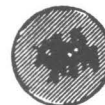


MENDLESHAM MEMORIES

34TH BOMB GROUP H

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Bob Wright (Reun.)	(219) 232-4287

OBSERVATIONS

Well, here we are, living the grand style in Orlando, FL. We've been here since December 12th and, at this writing in late January, except for a few days when we first arrived and this last weekend, the weather has been most enjoyable. Sunshine every day with high temperatures in the upper 70's and lower 80's for about five straight weeks.

From our observations in the newspaper, it looks like we're not missing out on a lot of harsh winter weather. It seems that our home area back in Indiana is having another mild winter with little snow and above average temperatures. Oh, well, that's still not as nice as the weather down here.

We've visited with Walt and Ruby McAllister quite a bit and, in fact, have joined a local seniors bowling league with them. On this last weekend in January, George and June Ritchie were in town for a few days. George, Walt, and I sat around and discussed many of the problems (and potential problems) facing our group, as well as some of the plans and hopes for the future. All in all, I believe our meetings were fruitful and will lead to more participation from our members.

We trust you've all had a joyous holiday season. We celebrated Christmas and New Year's Day with our children who live here in Florida and their spouses as well as our youngest daughter and her family who came down from Indiana to be with us. We have three children in Florida, two in Indiana, and one in Ohio, so we did enjoy the holiday with a majority of the family present.

Elsewhere in this issue are reminders about the upcoming reunions; the B-24 Liberator reunion in May at Ft. Worth, TX. and the 34th B.G. reunion at Shreveport, LA. in September. Rose and I will be unable to attend the May reunion because of property settlement problems back in Indiana, but we sure are looking forward to Shreveport. It's so nice to meet our friends, both old and new, at these affairs. Those of you who have never attended, and are physically able, should try it. "YOU'LL LIKE IT!"

Let us also not forget that our 1990 reunion will be in Seattle, WA. Everett Rose, our V.P., is getting together with others in that area to plan a super schedule of activities for our visit. Rose and I are looking forward to that one very much. It's a sec-

tion of the country which we've never visited and we understand that it's "GOD'S COUNTRY".

Our June issue will include the 1989 roster and is to be sent to all names on the roster, whether paid-up members or not. This was the decision by the membership at the Virginia Beach reunion, with hopes that we can entice more of those who are remiss to become active members.

Well, enough for now. I'm still looking for your letters and pictures. The "Then And Now" feature has received a lot of good comment so I'm pleading to more of you to send in the photos for that. A good story is always appreciated as are old WWII photos. Just make sure they are clearly defined or they won't print well. Don't let me down. I can only make this newsletter as interesting as the material I receive.

Rose and I want to wish you all Health, Wealth, and Fullness of Life, in whichever order you prefer. DON'T WORRY, BE HAPPY!

Eli Baldea
Editor

PRESIDENTS MESSAGE

GREETINGS.....We have all heard this salutation before...but this time it brings good news. The 34th Bomb Group (H) is ALIVE & WELL!!

Because of our dedicated men and women, we have a glowing report for 1989. First of all, we are RICH! Both Ray Summa and Bob Wright report their bank accounts are bulging. That fact alone should bring JOY, new members, and new ideas on how to spend it. We welcome your input, so feel free to participate. Gerry Pine and his reunion committee are instigating a means to redistribute the surplus in their account.

A group memorial on the 8th Air Force Memorial Walkway at Barksdale has been approved by the Board of Directors. Lonnie Crook and Vern Ames are co-chairmen. We hope the memorial will be in place for dedication while we are in Shreveport.

Rose Baldea is chairperson for our program to assist our friends in Mendlesham. She will consider any suggestions and appreciate any assistance.

Our thanks to Cleveland Romero, chairman, and Harold Pro-

Continued on page 2

PRESIDENT'S MESSAGE

Continued from page 1

vence, John Janes, Marquis Deal and Lonnie Crook, the Scholarship Committee, for completing the requirements and regulations governing our first Scholarship Fund. Details in this issue.

At the direction of the Board, I am working on a program to bring our finances into an accepted corporate accounting system. We will use the period between reunions to develop it and bring it to Shreveport for approval. The financial committee will give birth to a unified system bookkeeping and audit. We would appreciate any experienced accountant to volunteer to assist in this project.

Without the foresight and dedication of Ray and Hannah Summa, we would not be today the mature organization that requires this development. We are forever in their debt.

Have a good year and plan to join us in Shreveport.

George Ritchie



Dear fellow members of the 34th Bomb Group Ass'n.:

Hope this finds all of you in good health at this point in the New Year of 1989. I would like to express our thanks to those of you who sent Christmas cards. There were many, I assure you. We do appreciate them and we put them on the coffee table so that everyone who visited us might see them. After the New Year we store them away.

We also want to thank you for the many cards and calls we received during and after my stay in the hospital. I am doing OK now and am back answering the many letters from all of you.

I have been going over the books for sending in the Income Tax. Yes, we do have to pay some Indiana tax, even though we are non-profit. I find that many of you have not sent in your dues for 1989. There are many of you who have paid for 1989 and 1990. If you are in doubt as to the year you owe, look at your card and it will show your paid-up year. Better yet, send in your dues and, if you have already paid, I'll credit you for next year's.

I have received word from the Duxford Museum in England that our 34th B.G. and Sqdn. emblems are on display at the Museum, which I had sent at their request about a year ago. I've also been to Wright-Patterson Museum at Dayton and gave them a set for display in the new edition of the museum. If you visit there look for the 34th B.G. emblems in the new part of the museum.

Those of you who attended the reunion will remember me telling about the painting on the wall of the 18th Sqdn. Day Room at the old base in Mendlesham. I received a phone call from Lynn Kewitt of Indianapolis who is a member of another bomb group. Lynn, his wife, Naomi, and Dale and Margie Finlay of the 34th B.G. visited the base at Mendlesham last year. They contacted my friend, Patrick Taylor, who showed them around the area. They visited the 18th Sqdn. Day Room which is now part of a small manufacturing plant. They were told that the wall with the 18th Sqdn. emblem painting would have to come down to make more room.

When Lynn arrived home he called me immediately. That same day Patrick Taylor called. They both informed me about the wall and asked what they could do to help. We agreed to make contact with people interested in saving the wall. From

John Woolnough of the 8th A.F. News, I received the name of Bill Towhig of Essex Aviation Gp. in Mass. Bill and his friends spend several months each year digging up plane parts, etc. in England wherever the A.F. had stations. Bill contacted friends in England about the problem. A group called EWAC made a date to remove the wall and, on Oct. 30th, did so. Bill Espie of the EWAC group and Ian Hawkins both wrote me to say the wall had been removed and stored at the "Red Feather Club" Museum of the 95th B.G. at Horham since it was too large to store at the 390th B.G. Museum, where so much of the 34th B.G. memorabilia is stored.

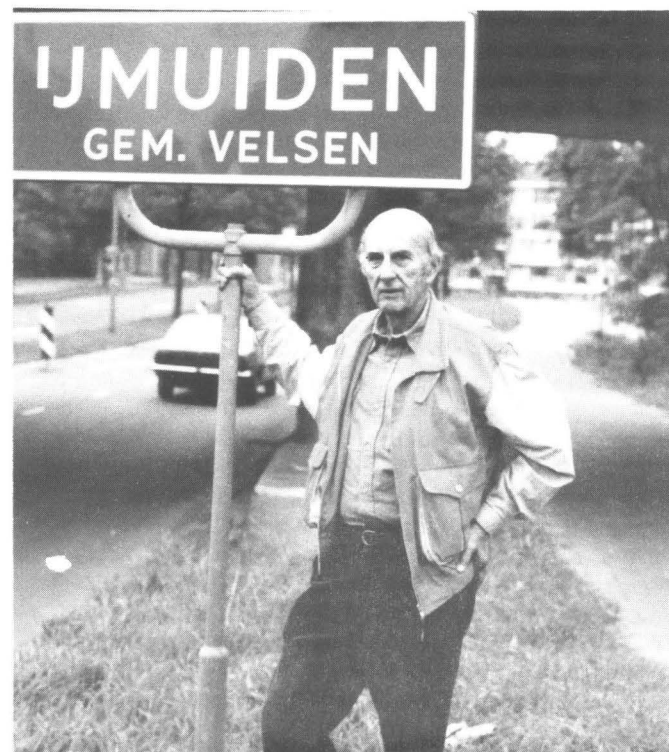
If you are wondering why the fuss about a wall, keep in mind that these paintings were placed there during our stay in England and not many of them are left. It is now safely stored and I have sent thanks to all who took part in saving it.

During December it was decided to send copies of our new 34th B.G. Book to some of the people in England who have helped the group all these years. I have heard from Ian Hawkins that he has received his and am now waiting to hear from the rest, hoping they all received theirs in good shape.

I have been told there is to be a Memorial Walk at the Museum at Barksdale and the 34th has been asked to place a memorial there and to dedicate it while we are there. Vern Ames and Lonnie Crook are working on this project and hope to have the memorial ready for dedication during our visit there while at the Shreveport reunion, Sept. 13-17, 1989.

