CT.**

I just read in VFW magazine about a 34th B.G. reunion. This is the first one that I ever saw published. I was a member of the 391st Sqdn. I was very pleased because, all these years, I thought the 34th B.G. was just another bit of forgotten history of WWII and all the while all these reunions and trips back to Mendlesham plus newsletters and rosters of names, etc. I can't believe it yet. It sure brought back an awful lot of memories. I even recognized a few of the names.

**WALTER W. POOLE, JR. - Jupiter, FL.**

I am happy to receive information regarding membership in the 34th B.G. Assn. I am formerly out of the 34th B.G. at Westover, MA., approx. June, 1941 to Jan., 1942. I want to keep posted on future reunions, possibly to see old friends.



**MEDICS**

(Left to Right)

Row 1-A.L. Cochran, R.W. Fechko, D.R. Wills, C. McGrath, L.M. Dragone, A.S. Pawloski, D.F. Liebhart, J.M. Owens, D.R. Deibert  
Row 2-B.R. Smith, Q.L. Wood, W.C. Alston, W.T. Auld, H.M. Morgan, A.J. Olszewski, H.L. Corfine, L.L. Meisenheimer, K.W. Myers, P.A. Villano, A.J. Kovac, D.E. Spayde  
Row 3-H.H. Scott, C.O. Hendrickson, A.K. Arens, R.M. Applegate, A.C. Jones, M.J. Olds, H.E. Pollock, G.D. Davis, C.L. Larson, F.H. Harris  
Row 4-R.J. Ruwe, J.T. Walsh, H.O. Dubre, W.C. Pierce, W.A. Shorter, D.(NMI) Levine, J.L. Brown, W.G. Shove, C.L. Krise, P.A. Aita, A.W. Ernst  
Row 5-L.R. Oliveri, E.F. Boos, F.J. DeFerrari, J.(NMI) Lebit, G.L. Kramer, F.E. Salavec, W.E. Kaufman, P.M. Minnick, E.B. Jones, N.T. Evans

Personell not in picture: Dickens, J.E. Grau, G.E. Crump, J.E. Barton, S.L. Clemons, K.S. Steiner, N.A. Norris

**HENRY TOPPER - Las Vegas, NV.**

Your 34th B.G. newsletter is always a real treat to receive and pursue. I must commend you again for a wonderful job done. I know it isn't an easy task to undertake. I wish I could be with you and the others on your various tours and reunions, but my physical condition prevents me from doing so. However, your reports of same helps fill that empty void.

\* \* \* \* \*

**GENE ATWATER - Cottonwood, AZ.**

I don't know if I will make it to the reunion this year but have sent in my registration fee just in case. One more of our crew has surfaced, Norman Mayer. I have talked with him and he plans to come this year. All of the crew from Bambi are accounted for now except E.J. Brackeen. Hope to see you at the reunion if I can make it.

\* \* \* \* \*

**BURRIS WRIGHT - Blanchard, OK.**

I went back to Mendlesham with the group in May. Sure did enjoy the trip. Everything was so pretty. During the war I knew this family that worked on the farm. I met them on this trip for about 30 minutes at the pub there in Mendlesham. They came to see us. When we left England in 1945, I gave them my pass and told them I wouldn't be needing it anymore. They brought it with them and gave it to me. Now I know that for sure that I was in the 7th Sqdn. 42 years ago. Ha!



# News from Here and There:

From the mayor of Fort Worth, TX., Bob Bolen, we hear that the International B-24 Liberator Club is planning a 50th Anniversary celebration and veterans' reunion in May of 1989. He has extended his personal invitation to our group to join in the festivities. Being that we were a B-24 group before converting to B-17s, it is fitting that some of us plan to be there. Although it is still almost 2 years away, it's not too early to think about attending. We will keep you posted as more information is received.

\* \* \* \* \*

We hear from the airport manager at the Pocatello, Idaho Municipal Airport the following: I am seeking information about the Pocatello Army Air Base (Phillips Field). It is now the Pocatello Municipal Airport and details concerning the military airbase (1942 - 1948) are very scarce. Anyone with information please write: Lenard Nelson, Airport Manager, Pocatello Municipal Airport, Pocatello, ID. 83201.