Do not forget, the 34th will take part in the B-24 50th Anniversary Celebration at Ft. Worth, TX. May 17-22, 1989. If you plan on going, send in your reservation form right away. If you do not have the form, write me and I will send you a form to use. Let us show the rest of the bomb groups and B-24 men that the 34th, which trained over 12 other bomb groups, is still alive. As you know, the 34th is called the Granddaddy of the 8th Air Force.

Ray Summa
Corresponding Secretary,
Treasurer & Unit Contact



Bob Steiner at Ijmuiden, Netherlands. Many aircrew members will remember this was the town where we often made landfall over the continent.

REUNION 89

Attention, 34th Bomb Group membership!

Please do not forget to make plans to attend the Reunion of the 34th Bomb Group Association. This year we will meet at the Sheraton Pierremont Hotel in Shreveport, Louisiana, on the 14th through 17th of September. Mr. Lonnie Crook, our native son in Shreveport, has made all sorts of arrangements for the group while we are there. The 8th Air Force Headquarters is now located at Barksdale Air Force Base — Lonnie has been working with the people from the base to give us a memorable time. The reunion committee also has a few surprises in the program to add gusto to the proceedings.

Plan to make this reunion. It will fit in your book of memories. President George Ritchie has set up a golf outing. So all you Pros — and everyday would-be pros — bring your golf gear. See George at the course he will have reserved and proceed to make it a great day. The forms for golf - and other reservations - will be in the June issue of Mendlesham Memories.

The 34th Bomb Group
Reunion Committee
Harold Rutka
Robert Wright
Gerald Pine

50th ANNIVERSARY B-24 LIBERATOR REUNION

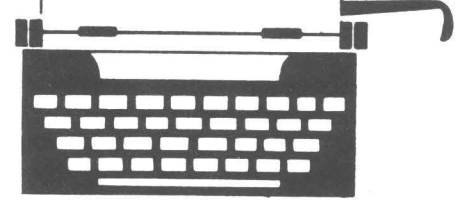
MAY 17-22, 1989, FT. WORTH, TX.

As mentioned in previous issues, there will be a 50th Anniversary reunion of all B-24 Liberator units in Ft. Worth, TX. May 17-22, 1989. "A GATHERING OF LIBERATORS" will celebrate a "Happy Birthday" for the B-24's. All men on the roster should already have received their registration forms and, by now, have sent them in. If you would like to go and have no forms, contact Ray Summa. He will advise you on the proper procedure to use. Let's make a good showing for the 34th down there!



Walter & Kay Shore at their home in Mexico

Notes From Our Friends



EDWIN GEORGE - Roanoke, VA.

Sorry I couldn't make the Va. Beach reunion. Maybe next year? Received the December Mendlesham Memories today and was sorry to note the passing of Saxe Mowers. Saxe, I believe, originally flew with either the R.A.F. or R.C.A.F. before transferring to the U.S.A.A.C. Probably would make an interesting story if one had the details.

HENRY TOBIASON - Remer, MN.

Well, we did not make the 34th reunion in Virginia Beach and then we couldn't make Des Moines, either. I had every intention of making it but couldn't. We are already talking about Shreveport next September. Audrey even figured out the mileage yesterday.

We had a very hot, dry summer and didn't think we would have much of a garden but it rained seven inches in August so I had good corn, beans, squash, tomatoes, carrots and potatoes. The canned goods dept. and freezer is well stocked up.

THOMAS WILLIAMS - Knoxville, TN.

I am not well enough to travel now but hope to be by reunion time. I had hoped to make Virginia Beach last year, but had congestive heart failure the last day of February, 1988 and, while I was in the hospital, they did all the tests for cancer. I had a rectal cancer in 1985 and had to have a colostomy. It left me pretty weak most of 1988. I am still taking quite a bit of medication, but am better acclimated now and feel like my doctor will let me travel this year.

PAUL BRESH - Ft. Myers, FL.

We are planning on going to the B-24 reunion in May. We are going to visit with Joe and Verna Edwards. Then we will go together from their house. Will probably also stop on the way back to Illinois and see Ed and Sally Crowley in Bellvue, NE.

JACK WHITING -Charleston, WV.

It was more than great being with you. Let's do it again! Thanks for the plug in the paper.

MILTON HANSEN -Sauk City, WI.

I had knee surgery last September. Getting along great. Hope to be on the golf course next spring. Spending Christmas with our son, Tim, and family in PA. Hope we can get to the next reunion.

Continued on page 4

Notes From Our Friends

RODRICK McCOLL - East Orleans, MA.

Eli and Walt are to be congratulated for the effort and good will they put into picture taking. I appreciate this as well as the work done by everyone before, during, and after the reunion.

Bob Saxon was our flight engineer and I hadn't seen him in 44 years. Across the table was Jack Whiting and wife, Francis. We also had not seen one another since 1944. Jack flew lead bombardier while I served as pilotage navigator.

HAROLD WILLIAMS -College Park, MD.

We did enjoy both reunions and it was good to see the large number at Virginia Beach. We went on after Des Moines to visit family and friends in Oklahoma and Arkansas. Our 8th AF sticker was noted by someone from the 96th at one of our stops and, not being a member, we sent his name in. See you in Shreveport!

JANE ANN (WALTER) FELKER - Orlando, FL.

We really enjoyed the reunion and all the rest of the B-17 crew have stated the same good news. Wally was so excited seeing all of the men again.

A letter from Ian Hawkins came this week and he mentioned the crew picture and bomb pin display that Wally sent to display in the museum has generated considerable interest.

SAM WOLSTENCROFT - Westerly, RI.

I've been on the back burner ever since the reunion. I've been to the V.A. for a check-up and also to my heart doctor for tests. Now I'm done for the next 4 months when I will return to the V.A. for another check-up. I've had all my joints X-rayed plus I think I donated a Qt. of blood for tests. Now I have to go through tests for my heart.

JOHNNY FISHER - Cold Springs, TX.

We went by to see Daniel Courtney and his wife in Salt Lake City. We sure did enjoy our visit. After forty-three years things seem to have changed a little (Ha-Ha).

Danny was our pilot and lead for the 4th Sqdn. He said that I was the only one he has seen since getting out, but has corresponded with our co-pilot, Bill Jennings in Phoenix for a while.

WENDELL JANSON - Farmerville, LA.

Thanks for getting my note and address in the newsletter. I already have received a letter from one of my friends from the 7th squadron inquiring if this is the same guy formerly from Ohio and Mendlesham. I really am. Anyway, "Thanks" for finding me and I'll be seeing you in Shreveport next September.



Standing L. to R.: Work, Hall, Brown, Blatz. Kneeling L. to R.: Henderson, Buzbee, McClure, Chambers, Violante, Rutherford



Standing L. to R.: (?), R. Bowen, J. Hanchar, A. Busse, ? Briske. Kneeling L. to R.: J. Spink, C. Freysinger, G. Spence, (?)

ANTHONY HABIGER - Topeka, KS.

We sure hated to miss the Virginia Beach reunion. Mother passed away the next Wednesday. Heard from Paul and Mary and also from the Felkers. I got cards from all the crew members' wives. We are planning on Shreveport next year.

GORDON BREEDING - Alpena, MI.

You know, I think I should have stayed working because I am working more now since I retired five years ago. Helping the neighbors with their work, also keeping up with mine. Like yesterday, Nellie and I went and cut wood all day. We had a heavy wind storm that blew down a few trees along the power lines and roadway. Nellie and I trimmed them up and cut the logs up in 16" lengths. Then we took the tractor and trailer, loaded the trailer up and came home with the wood. Now Nellie and I will split this wood up. Yes, I have a log splitter. Those days of using the ax are gone.

ORAL WALKER - Battle Creek, MI.

Had to miss the reunion this year as we have a daily sitting job with my 90 year old mother. She had a stroke and dehydration caused by her potassium level. Then, with all the hot weather, we had to move her to my sister's as she has air-conditioning. Then her sugar went to 34 and she wound up with pneumonia. She didn't know where she was for about 3 days. So you can see, we've had an interesting summer.

FRANK RAMSHAK - Acton, CA.

Hope you've noticed our change of address. We've moved up here to Acton, about 60 miles north of smoggy L.A. We're in the land of snow and high winds. It snowed all yesterday afternoon. Just like the good old days back in Milwaukee.

WILLIAM FANDEL - San Antonio, TX.

Glad to see the reunion was a great success with record attendance. Hope I can make Shreveport next year - can make it in a day by auto from here.

Received the new 34th B.G. book last month and have enjoyed reading all the info, especially the 34th History. They did a nice job on the book.

Notes From Our Friends

Continued from page 4

FRED SIMMONS - Ashville, NC.

Just a short note to let you know how much I enjoyed myself at the group reunion. And to see you wonderful folks once again. Also to meet new people.

Val and I are as good as can be expected. As you know, as we get older we all have our aches and pains.

ALVIN ANDERSON - Fairhaven, MA.

Julie and I are in reasonable health but were not able to make the reunion. Maybe Shreveport! During our combat crew training at Ardmore, OK. we lost an engine and landed at Barksdale.

I know that Jeff Hawkins told you about hearing from Cecil Neth, our bombardier. That shook me up! I remember him as a baby-faced stripling who didn't look old enough to be in the war. We called him "Junior". However, he was good enough to become a lead bombardier!

JOHN BLOCZYNSKI - Marshfield, WI.

We had such a wonderful time at Virginia Beach. I think this was the best ever. Everything was perfect. You people do such an excellent job and deserve a big thank you. It's just wonderful seeing everyone again and all looking so well, too. We can hardly wait for next September.

ROBERT ELSENER - Bellevue, KY.

The pictures and news in the current M.M. issue indicate the reunion was a success and a good time was had by all. Sorry I couldn't make it!

WILLIAM BROWN - Stone Mountain, GA.

Nita and I sure enjoyed the Virginia Beach reunion. Bob Goodnough showed up there and I had not seen him since we were in England. Also in the M.M. it listed Bob in the "Newly Found" list, and right under him was Wendell S. Janson who I had not seen since England. This accounts for 3 of the 4 Cryptographers of the 34th B.G. Only Robert D. Caldwell is still missing. We are looking forward to the Shreveport reunion.

FRED SCHOCH - Spokane, WA.

We want to give our congratulations to the reunion committee and all the people involved at Virginia Beach. It was one of the best so far for us. The auction with George was the highlight. The food, service, and accomodations at Holiday Inn were very good. There were five couples from our crew in attendance and they all had the same opinion.

We have received our copy of the 34th B.G. book, 1988. It sure is a well thought-out work and we are very pleased with the long hours spent on it, especially Mark Thompson. We are making plans for Shreveport in '89.

RAY KAISER - Alpena, MI.

Sorry we missed the reunion. Alice had open-heart surgery. We'll try to make it in '89.

WALTER SHORE - Jalisco, MX.

Glad that you had a good time at the VA. Beach reunion and had new members to join in on the fun. I sure hated to miss out.

Mexico didn't get any suprise when the new President took over on the first of December. Problems from the opposition were expected but not much happened. Mexicans ask us if we plan to stay down here when the revolution starts. We don't feel threatened as yet, even though more robberies and rapes are being reported in this area. If revolution should come, I think it will be Mexico City and the poor states. Jalisco, our state, is one of the wealthiest.

JOHN FOWLER - Brooklyn, NY.

Sorry to be almost a year late but I ran into more problems, including an illness that has me over the barrel (hospitalized 3 times this year). Then toss in family problems...and it became too much. Most of my problems are somewhat squared away and I am now back on my two feet. Unfortunately, my moving around kept me from being current and receiving the newsletter.

I look forward to being put back on the mailing list and receiving more info on those who were and knew me. My health's poor but I continue to do the best I can. A lung disorder has me over the barrel, but I'm a hard nut to get down.

Continued on page 6



Standing L. to R.: (?), (?), Paul Tripplett, Bob Hess, Francis Bisher, (?). Kneeling L. to R.: "Mo" Morelock, ? Miller, Frank Wade, (?)



**Don't Forget
To Send
Your Dues**

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



Notes From Our Friends

Continued from page 5

JOHN BOYSUN - Great Falls, MT.

Sorry we didn't get to the reunion this last fall, but family sickness touched our lives and we couldn't get away. My wife's mother, who is 81, had many problems and, as Florence is her only daughter, she leans on her pretty heavy.

I retired 1st of April and sure do enjoy it. Never had it so good. I see where the reunion in 1990 is to be in Seattle, WA. Will sure be nice for us.

JOE HARRISON - Pittsfield, MA.

Received the Book and have read it from cover to cover. It was very interesting. I contacted John Unwin who got me to join the 34th Assoc. He has the 1947 edition but didn't get this new edition, so we are going to swap books.



Women of the 34th at the 8th Reunion. Left to Right: B. Anderson, G. Rutka, E. Williams, G. Conklin, M. Ames, B. Kruger, H. Summa, D. Rossow and B. Cheek



Men of the 34th at the 8th Reunion. Standing L. to R.: V. Ames, H. Rutka, H. Rossow, W. Cheek, P. Anderson, H. Williams, D. Casler. Kneeling L. to R.: C. Conklin, R. Summa, R. Kruger

NORMA (HAROLD) PARRISH - Carbondale, IL

I want to thank you for the card from the 34th Group reunion. I've read it to Harold a number of times and there is a spark of recognition in his eyes at the sound of the names, although he is unable to respond verbally. I must admit there is much in life I don't understand, but I know nothing can separate us from God's love for us, and whatever life has for us here, heaven promises peace and joy.

OLIVER BOLDUC - Chaplin, CT.

I had a slight brush with death in August. I had drawn my last breath with the car's left front tire on my chest and the frame across my right eye and mouth, squeezing my head against the ground. But the good Lord gave me a bit of breath and voice to tell my grandson what to do.

(Excerpt from newspaper):

Oliver Bolduc's hero is his 12-year-old grandson, Daniel. Monday, August 8, Daniel saved his grandfather from an almost certain death by jacking up the car that had pinned him beneath. "He really is a hero. I know I would have been gone," the elder Bolduc said with strong conviction from the patio of his home at 65 Bolduc Lane one week after that fateful Monday afternoon. "He saved my life. I'm positive of that."

SIDNEY BROWN - North Port, FL.

I was pleased to receive the photo of Lindsey, Dee and myself at the reunion. Thank you very much. It was great reacquainting with all of the 391st and all. We all have aged together gracefully.

H. ARNOLD PRILLAMAN - Martinsville, VA.

I appreciate your putting the picture of our crew in the Memories. I hope someone will recognize and identify the two members of our ground crew. I would like to personally thank those two for saving our butts.

PHIL HOWARD - Largo, FL.

We want to thank you for the picture. We had a great time and the photos will help us remember.

D. ALLEN ISRAELSEN - Silver Spring, MD.

I was surprised that you and Walt McAllister had done so well in getting good photos of so many at the dinner. You also had photos of all our crew members that were there, Barclays, Reeds, Bices, (Bob Bice was a member of our crew but also was pilot of another crew for most of his tour). Agnes pointed out to me that she and I were also on the photo including Foristers, Reeds, and Barclays. The photo was taken from behind and a bit of profile and glasses show for both of us. So your percentage of coverage is even better than you thought.

SAM TURNIPSEED - Aliceville, AL.

The reunion was a joy and am looking forward to Shreveport in 1989. Will be able to drive there, crossing Mississippi and Louisiana.

My friend in Edinburgh gets a great deal of pleasure from Mendlesham Memories. He's 94 now and still takes trips on a tramp steamer as far north as it goes along the Scandinavian coast. Just hope I can stay alive and alert so long as I'm around.

LOUIS TAMBURRO - Tarpon Springs, FL

Sorry, could not make Virginia Beach, but we finally got 4 weddings out of the way. Hope you all had a good time in Virginia. We finally bought a place here in Florida. I guess we're here to stay. Hope to see you all at the next reunion.

Notes From Our Friends

Continued from page 6

ROSS MINGE - Elk Grove, CA.

I was pleasantly surprised when I received your letter, a copy of the December '88 Mendlesham Memories and an '88 Roster of the 34th B.G. Believe me, you've made my day. I'm still on cloud nine. You see, I've often wondered if there was such an organization and what had happened to the many men of the 34th. I look forward to the Shreveport reunion. Thanks so much for making me aware of this organization.

CLARENCE KIESCHNICK - Thorndike, TX.

I was glad to hear from somebody of the 34th. I have met only one of the group since 1945, General E. Mills of Austin, TX. I talked to Pete E. Efseaff's brother in 1973. He said Pete was murdered in the 1960's. Pete and Gene were in the 391st Sqdn.

CARL FREYSINGER - Cable, OH.

I can not tell you how much we enjoyed the reunion at Virginia Beach. It was like coming home to a family we hadn't seen for a long time. We appreciate the time and effort you all put in to keep the group together. We met a great couple from Bremen, OH. who we are keeping in touch with. We mean to make the reunions our annual vacation. Also the England trip, whenever it leaves.

JEFF HAWKINS - Birmingham, AL.

Here's good news and bad news concerning Cecil Neth. Cecil was the bombardier on our crew until he was tapped to become a lead bombardier. I've forgotten how many missions he flew with us. His wife, Jane, called me last week. First word I've had of him since March, 1945.

Next the bad news. Cecil is bedridden with "Lou Gehrig's" disease and has been for some time. Has nurses with him around the clock. He can't talk is why Jane called for him. They'll be glad to hear from you all. Their address is: 2313 Antelope Road, Fort Collins, CO 80525.