\* \* \* \* \*

From John Mangan we hear that there is a book out which might be of interest to our members. It is titled "B-17 FLYING FORTRESS IN COLOR" by Steve Birdsall at a price of \$6.95. On the back page are four aircraft of the 34th Bomb Group in living color. The book can be ordered from: Historic Aviation, 3850 Coronation Road, Eagan, MN. 55122.

\* \* \* \* \*

Also from John Mangan, we hear that he is working up some material on the B-24 to correct some mis-statements made by author, Martin Middlebrook, in his book "THE BATTLE OF HAMBURG" published by Charles Scribner's Sons. He referred to the B-24 as having a badly-designed wing, which John refutes. John states that if the B-24N, with its single fin-and-rudder and the new Pratt & Whitney engines, had been available earlier, the rate of climb and ceiling problems would have been licked. He asks that if any of you B-24 pilots or flight crews would like to add input, he would welcome it. He'll send these comments to the publishers of the book. His motivation is to keep the historical facts correct. Write him at: 1101 Washington, Gloucester, MA. 01930.

\* \* \* \* \*

From Carl Nichols we hear that he had a painting made of Bob Simpson's plane on the night of June 7th, 1944, when 4 of the 34th B.G. planes were shot down over Mendlesham. The artist is Ron Sunquist. He has prints for sale at \$15.00 each. Unfortunately, he must have at least 500 orders for this price to hold. Anyone interested should write to: Carl Nichols, 1535 Wrenwood Dr., Fresno, CA. 93711.

\* \* \* \* \*

Henry Topper has requested that we try to find him an old type portable phonograph. He has many old records which needs a 78 RPM player and he has no room for the new types

which have outside speakers, etc. He's willing to pay for it plus the cost of shipping, etc. Anyone interested should contact: Henry Tepper, 5074 Village Drive, Las Vegas, NV. 89122

\* \* \* \* \*

On Sept. 18, 19 and 20, 1987, the National Warplane Museum of Geneseo, New York will stage an airshow touting "The Largest Gathering of Warbirds in Northeast North America." Over 60 WWII aircraft will participate in the flying portion of the show. The museum will be open to the public each day. For information call: (716) 243-9887.

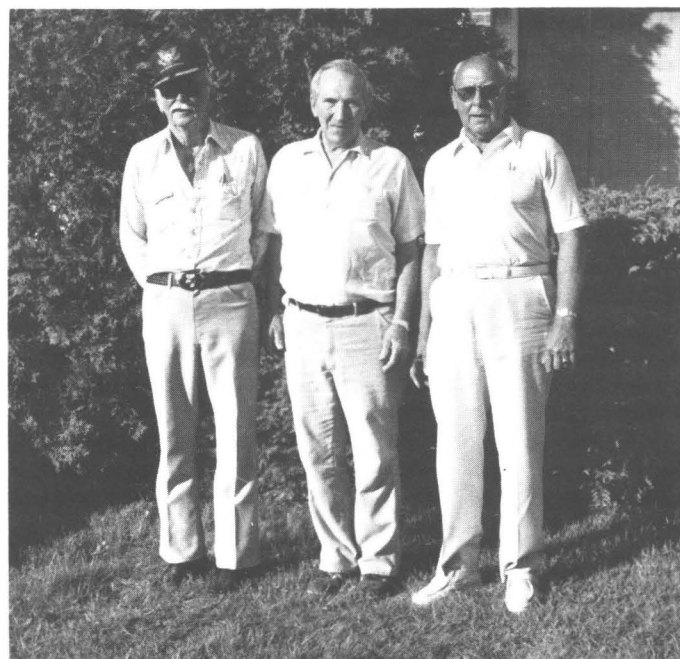
\* \* \* \* \*

The McCook (Nebraska) Army Airbase Historical Society, organized to register the McCook Army Airbase site on the National Historical Register and to preserve the remaining hangars, buildings, water tower, runways, taxiways, and aprons including restoration, to wartime conditions. Membership in the society is \$10.00 per year, tax deductible. Anyone interested should send in their dues of \$10.00 to:

McCook Army Airbase Historical Society  
P.O. Box 337  
McCook, NE. 69001

\* \* \* \* \*

John Chopelas, who flew with the 452nd Bomb Group, is compiling a list of B-17 names. He wants B-17 names, group and squadron numbers, and serial numbers, if possible. Write to John Chopelas, 508 S. Gray, Killeen, TX. 76541.



**Gerald Pine, Edward Tuma & Bob Wright at Beaver, PA.  
First time they've met in 42 years.**

# Address Changes or Corrections

(CHANGES UNDERLINED)

ADAMS, BAILEY, 12457 Strick Lane, Houston, TX. 77015  
 ATWATER, GENE, 2143 Aztec Circle, Cottonwood, AZ. 86326  
 DI NENNO, AL, 9945 Lake Fairways Blvd., No. Ft. Myers, FL.  
33903  
 DORRANCE, WILLIAM, 385 G. Kaelepulu, Kailua, HI. 96734  
 GARDNER, MERLIN M., 920 S. Rock Rd., 311, Wichita, KS.  
67207-2771  
 GIBSON, JAMES L., 1312 Navajo Court, Louisville, KY.  
40207-1680  
 GREEN, HOWARD L., 3528 View Street, Ft. Worth, TX. 76103  
 GRONOUSKI, JOHN A., 700 S. 1st. #203, Austin, TX.  
78704-1655  
 HAVRON, WILLIAM R., 3987 Parway Rd., Zellwood, FL. 32798

HIRSCH, ANDREW, 270 Grand Central Pkwy. #24-O, Floral  
Park, NY. 11005-0001  
 KING, THOMAS C., 3330 Templeton Gap Rd. #3, Colorado  
Springs, CO. 80907-5701  
 LUSCHER, RAYMOND, 200 Frederick Rd., Wayland, MI. 49348  
 LYONS, JOHN T., 9719 Mill Creek Dr., Eden Prairie, MN.  
55344  
 McALLISTER, WALTER, 4063 Summerwood Ave., Orlando, FL.  
32812  
 TYSON, ROBERT W., 824 9th Avenue, Wilmington, DE  
19808-4924  
 WALLACE, KARL, 5510 Via Cassia St., Placida, FL. 33946

ALDRICH, ROBERT  
 521 Bellestri St.  
 Monroe, MI. 48161

## NEWLY FOUND 34th'ers

FAZZONE, WILLIAM  
 2825 Wilmington Road  
 New Castle, PA. 16105

HENDRICKSON, CLIFFORD O.  
 P.O. Box 472  
 Cokato, MN. 55321

POOLE, JR., WALTER W.  
 159 Seashore Dr.  
 Jupiter, FL. 33458

SEAMONS, RICHARD  
 11029 Old Military Rd. S.W.  
 Tacoma, WA. 98498

FERENCE, ANDREW J.  
 31 Buckley Hwy.  
 Stafford Sprgs., CT. 06076

KIEC, STANLEY  
 60 Reinman Street  
 Buffalo, NY. 14207

ROSEN, ROBERT N.  
 75 D Oakbrook  
 Williamsville, NY. 14221

SMITH, DR. BIRNA  
 1031 W. Lake Lansing  
 E. Lansing, MI. 48823

GLENN, ALBERT  
 322 - 8th Avenue  
 Haddon Heights, NJ. 08035

LUNA, SIMON J.  
 474 Dresden  
 San Antonio, TX. 78239

ROTH, HAROLD  
 4514 - 15th Ave. S.E..  
 Lacey, WA. 98503

TARDIFF, PAUL G.  
 1118 Dorothy Street  
 Paso Robles, CA. 93446

GUZENSKI, FRANK  
 97 Sunset  
 Buffalo, NY. 14207

MORAITARY, ERNEST  
 Box W105, Warrick Rd.  
 Orange, MA. 01365

SCHWEITZER, LEON W.  
 1053 Stowell Dr., Apt. 4  
 Rochester, NY. 14616

VICK, HERBERT  
 3468 Sunnyside Dr.  
 Riverside, CA. 92606

## NEW LIFETIME MEMBERS

LAST NAME

LIVSEY  
 PETTIANO  
 ROSE  
 VICK  
 WILLIAMS

FIRST NAME

Ralph  
 Gabriel E.  
 Everett M.  
 Herbert  
 Arthur D.

(New Total now 54)

## TAPS (Since Last Issue)

ASKA, EDWIN  
 Lima, OH.