Here in the Deep South, Libby and I are doing fairly well for our age, with no life-threatening ailments yet. Only have a 37% hearing loss (nerve type) that I got about 22 years ago. Finally got a set of hearing aids that help tremendously.



James L. Wright at the 34th Memorial at Mendlesham

EARL PARENTEAU - Auburn, MA.

Thank you for the photo of our dinner group during the 34th B.G. reunion. You must especially be congratulated for your time and effort involved. Many thanks again.

FRED MAUNDRELL - Mendlesham, England

Received our very own copy of the 34th B.G. book this morning. It is a book I will always cherish. I have said "Disused airfields hold me; Now I have one which relates and belays the ghosts". Greatly touched by this, and it is now a treasured possession. Both Margaret and I were touched to find ourselves named within the book. It is an honour to find ourselves within the 34th annals, an honour, though, in no way earned.

It all makes interesting reading, and one appreciates what you all did to help this old country in its most desperate hours. By the end of 1940 things were in a devil of a position. Had Hitler not turned his attention on Russia we would have certainly gone under. We could have done little or nothing to defend ourselves. Thanks be to God things were truly turned in our favour in the respite afforded us.

ALBERT BECKWITH - Stow, OH.

It was a sincere pleasure to join Keith Anderson on the trip to your Virginia Beach reunion. The everlasting memory is in what I saw among the members, families and friends in that: "Friendships that were created during World War II in the 34th B.G. remain as an unspeakable bond between men who depended on each other in flight and on the ground for survival."

My pleasure was in seeing Keith happy and having the opportunity to meet his friends of the 34th B.G.

JOHN MANGAN - Gloucester, MA.

I received my group history book recently and thought the end result was worth waiting for — in a word, it was excellent. A lot of good reading there for a winter's evening. I would like to personally commend all the members of the book oversight committee for a job well done. I'm sure there were many hours of hard work involved. It was surprising to learn that only 300 prepaid copies were ordered considering that there are over 1500 names in the 34th B.G. Roster. I'm sure it was a disappointment to all who labored so long and hard on the book. Actually, fifty dollars is a reasonable price for a custom book that is tailored to the exploits and accomplishments of one bomb group in the entire 8th Air Force.

All I can say to the other members who didn't see fit to purchase it is that they are missing out on a wonderful memento concerned with the specific contributions that the members of the 34th and their comrades in arms made to allied air supremacy in bringing about the final victory in Europe and the subsequent defeat of that cruel totalitarian state, Nazi Germany, and her allies.

WILLIAM ORTON - Boise, ID.

Sure enjoy your Mendlesham Memories and hope you can keep up the good work. I see by the roster that you have found another member of the 1446th O.S. & M. Co. but I do not remember Joseph Bacskaji.

I went through Stockton, CA. last February and visited with Walter Sturdivan, bought his book "Shake Hands With A Soldier" and have really enjoyed it. Now that I have retired I may be able to attend the reunion next year.

Continued on page 8



Standing L. to R.: Jensen, Grazeene?, Ivy, Granger, Holmes, Lambert, Berry. Front L. to R.: C. Smith, Selman, Weaver, Pete Gray, Petersen, C. Gibbs

Notes From Our Friends

Continued from page 7

DEXTER JORDAN - Huntersville, NC.

Beulah and I always enjoy the 34th B.G. reunions. Over the years we have renewed a lot of old friendships and made many new ones, and we value them all very much. We always look forward to next year, but the one at Virginia Beach was extra special for us.

I had tried every way I knew to find James M. Miller, my asst. crew chief. I wrote letters to his original address, given his name to the 8th and 34th board of locators, but no one was able to help me. In April, Beulah and I drove down to Brilliant, AL., his home town. To our surprise, the first man we asked said "Yes, I think I know who you are talking about, but I think he is dead. But, I will call his brother". Within about fifteen minutes we had his new address and phone number.

After a few phone calls plans were made and we were together again at Virginia Beach after 43 years of wondering if he was still alive.

IRVING LEVY - Phoenix, AZ.

Our life here has changed since we met last at King of Prussia. Doris has suffered a stroke in August and had quite a bit of trauma since. She was in the hospital for six weeks and has had therapy to help recover from the effects of the stroke. I have taken over as nurse and housekeeper, so I keep busy. She has made some progress, but it is a long process to recover completely.

LYNN (M.B. "TOMMY") PARKER - Las Vegas, NV.

I'm sorry to have to tell you about Tommy passing away last May. He was a wonderful, caring man who had so many friends and, unfortunately, I did not have the opportunity to meet them all. But I do feel I know most of you from the wonderful stories Tommy told.

STEVE FELTOVICH - Willoughby Hills, OH.

On October 17, 18, 19, five members and their wives of Ray Myers' B-17 crew were reunited in Gatlinburg, TN., Ray Myers, Toulmin Brown, Ray Setton, Harry Gilreath, and I.

For your information, this is the crew that ended up in Poltava, Russia after Ray and his co-pilot, Don Cardiff, successfully crash-landed our disabled ship in Poland. It was a wheels-retracted landing in a pasture. Ray was never given enough credit for his professionalism as a combat pilot and preserving the lives of his crew members. I believe he and Don should have been awarded the Distinguished Flying Cross.

HARRY AZZOPARDI - Salinas, CA.

We had the California International Air Show here in Salinas. For those of you who were in Salinas, the main hangar is still here and used. We don't have any air service. All air lines are in Monterey.

Last spring, we went on a trip over to Nevada and saw the bombing range east of Tonopah. How many remember flying out of Salinas to Tonopah, dump the bombs, and head for Sacramento because the fog was so bad in Salinas we had to wait until the next day to come home. Right after that I think we moved to Blythe. No trouble with fog there.

MARY HAGNER - Buffalo, NY.

My dad, Edmond J. Tymczyszyn, was a faithful reader of Mendlesham Memories and had even ordered the 34th B.G. history book. Unfortunately he never got to see the book. It came to his home 2 days after he died. But on the front cover in gold print he had inscribed "To Matt P. Hagner from Grandpa Tym". My son, Matthew P. Hagner, is his only grandson and he will always have this wonderful book with a picture and information about his grandfather and all the other brave men who fought with him in World War II. It will be undeniable proof that his grandfather helped keep this country free. My father was also a P.O.W. and I am currently trying to get a P.O.W. medal for him posthumously.

Notes From Our Friends

Continued from page 8

BRUCE SOTHERN - Minneapolis, MN.

I am planning a trip to Germany next summer. If it materializes the plans include a stop in England and a visit to Mendlesham and Stowmarket where I intend to visit the man that once was a 9 or 10 year old boy who was happy to clean my plane, "Gotta Haver" for me. I do enjoy our reunions and am already making plans for Shreveport.

RAY KUBLY - Watertown, WI.

Just finished reading Vincent Doran's "The Way It Was". He mentioned a B-17 that had one bomb bay door open and out fell a 2000 lb. bomb. That happened to be our crew! We had dropped our bombs on some target and, for some reason, one bomb failed to release. I crawled into the bomb bay and put the nose and tail pin in to disarm the bomb. Our pilot, Jim Heiby from Ohio, dropped the plane in and we bounced pretty hard. The bomb released out of the shackle and tore right through the door onto the runway. I remember the tower yelling "Bomb on runway, all aircraft to circle around until cleared".

When we taxied up to the revetment an armament officer came asking "Where in hell is the bombardier?". I meekly came forward and explained that I wanted to save the bomb for another mission. He yelled at me for not dropping it out over the English Channel. Anyway, a jeep went out and a couple of guys picked up the bomb and the rest of the planes landed O.K. I think it was only a 250 or 300 pounder.

CLAUDE GIBBS - Catawissa, MO.

Thanks for the picture - we enjoyed Virginia Beach. We're planning to attend the Shreveport reunion. We've had good weather for fall, but I think winter is upon us now. See you all in Shreveport.

JAMES BROWN - Pittsburgh, PA.

May I express my disappointment in missing the reunion at Virginia Beach. The timing was such that it conflicted with the arrival of a new grand-daughter in Fountain Valley, CA. and we simply could not be on both coasts at the same time.

GEORGE H. KLINE - Burnt Hills, NY.

It is always nice to meet the gang. Each year we get to meet more people and renew old acquaintances and we have a very good group. So our reunion is A-1 in our hearts. The auction was lots of fun. Margaret missed much of it as she had a bloody nose that didn't want to stop. Most of the auction time she spent in the ladies room being mother-henned by Audrey Gibbs. It's nice to have such good friends.

Since returning home I've talked with other veterans who do not have reunions and have lost contact with their buddies. So, we can see how lucky we are to have such dedicated men who have brought us together again. We are the envy of those other veterans. Thanks guys!

CLIFFORD THOMPSON - Lincoln, NE.

We have an R.V. and will head south and west to warmer weather for the winter. Will see relatives and crew members along the way. I'd like mentioned in the newsletter whether any of the guys with R.V.'s wanted to circle the wagons together some winter. There is a nice place in Quartzite, AZ. that will accommodate everybody and it is free.