RIDER, THOMAS  
 11150 No. Co. Road 15  
 Fort Collins, CO. 80524

DODSON, EDWARD H.  
 Sumner, TX.

STANKIEWICZ, ALBERT J.  
 Philadelphia, PA.

FOSTER, THOMAS  
 Ft. Worth, TX.

SYRING, ROY M.  
 Rt. 1, Box 49  
 Woodland, WA. 98674

HOOVER, THOMAS J.  
 Shamokin, PA.

THOMPSON, MYRON E.  
 7148 Silvercrest St.  
 Cincinnati, OH.

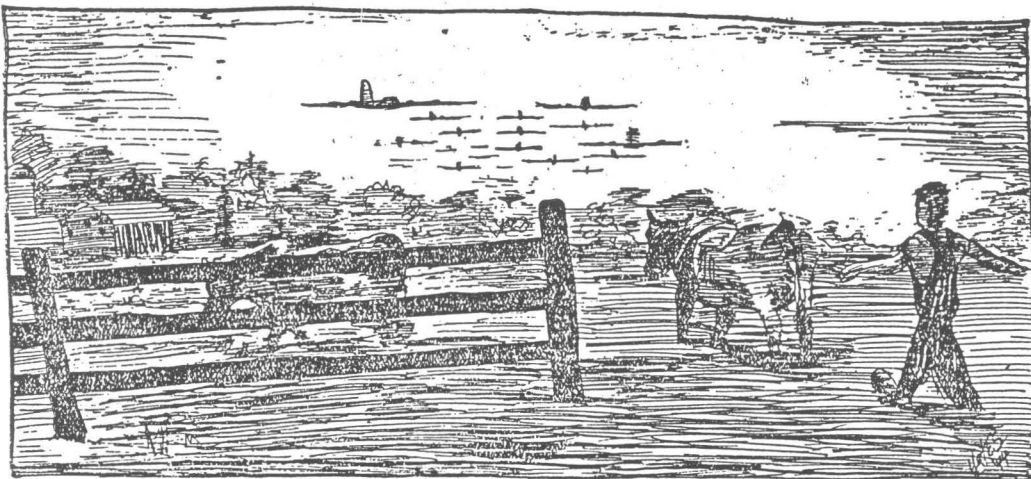
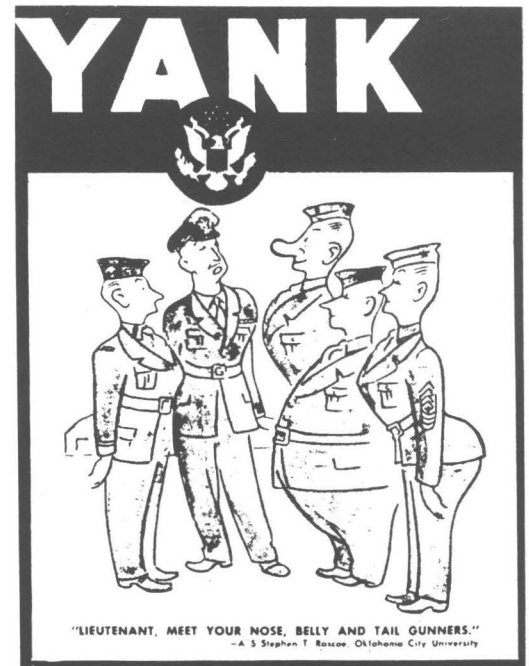
PRUETT, AL E.  
 14414 Eastridge Dr.  
 Whittier, CA 90602





Headquarters, 34th Bomb Group

(Left to Right) Back - C. Meisner, T. Melcher, W. Barrett,  
T. Black, N. Sava, ( ??? ). Front - ? Carlson, R. Bowers,  
K. Trulin, George ?.



## The Return

By BERYL MILES.

Twenty-one went out this morning  
And the sun was in my eyes  
As I watched them circle round  
Before they vanished in the skies.

Twenty-one went out this morning  
And the sunlight caught their wings  
As they crossed the little thicket  
Where a blackbird always sings.

Like birds into the morning  
They flew I know not where  
But small and secret in my heart  
All day I've held a prayer.

Twenty-one went out this morning  
Riding splendid thru the sky  
But still there is no sign of them  
Though soon the day will die.

Then suddenly thru time and space  
There's sunlight on a wing  
And above the beating of my heart  
I hear an engine sing.

The sun still goes on shining  
But my world grows dark with fear  
For twenty-one went out this morning  
But only seventeen are here.

# An Experience

By James F. Martin

Since the first time that Billy Mitchel suggested using airplanes as bombers, there have been those detractors who tried to prevent it. We even had them in W.W. II running down the 8th and its missions. Today is no different and there are those who desperately try to detract from the B-1-B bomber and the crews who have replaced us of the old days. This past winter and spring I have had a unique opportunity to learn first hand about the machines and crews that carry the load of Strategic Defense. The first wing of B-1 Bombers is deployed at Dyess AFB at Abilene, Texas, only about seventy-five miles from my home. Through the cooperation of Capt. Tom Ritchie, son of 34th B.G. Director George Ritchie who, is an instructor pilot of KC-135 tankers along with Lt. Col. AAnerud and Lt. Col. Griffith of the Refueling Squadron, I have had the opportunity to examine the B-1, go aboard it, sit in the cockpit, and learn of its good points and its problems. I have gone on the KC-135 tanker and lay beside the boom operator as he refueled the B-1.

I was granted permission by 15th Air Force to photograph the B-1 both on the ramp and during refueling and have learned to be a real believer in it. The crews of both the B-1 and the tankers are very dedicated and capable people and are trained to a level of skill that is hard to believe. One of the big differences between our day and now is that there are women as both pilots and navigators on the KC-135 crews. These women are highly skilled and can do anything as aircraft commander that any man can do. I rode one night on a check ride of a

woman Capt. who was training as an instructor. We were flying at night, actual instrument condition, hard rain, she was not allowed to use ground radar or GCA, one outboard engine was shut down and the hydraulic system turned off. She made a perfect approach and landing under these conditions with no problem.

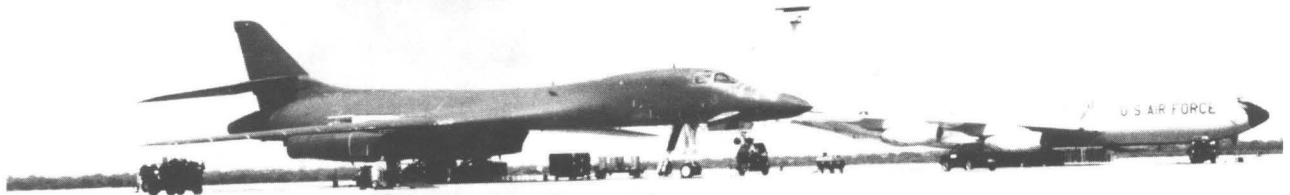
As you know, most new airplanes are tested in California on the salt flats for one or two years to work out the bugs before they are put into production. The B-1 was put into production and the bugs are being worked out by the air crews here at Dyess. There have been some minor problems but all have been worked out. This is a fantastic new machine and can do a really important job in our National Defense. I feel that we as a Bomb Group Association, should actively support the men and women of the New Bomb Group and their tanker partner when the bad mouthing starts.

It has been a most interesting time for me, doing the study of the B-1 and the KC-135 tankers which refuel it. I have a VCR tape of a refueling mission. If anyone wants it I can arrange for a duplicate.

Again, let no one question that Tom Ritchie and the others who are putting in long hours in study, practice and the never ending hours of alert duty are very highly skilled, motivated and trained, and need our moral support.

Sincerely,

James F. Martin



B1 - B & K.C. 135 Dyess Airforce Base - 1986

## "Upon Reaching 70 ---"

You notice that light bulbs don't give off as much light as they used to — just a few years ago one 60 watt bulb could illuminate an entire room. Today, it takes at least four of them to do the job!

And steps — you have noticed how much harder it is to climb them these days? That's because they're building them a lot steeper than they use to.

Now I'm not sure if this is the result of bad engineering or just poor construction but something should be done about it!

The same goes for the print or type they're using in all the books and magazines today — it's so small you can hardly read it!

No wonder we watch so much television — we can see that!

They've even done something to our bicycles too. Have you noticed how much harder they are to pedal these days!

And, a few years ago, when you stopped pedaling, they would coast quite a distance before stopping.

Today they hardly coast at all!