I was a tail gunner on Jack Schifferer's crew and I shot down a buzz bomb over the Channel in early 1945. Weather was closed in over England and we headed individually to form over France. A buzz bomb missed us overhead by about 100 ft. I got it in my sights, nailed it, and it exploded. Jack mentioned it on debriefing and, after checking, the Admiralty confirmed time and place.

Continued on page 10



Crew of "The Sex Machine" Standing L. to R.: Ray Gray, Norman Green, Andrew Trykowski, Bill Wemes, Harry Jacobs. Kneeling L. to R.: Robert Fox, John Coscia, James Shutt, Louis Gluek

Notes From Our Friends

Continued from page 9

JIM YOUNG - McKees Rocks, PA.

I am still working on the Reunion Patch Collection at almost a feverish pitch. I now have 141 different and have 15 sets of 5 each of the 8th A.F.B.G.'s complete now with a further 9 more on order which will give me 17 complete sets when they are done. The 34th and 398th were two of the first to have all five of the patches remade. One of these years I may just start to display this collection at some of the reunions.

BOB BAER - Terre Haute, IN.

Rose Marie and I had a great time at Virginia Beach, mainly because four members of my first crew were there and Carl Stemen, the pilot on my second crew, was there.

IAN HAWKINS - England

Glad to hear that Ray is on the mend but I was very sorry to hear about Ed Lawler.

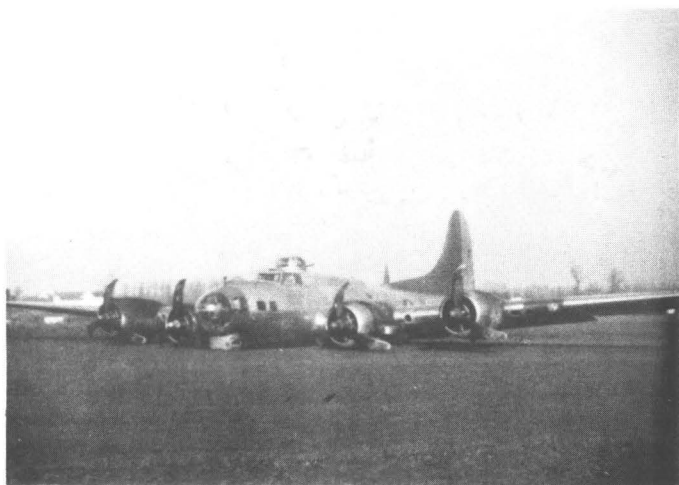
The article (with photos) about the 18th Sqdn. mural's move to the Red Feather Club at Horham (95th B.G.) will be featured in the March '89 issue of "Framlingham Times". I saw the photos recently and they are really first class.

JESSE GARDNER - Bagley, IA.

I think a map of Suffolk and where the bases were would be nice in the news letter. Some forget they were in East Anglia, County of Suffolk. Flat farm ground and the oldest part of England. The main gate of the base went to Stowmarket or to Ipswich and, in the other direction, to Norwich. The back gate off base led to country roads, to White Swan Pub, Wetheringsett, etc.

CLEVELAND ROMERO - Lafayette, LA.

The Scholarship Committee, consisting of Harold Province, John Janes, and myself, got together in Baton Rouge in early January and have come up with what we believe is a good plan. We believe this scholarship program can grow easily with a little effort from the membership. (Ed. Note: See insert of this issue for qualifications and application form.)



B-17 Bomber "Snake Bit". Crash landed in Brussels, Belgium. All crew members survived. George Day, Pilot



Standing L. to R.: Ray Kubly, Jim Heiby, Wm. Krebaum, Mike Geist, John Robinson. Kneeling L. to R.: Willie Riley, Everett Coates, Hubert Betterton, Wiley Moore, Lovia West

WILLIAM "PETE" GRAY - Virginia Beach, VA.

Am not doing good — my hands are in such bad shape can hardly use them — arthurihtous. And, if that wasn't bad enough, had a slight accident. (Ed. Note: See "FUNNY" article later in issue). Had a check-up last week and everything seems to be O.K. again. Don't know if I can make the Shreveport reunion or not. Will have to improve quite a bit by that time. Only spent a few hours at the re-union here at the Beach last Sept. I'm gonna try, though, cause, as Art Linkletter said, "Old age ain't for sissies!"

KEITH ANDERSON - Ravenna, OH.

I have had a little set-back. They took me to the hospital but I got tired of looking at the four walls and damned nurses and doctors, so I put on my pants and came home. By the use of the walker I get around in the house. Have nursing care around the clock, but that will stop as soon as I go broke. I can travel 30-40 feet before my posterior wants to sit down and I get tired of that position, too.

Ray Summa spent the time and effort to get the Air Force song on a tape for Al Beckwith. He will use it on his telephone answering service. I'm sure anyone calling him will appreciate the change in the entertainment.

The local newspaper interviewed me for a story. On Veteran's day I was surprised to see the story on the front page instead of back in the comic section. I'm sure any of the guys that were over there could note the errors I made in my statement. But what the hell, I did it.

Thank you all for cards and letters. Have had many and appreciate them all. We think about you all many times.

AN ENGINEER

An engineer is one who passes as an exacting expert in the strength of being able to turn out, with prolific fortitude, strings of incomprehensible formulas calculated with micrometric precision, from extremely vague assumptions which are based on debatable figures acquired from extremely inconclusive tests and quite incomplete experiments carried out with instruments of problematic accuracy by persons of doubtful reliability and of rather dubious mentality and with the particular anticipation of disconcerting and annoying everyone outside of their own fraternity.

NEWS FROM HERE AND THERE

From a young lady in Spokane, WA. we have the following:

Allow me to introduce myself. My name is Jill Chandler. I am 26 years old and live in Spokane, Washington. I have a hobby of collecting autographed photos and letters from men who fought in the air battles of WWII.

I would like some information about the 34th B.G. and to write to some of the men who flew with this group. Please write to: Jill Chandler, Box 11692, Spokane, WA. 99211.

Thank you very much. I hope to hear from some of you soon.



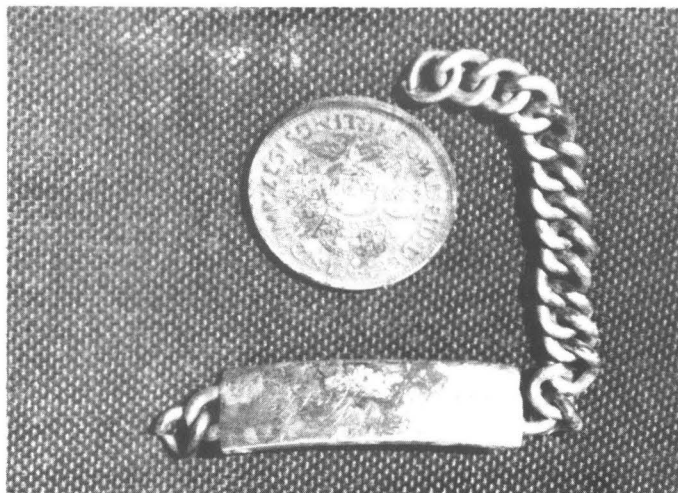
From Ian McLachlan of Norwich, England.

We hear that after 43 (plus) years the East Anglian Aircraft Research Group were given permission to excavate the site of a 34th BG aircraft. The plane was that of Lt. H. McCutchan Jr. which collided with a B-17 from the 452nd BG in March of 1945. The crew included McCutchan, Pilot; James A. Holt, Co-Pilot; Julius H. Bowers, Navigator; Paul H. Sheete, Bombadier; Bert W. Servo, Radio Op.; Thomas J. Dalton, Eng./Gunner; Howard J. Armstrong, Waist Gunner; John B. Larkin, Ball Turret Gunner; and Irwin Meltz, Tail Gunner. Their B-17 fell near the village of Creetingham and was burnt out. After removing the crew for burial, most of their B-17 was taken to be salvaged but some items were left behind and lay undisturbed for 43 years.

Many items were found in remarkably good condition including a propeller blade, a one-man dinghy, pieces of machine gun and many rounds of ammunition, a rudder pedal, two identity bracelets (one belonged to Irwin Meltz (see photo) and the other to James Holt), two coins and Howard Armstrong's dog-tag.

All these items will be exhibited by the group. It would be of considerable help if photographs of the aircraft and crew could be shown as well. Anyone who can help in this respect is asked to contact:

Ian McLachlan
"Tasdale", 1 Joy Avenue
Newton Flotman
Norfolk NR15 1RD, England



Copyright Ian McLachlan

From a Mr. Martin Goldensohn we received the following information:

For the past 30 years I have felt that our government should have provided for a War Memorial Museum dedicated to honor the Air Force, Navy, Marines, Coast Guard, etc. of World War II. I feel that if we all pull together, this dream can become a reality.

Reunions are great, but that is not enough for me. I demand we get a place of our own, honoring all our servicemen and women who gave their lives during that war.