And the Medical profession keeps insisting that we're getting shorter as we grow older. Not so — you've noticed that now, when you drop something, you have to bend down a whole lot further to pick it up!

This can only be because we're getting taller!

Also, everything seems to be a whole lot heavier these days than it use to be.

Remember when a 5 pound bag of sugar weighed 5 pounds.

Today it tips the scales at better than 8 pounds!

The summers are a whole lot hotter now than they use to be too. Years ago it didn't really get hot until the temperature reached 95 degrees.

Today, anything over 80 is almost unbearable!

Eye-glasses aren't as strong as they use to be either. Remember how we use to put them on only when we wanted to read something.

They're so weak now that you have to wear them almost all the time!

Something should really be done about this!

And a walk around the block used to be about 1/2 mile.

Today it's closer to 3/4 of a mile.

Also, have you noticed that people don't talk as loud as they used to.

Sometimes today, they speak so softly you can hardly hear them!

And remember when you used to smile at a pretty girl, how she would just ignore you. Today, she'll give you one of the nicest, sweetest smiles you've ever seen!

That's because she thinks you're harmless — the snow on the roof, (white hair) leads her to believe the "fire is out!"

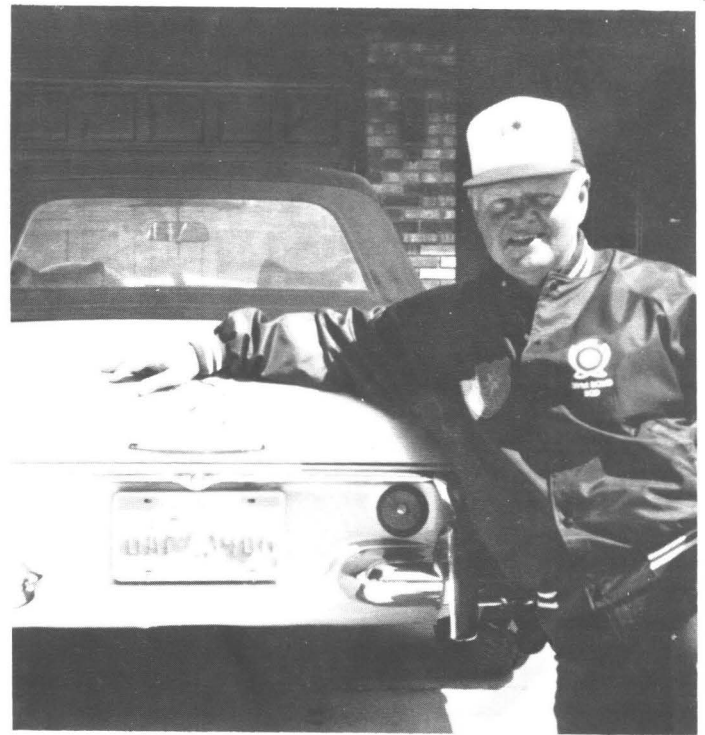
But there's one thing that hasn't changed — the girls look just as good as they did 50 years ago!

Now a days, though, we've got to try and get them to show a little more patience and understanding.

Patience and understanding — that's what we need!

Lots of it!

Complied by "Pete" Gray  
7th Sqd. 34th B.G.



Jane Ann Felker's new License Plates

## Memories

ROY TAVASTI - Pismo Beach, CA

I remember the "snow storm" mission. We were the only aircraft airborne in the whole 8th Air Force because the mission was scrubbed about 5 minutes after we took off. On this occasion our take-off was scheduled about 2 hours before the first combat units because our task was to scout and report weather conditions in the assembly area. Since the mission was scrubbed shortly after we took off, we were off-the-hook regarding the local weather reconnaissance, but getting back on the ground ended up being a rather interesting experience. The weather that morning was close to zero-zero, but my best guess would be a ceiling of a hundred feet and visibility of about 1/4 mile. My senile mind can't recall the crew I was flying with that day, but I can remember that it was one of our top-notch lead crews.

We made two approaches to Mendlesham using the "Gee Box" and came awfully close to making it on both occasions. Under the circumstances it was pretty good since we didn't have GCA or ILS. After our second pass we were ordered to climb on top and stand by for a vector to the nearest suitable airfield where weather conditions would permit a landing. As it turned out we were directed to about a half-dozen different airfields that socked-in before we could attempt an approach for landing. Late in the afternoon we were vectored to a Limey bomber base in Scotland where we were able to land. As I recall, we were in the air about 8 hours before touching down at the R.A.F. airfield.