Anyone interested in joining with me to see that this is accomplished, please write to:

Martin Goldensohn
700 S.W. 128th Avenue
Buckingham C-210
Pembroke Pines, FL. 33027



From a Mr. Ray Bowden of England we have the following:

One entry in your new book took my interest — that of M. Graeme Yates who was responsible for artwork on flight jackets and aircraft in the group. I have been collecting information on the artists and named aircraft of the USAAF for many years and would very much like to make contact with any individual who can enlighten me about any of the artworks on your planes and jackets in order to try to document them before it is too late. If anyone can offer information on this subject, please write to:

Ray Bowden
50 Argyle Road
Ealing, London, W13 8AA, England



From Walt McAllister we have the following:

I still have a few items to be returned from the last package I received from Turner Publishing. If you haven't received yours, it should soon be there.

They sent two photos with no identification or return addresses on them. One appears to be a copy of "Little Warrior" photo originally taken by Clifford Stocking (see top page 22, 34th book). The other shows 3 B-17's, one dropping string of bombs while another falls away below, on fire and with an in-board engine completely missing. Both are apparently from the same album, mounted on black album pages. Send name and address for return to:

W.L. McAllister
4063 Summerwood Ave.
Orlando FL. 32812



From The Collings Foundation we again are asked to publish an appeal for funds. (See last two issues) They say:

We estimate we're now about 2/3rd's of the way done and we can see the light at the end of the tunnel. To get there we need a "LOT MORE" financial help. Please help us out — a little or a lot — but whatever works for you. Send all donations to:

The Collings Foundation
River Hill Farm
Stow, MA 01775

NEWS FROM HERE AND THERE

From a Mr. Bob Cooperman of the International Manna/Chowhound Brotherhood we have the following:

Efforts are being made to get our government to add Operations Manna and Chowhound to the graphic map on the Chapel wall at the Maddingly American Military Cemetery near Cambridge. This has turned into a herculean task. Two men have taken it upon themselves to complete this task, Ken Wright (RAF) and Harold Rosenn (388th BG). All those interested in seeing that this situation be corrected can help. I am asking you to use your influence with your own Senators and/or Military contacts. Anything that you can do would be of great help.



From Allison Mercuris (Ed's daughter), we hear that Ed Lawler is interned in failing health at: Clove Lakes Nursing Home
25 Fanning Street
Staten Island, NY. 10306.

We're sure your get-well wishes will be well received.



From Dr. Carl I. Fyler who was with the 34th at Spokane and Blythe and is now with the 303rd B.G. Assn.:

Does anyone know who was engineering officer for the 7th Sqdn. at Blythe, or who the crew chiefs were? I can find no records showing an incident where my top turret shot off the top of the pilot's compartment. If I could find someone who was aware of this aircraft damage, I might have a "leg to stand on" with the V.A. as I wear 2 hearing aids, served in combat and was shot down. Anybody who can help me please write to: Dr. Carl I. Fyler

300 S. W. Yorkshire Road
Topeka, KS. 66606.



ROSE'S CORNER

Going on a picnic is one of those summer things to do, but here in Florida, in January, we had a delightful family get-together at Lake Kissimmee Park just last week. The usual flies and ants were absent, which made this a double pleasure.

I had asked for stories on how you and your spouse had met and I'm happy to share this story with you. From George H. Kline, this is how he and Margaret first saw each other:

"The day the Queen Elizabeth brought us to New York after the war my father was severely injured in the American Locomotive works. A 5-ton casting slid off a flat car onto him. I didn't know until a few days later when coming home on leave from Fort Dix. Margaret was a student nurse in the Ellis Hospital, and was helping to care for him. She was in the cast room across from his room, peeking at me. And, being a good Air Force man, I looked also. A family friend, working as a nurse's aid, told me, "I have some one I want you to meet. So, write her a note." I did and we made a blind date. To my pleasure, it was the same nurse who had been peeking at me. Things must have worked out O.K. for we have been married 42 years. Margaret worked for a while, then stopped working to have 2 children. She stayed home for about 10 years caring for them, then went nursing 2 or 3 days a week for 31 years. And is now happily retired." Thanks George.

For my usual recipe, here's a delicious one for French Toast that serves 2 very well. On a Sunday morning make this quick breakfast entree for your love.

FRENCH TOAST FOR TWO

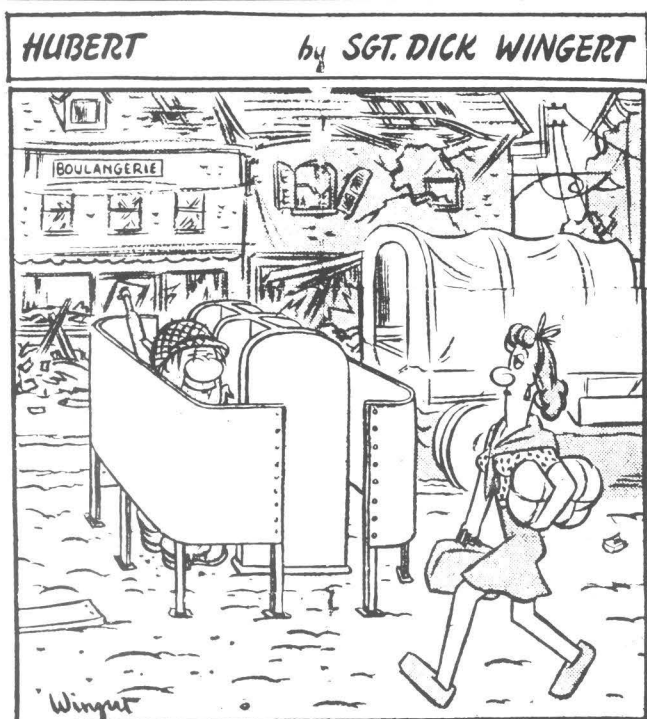
- 4 slices of thick (1") sliced bread
(I found a loaf call texas style)
- 2 eggs
- Pinch of salt
- ½ Tsp. sugar
- ¼ Tsp. cinnamon
- ⅓ cup milk

Heat up a good ½ cup of oil in frying pan to 365 degrees plus. Beat the eggs, salt, sugar and cinnamon together well. Add milk and keep beating. Cut bread slices in half (for easier handling), dip into egg mixture, making sure both sides are well coated, then fry quickly in heated oil for about 2 minutes. Serve with maple syrup or whatever you like best. Mmmmm Good!

Hoping to see you all in Shreveport! May God Bless you all abundantly!

Rose

**HOPE TO SEE YOU IN
SHREVEPORT,
LOUISIANA
14th - 17th SEPT.**



Moon Myth

by Lawrence Maddry (News Columnist)

Talk about far out. On July 20, 1969, there were 3 billion people on one side of the moon — including astronauts Neil Armstrong and Buzz Aldrin and Earthbound spectators — and only Michael Collins on the far side.

Collins was the pilot of the Apollo II command module Columbia, orbiting the moon every two hours as Armstrong and Aldrin jumped like kangaroos in the moon's light gravity.

Friday night, Collins, a retired Air Force general, went about as far out as national heroes are likely to. He was the honoree at a meeting of the Man Will Never Fly Society, which exists to lampoon aviation...

The drinking society (Motto: "Birds Fly; Men Drink") has waged the good fight against the myth of aviation for 30 years. Its membership includes, Collins said, "Beachcombers, misfits, drunks, the flotsam and jetsam of society — my kind of people."

The members gather annually — this year at the Armada Hotel in Nags Head — on the eve of the anniversary of the Wright Brothers' flight, only a martini olive pit's throw from the Wright Memorial.

Dr. Ed North, the society's founder and No. 1 thinker, said MWNF believes two Wrights made a wrong at Kitty Hawk on Dec. 17, 1903. Each year, members speculate about what the Wrights were really doing on the day they were supposed to have flown a contraption with propellers and wings.

The "plane" they speculate, may have been an early attempt to create a fan to remove the smoke from biscuits scorched by bachelor Orville Wright. Othes say the Wrights had invented a large Bloody Mary mixer — an early form of blender.

From time to time, the society has recognized pioneers in transportation who have shown exceptional courage. One honoree was Rufus Farmer of Route 1, Cheraw, SC. Farmer was honored as the first man to shave with a straight razor in the restroom of a moving Greyhound bus.

This year, it was Collins' turn. The speaker who introduced Collins quoted the poem from Mother Goose that begins: "Hey, diddle diddle, the cat and the fiddle. The cow jumped over the moon."

A piece of green cheese and a toy cow were raised aloft for inspection. A miniature plastic astronaut was placed near the cow. The conversation went this way:

Speaker (turning to Collins): "The date is July 20, 1969. Aldrin and Armstrong are down here on the green cheese. Here is the cow command module. Where in the heck were you?"

From his seat at the banquet table, Collins rose to his feet. "I was the udder astronaut!" he volunteered.

In his talk, Collins said he was accustomed to abuse. "There was a piece in the New Yorker magazine about me which said: 'Collins was the first man to expose himself twice in the vacuum of space.' I suppose that makes me the first space flasher."

And he claimed that the world had bought the astronaut's version of what happened during the Apollo II mission despite the fact that all of the TV footage broadcast by the networks had been faked.

"That was 20 years ago. So much has been written about it. And I've talked so much about it that I've come to believe it myself," he confessed.

"We trained for our space adventure in a simulator that was actually a 1954 Ford pickup with sealed doors. We spent three months filming the Apollo II mission in the sand dunes near Rodanthe, NC...It was all faked, and if you look closely at the TV footage on the moon, you'll see we pretty much botched it because there is a Dr. Pepper can and a pack of Winstons in the foreground."

Collins, a former assistant secretary of state for public affairs who served briefly as director of the Smithsonian Institution's National Air and Space Museum, claimed that he and other astronauts had been given more credit than they deserved by the media.

"Astronaut candidates are like the Platte River in summer," he said. "Three inches deep and a mile wide at the mouth. And they are all great philosophers."

The philosophy is summed up in the line, "Wherever you go, there you are," he said.

He recalled one astronaut candidate who was so dumb "He thought Hanukkah was a duck call."

The society — noted for its empty minds and filled glasses — gave Collins a standing ovation.

After the astronaut's talk, North stepped to the microphone and presented him with a humorous trophy. The trophy depicted the moon and the Apollo II command module perched atop the Wright Memorial. Collins was also given a lifetime membership in the society.

North said later that the drinking society was pleased with the talk.

"None of us knew what to expect because we'd never heard of the guy," he said. "I'd like to see him change his name to Tom and get the recognition he deserves."

(Editors Note: This was sent in by "Pete" Gray who writes:)

Have been a member of this group for several years now and have even tried to get Randall Martin to join up with us...Now he believes in the principals of the organization like I do, but they keep returning his application, "DISAPPROVED."

It seems some Martins from up Mass. way came down here right after the War of Northern Aggression — you know it as the Civil War. Anyway, they didn't stay too long and they left rather hurriedly — seems there was some trouble about ownership of a horse.

And, even today, anyone by the name of Martin is looked upon with suspicion which probably accounts for his rejection.

As Maddry says, the society is noted for its empty minds and filled glasses and Martin should fit right in with a bunch of beachcombers, misfits, drunks, the flotsam and jetsam of society!

I'm gonna keep trying to get him in and maybe, someday, he'll make it!

ADDRESS CHANGES

ADDRESS CHANGES (As of 1/31/89)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
ABRAHAM	WILLIAM	1604 RIDGECREST ST.	ALBUQUERQUE,	NM.	87102
AMERMAN	MRS. FRANCES	19465 HAVILAND DRIVE	SOUTH BEND,	IN.	46637
ANDERSON	ALVIN D.	Should be P.O. Box 25, Fisherman's Rd.			
BEYER	JOHN J.	P.O. BOX 272	PRAIRIE LEA,	TX.	78661
BLAIR	JAMES C.	345 W. 54 HWY.	CAMDENTON,	MO.	65020
BLAIR	JOHN	345 W. 54 HWY.	CAMDENTON,	MO.	65020
BREITSCHWERDT	EDWARD	3345 OCEAN GATEWAY, RT.50	E. NEW MARKET,	MD.	21631
BRYAN	STANTON K.	179 DORY LANE	OSPNEY,	FL.	34229
BUSS	PAUL	RR.#2, BOX 456	OLNEY,	IL.	62450
COHEA	HOWARD	1331 PARK AVENUE #412	ALBUQUERQUE,	NM.	87102
DAVIS	ROBERT B.	Zip Code should be			35801
DENNY	HOWARD H.	555 S.E. LAKEVIEW DR.	SEBRING,	FL.	33870
DONAHUE	HERBERT T.	7141 28TH AVE. WEST	BRADENTON,	FL.	34209
EBERLE	CHARLES	1 MELODY LANE	CLINTON,	NJ.	08809
ERBACH	MELVIN C.	809 A SECOND ST. N.	STEVENS POINT,	WI.	54481
FOURNIER	LOUIS	84 WEST STREET	WEST WARWICK,	RI.	02893
FOWLER	JOHN P.	1910 AVENUE P	BROOKLYN,	NY.	11229
GARDNER	MERLIN M.	789 N. KESSLER	WICHITA,	KS.	67203
GRONOUSKI	JOHN A.	700 E. 1ST ST. U206	AUSTIN,	TX.	78704
HAMMOND	EDDIE	68 SO. STONE AVE.	ELMSFORD,	NY.	19532
HANSEN	DUANE	7440 NORTH STREET	SAUK CITY,	WI.	53583
HAWKINS	JEFFERSON R.	Should be 3504 Laurel View Lane			
HELLAND	PHIL	1901 RIVER HILLS DR.	BURNSVILLE,	MN.	55337
JOHNSON	RICHARD	6095 STILLWATER BLVD.	ST. PAUL,	MN.	55119
JUDD	J.E.	1215 GLEN EADE DRIVE	MARYLAND HGTS.,	MO.	63043
KELLEY	DWIGHT L.	P.O. BOX 122	BURDEN,	KS.	67019
KENNEY	WILLIAM J.	(Add) Apt. 10R			
KINCAID	GERALD	226 GREENACRES DRIVE	SPRINGFIELD,	OH.	45504
KNOWLTON	ROBERT	5084 MALIBU DRIVE	PARADISE,	CA.	95906
LAMBERT	GEORGE F.	P.O. BOX 4764	RIVERSIDE,	CA.	92514
MANN	DON	Zip Code should be			59487
MAY	OTTO	City should read	FARMINGDALE,	NY.	
MIXON	REV. JAMES	484 CHURCH STREET	PELL CITY,	AL.	35125
MORENO	JOHN	1398 COMMUNITY DR.	ST. HELENA,	CA.	94574
OLSON	EDGAR	RR.#1, BOX 46, COTTAGE B	MULBERRY,	IN.	46058
OLSON	EVERETT W.	BOX 176	TORRINGTON,	WY.	82240
RAMSHACK	FRANK	2746 BENTSPUR DRIVE	ACTON,	CA.	93510
SCANNEL	RT. REV. MSGR.	7001 GEORGETOWN PIKE	McLEAN,	VA.	22101
SLOVENSKI	SIGMUND	Street Address should read 5045 East Forge			
STAFINAK	JOHN	Zip Code should be			18218
SUTTON	CHARLES	Zip Code should be			62496
TAMBOR	STANLEY	29311 BELMONT LAKE RD.	PERRYSBURG,	OH.	43551
TAMBURRO	LOUIS J.	3177 B CHARTER CLUB DR.	TARPON SPRINGS,	FL.	34687
THERRIAN	MARY	P.O. BOX 685	ROLLINSFORD,	NH.	03869
VANNATER	EARL	BOX 51, 214 PARK RD.	HARRISON,	MI.	48625
WILLIAMS	ARTHUR D.	1043 ELDORADO AVE.	CLEARWATER	FL.	33515
WILLIS	CLYDE	Street Address should read 4 W. 15			
WRIGHT	DODIE	2650 FISK ROAD	MONTGOMERY,	AL.	36111

The Song

by Vince Doran

"There'll be bluebirds over the white cliffs of Dover,
Tomorrow, just you wait and see"

The white cliffs of Dover have been a landmark and a symbol of the UK ever since man began to sail between the continent and the islands centuries ago. The sentimental popular song, composed by Burton and Kent in 1941 in honor of the valiant struggles of the British early in the conflict, held a special meaning for them all through the war. Recordings made by the bands of Kay Kyser and Glenn Miller, as well as local orchestras, were played endlessly. Now, late in the war, the song held a renewed promise that might soon be realized.

After a long devastating war, there was new hope in that winter of '44/'45 that it might end in the next few months, and end victoriously. They had endured long, dark days when they were so thoroughly defeated by the Germans, but they held on with bulldog stubbornness, determined to fight on until we would come in and help turn the tide. And the tide was turning; the Germans were being crushed on land, sea, and in the air. The agony they had so cruelly inflicted on their neighbors was being visited upon them with a vengeance. For the first time, the German civilian population, who were so enthusiastically behind Hitler's legions, were suffering the same unbelievable horrors that had been unleashed on innocent people in Poland, France, Holland, Belgium, the UK, and other countries of Europe.

"There'll be love and laughter, and peace ever after.
Tomorrow, when the world is free."

Now, almost seven years later, the British were leaving the air raid shelters and abandoning the bunker mentality that had been a part of their lives for so long. There was a new spring to their steps, a smile on wan faces, and a lilt to their voices. Things were looking up. Hadn't the government just increased the egg ration for civilians from one egg per person per week to two? Never mind that there were no more eggs than before, there would be soon. The fighting would end soon. Families would be back together soon. They would clean away the rubble of bombed buildings and begin rebuilding soon.

"The shepherd will tend his sheep, the valley will bloom again,
And Jimmy will go to sleep in his own little room again."