In retrospect, whoever scrubbed the mission made exactly the right decision because it would have been somewhat sporty, if not downright dangerous, to try to accommodate the entire 8th A.F. at one R.A.F. bomber base. That is how one of the 34th B-17s was the only 8th A.F. airborne on that particular day, even if it wasn't a "snow-job."

(Continued on page 12)

H00

163

18

7

4

**34th Bomb. Group**

1595 Sunnyslope Drive  
Crown Point, Indiana 46307  
(219) 988-4607

**34th Bomb Group Assn.****From the collection of:****Al Israelsen****Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944**

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## Memories

(Continued from page 11)

### DARRELL W. BULIS - Early, TX

We had been stood down due to bad weather for about three days and were allowed to sleep late in the mornings. Once morning, at about 8:00 A.M., in came a lieutenant who insisted we get out of bed and clean up the hut including mopping the floor, cleaning the stove and ridding ourselves of a food storage cabinet we had built into the rear of our hut. He also ordered us to remove a rag doll hanging on the wall which had been Sgt. Francis' good luck charm. On the day he and his crew were shot down he had forgotten to take the doll with him. The first sergeant with the lieutenant just stayed back and out of the matter.

When he finally left I went over to our officer's hut and related to Lt. Lonergan what had occurred. After lunch, Lt. Longergan came into our hut, went to the rear and laid down on one of the bunks to take a nap. About 2:00 P.M. the other lieutenant came in and, boy, was he mad. He was going to put all of us into the guardhouse. About this time, Lt. Lonergan arose and just walked out of the door.

About 30 minutes later the door opened and a lieutenant colonel walked in, just as the lieutenant was standing on a bed trying to take down the rag doll. The colonel asked, "Just what in hell do you think you're doing? You have no right to be in this hut and no right to be ordering these men around!" The lieutenant tried to explain but the colonel called him to attention and said, "I only want to hear two words from you, and they are 'YES SIR'! These men take orders from their own officers and you have no right to say anything to them. Now you get out of this hut and stay away from them and all other flying crews!"

The lieutenant had the rag doll in his hand and the colonel took it from him and asked about it. Someone told him about Sgt. Francis and that the first one of us to be rotated back to the states would take it to Francis' wife. The colonel said to do that with his blessing. To the lieutenant he said, "Get the hell out of here and don't come back!"

\* \* \* \* \*

### "LARS" LARSON - Oxnard, CA

My early recollections of the 34th Bomb Group, more specifically, the 7th Bomb Sqdn. I arrived at Langley Field, VA. in Dec., 1940, and was assigned to the 2nd Bomb Group, 49th Bomb Sqdn. The 34th was formed here at Langley in January, 1941. I was assigned to the aircraft maintenance section, 7th Bomb Sqdn. We had a couple of B-18's and a BT-14 to maintain. Our 7th Bomb Sqdn. C.O. was Capt. Curtis E. LeMay.

I went to aircraft mech. school in early April and, shortly thereafter, the 34th moved to Westover Field. I rejoined them at Westover in October, 1941. Aircraft were scarce in those days and all we had assigned to the 7th was one B-17E and a 2 wing Stearman trainer. When Pearl Harbor was attacked in Dec. '41, one of our first orders were "Your Christmas furloughs are cancelled." That night we prepared our B-17E and it took off the next morning for the west coast and patrol duty.

The 34th moved to Pendleton, Oregon in February, 1942. Jimmy Doolittle's B-25 outfit had just vacated. There the new B-17's started arriving from Boeing.

After a Japanese submarine shelled the coast at Santa Barbara, we were sent, on alert, to Sacramento but nothing more occurred.

After Pendleton, the 34th moved to Tucson, AZ. (we named it "Rattlesnake Gulch") and later to Geiger Field, Spokane, WA. From Spokane, the 34th moved to Blythe, CA. with B-17's to start with. Later, these were replaced with B-24's and we went into the Production Line Maintenance Concept. At that time, many of our members were on board and probably have their own good old memories.

**See You All  
At  
King of Prussia  
In September**