The white cliffs of Dover were a special welcome symbol for us, too. After a long hard bombing mission to southern Germany, the flak and fighters left behind, we would fly across France and Belgium, and leave the coast near Calais. As we neared the French coast, if weather permitted, we could faintly begin to see the white cliffs off in the distance. By the time we were half way across the English Channel, the miles of high chalk cliffs were a friendly beacon that welcomed us home. We could relax and briefly enjoy the late afternoon. The small towns and the green countryside were peaceful and inviting. With hundreds of planes coming back, fuel tanks almost empty, there was still anxious and dangerous flying ahead under the dark stratus clouds and in the fog around Mendlesham. But, for a half hour, we would look down on this small corner of England, known the world over, and be warmed by the tranquil scene.

"There'll be bluebirds over the white cliffs of Dover,
Tomorrow, just you wait and see."

DIETING UNDER STRESS

This diet is designed to help you cope with the stress that builds up during the day:

BREAKFAST:

- 1 Grapefruit
- 1 slice whole wheat toast, dry
- 8 oz. skim milk

LUNCH

- 4 oz. lean broiled chicken breast
- 1 cup steamed spinach
- 1 oreo cookie

MIDAFTERNOON SNACK

- Rest of oreos in pkg.
- 2 pints Rocky Road ice cream
- 1 jar hot fudge sauce
- Nuts, cherries, whipped cream

DINNER

- 2 loaves garlic bread with cheese
- Large sausage, mushroom & cheese pizza
- 4 cans or 1 large pitcher beer
- 3 Milky Way or Snickers candy bars

LATE EVENING NEWS

- Entire frozen cheesecake eaten directly from the freezer.

RULES FOR THIS DIET

1. If you eat something and no one sees you eat it — it has no calories.
2. If you drink a diet soda with a candy bar, the calories in the candy bar are cancelled out by the diet soda.
3. When you eat with someone else, calories don't count if you don't eat more than they do.
4. Food used for medicinal purposes NEVER count, such as hot chocolate, brandy, toast and Sara Lee cheesecake.
5. If you fatten up everyone else around you — then you look thinner.
6. Movie related foods do not have additional calories because they are part of the entire entertainment package and not part of one's personal fuel, such as Milk Duds, Buttered Popcorn, Junior Mints and Tootsie Rolls.
7. Cookie pieces contain no calories. The process of breaking causes calorie leakage.
8. Things licked off of knives and spoons have no calories if you are in the process of preparing something. Examples: peanut butter on a knife when making a sandwich or ice cream on a spoon when making a sundae.
9. Foods that have the same color have the same number of calories. Examples: spinach and pistachio ice cream, or mushrooms and white chocolate. Note: chocolate is a universal color and may be substituted for any other color.



TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZIP
DOOLEY	JOHN R.	7	474 HEDGEWOOD	ZANESVILLE,	OH.	43701
EBERLE	CHARLES		B1-11 CLINTON GARDENS	CLINTON,	NJ.	08809
EFSEAFF	PETE			WACO,	TX.	
FAUNCE	MILLARD	391	3230 JASPER ST.	PHILADELPHIA,	PA.	19134
FLORES	MICHAEL			BROOKLYN,	NY.	
FURTADO	JOHN	7				
GIBBONS	FLOYD				NJ.	
HERSHENOW	WILLIAM J.	4	149 ORTEGA AVENUE	MOUNTAIN VIEW,	CA.	94040
JEROW	GORDON	18	59 FOREST OAKS WAY	SPARTINBURG,	SC.	29302
LARRABEE	JAMES			NORFOLK,	NE.	
LIVINGSTON	DALE		DIED 10 YEARS AGO		NE.	
MOORE	ORMAN			GORRE,	TX.	
MYERS	DR. KERMIT W.	18				
PARKER	M.B. 'TOMMY'	7	3237 E. LARK CIRCLE	LAS VEGAS,	NV.	89121
PAVLICEK	CHARLES JR.	4	2 TUTTLE DRIVE	OSSINING,	NY.	10562
POLLY	JOHN M.			CANNONBURG,	PA.	
ROCKEY	ROBERT		(IN 1954)	SAN BRUNO,	CA.	
STANDLEY	FRED			LA MESA,	CA.	
THOMAS	PAUL N.		(DIED IN 1970)			
TILGNER	DAVID				NE.	
TYMCZYSZYN	EDMOND	7	128 S. WREXHAM CT.	TONAWANDA,	NY.	14150

NEWLY FOUND

NEWLY FOUND (As of 1/31/89)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZIP
CURTIS	S.W.		1959 DOUGLAS DRIVE	TAWAS CITY,	MI.	48763
ELMORE	FLOYD R.	4	432 VALE AVENUE	VINTON,	VA.	24179
GOLDSTEIN	IRV	4	1930 WHIPPLETREE AVE.	LAS VEGAS,	NV.	89119
HANNAH	P.W.		43 WYOMING AVENUE	DALLAS,	PA.	18612
HINKEL	GEORGE		P.O. BOX 39	CHRISTOBAL,	NM.	87564
HOPKINS	JAMES C.		1409 WILLISTON	PAMPA,	TX.	79065
KENNEDAY	GRANT		P.O. BOX 245	DUNELLON,	FL.	32630
KERGER	DONALD P.		2543 9TH AVENUE	NORTH RIVERSIDE,	IL.	60546
KIESCHNICK	CLARENCE		P.O. BOX 407	THORNDIKE,	TX.	76577
MARTIN	JOSEPH B.		203 SO. GLENFIELD RD.	NEW ALBANY,	MS.	38652
MATTHEWS	CLYDE		1337 E. 12TH STREET	OKMULGEE,	OK.	74447
MAUK	BASIL F.	4	716 W. HERON ST.	DENISON,	TX.	75020
MILLS	GENE		11500 HORNSBY	AUSTIN,	TX.	78752
MINGE	ROSS		10014 JUSTAMERE LANE	ELK GROVE,	CA.	95624
MOORE	BILLY E.		3213 ALTA VISTA	SAN ANGELO,	TX.	76904
NELSON	STEPHEN		22651 PUNTALLANA	MISSION VIEJO,	CA.	92692
PEDERMAN	KARL		2134 PARAKEET ST.	HOUSTON,	TX.	77034
RICHARDSON	CLARENCE J.		409 E. COLLEGE	ATHENS,	TX.	75751
SCANLAN	DENNIS R.	(A)	ONE SCANLAN PLAZA	ST. PAUL,	MN.	55107
SCHIFFERER	JOHN S.		1215 VIA RAMON	ESCANDIDO,	CA.	92025
STANBERRY	RALPH JR.	(A)	112 RABON CT.	SIMPSONVILLE,	SC.	29601
STOUT	KENNETH		3785 SO. 3100	E. HOLLIDAY,	UT.	84120
VENNE	DERRICK J.		345 SO. 58TH STREET	MESA,	AZ.	85206

A FUNNY THING HAPPENED ON THE WAY TO THE WAR



UNREQUITED LOVE

by Vince Doran

Every military pilot wanted to fly fighter planes, but bombers and transports had to have drivers, too. So, only a fortunate few were assigned to the P-47 and P-51. While we were herding the B-17, we still dreamed of somehow getting into fighters. I heard of a small special group in England, headed up by Elliott Roosevelt, called KODAK RED. They flew stripped-down 51's without armament, which made them faster than German fighters. I didn't like the idea of having no guns, but if you can't shoot back, you had better be able to run away. One of their missions was to fly over target areas in Germany (at high altitudes) and take pictures right after bombing strikes. I developed a plan even though I had no idea how to implement it. Every man should have a plan. Just before finishing the bombing tour at Mendlesham in March of 1945, I would apply to KODAK RED. With my combat experience, and knowledge of flying conditions over England and Germany, I was sure they would welcome me with open arms. Since I would not have to learn fighter tactics, it would be only a matter of checking out in the P-51 before coming fully operational. After flying with KODAK RED for awhile, I would think of some way to transfer to a combat unit.

Before I could put the plan in action, the German jet fighter ME-262, made its appearance. It was so fast, KODAK RED planes wouldn't have a chance. I shelved the plan. With enemy jets in the air, this was no place for me in a slower, unarmed plane. I knew they were up there because they had already attacked us. And they were faaasst.

A FUNNY THING HAPPENED ON THE WAY TO THE

(Editor's note: What happened wasn't really funny but Pete Gray's account of it is!)

ACCIDENT REPORT

Accident date: Oct. 28, 1988

Accident place: On sidewalk along street one mile from victim's home in Va. Beach, VA.

Victim's Name: W.N. Gray

Victim's Address: 5601 Sedgemoor Rd., Va. Beach, VA.

Condition of victim before accident: Victim was stone cold sober. If he'd been drunk wouldn't even have stubbed his toe or fallen down.

Cause of accident: You'd think that any damn fool that's 70 years old would have sense enough not to trip over his own feet.

Details of Accident: Victim fell like a log while out walking. Just before crashing into sidewalk, victim began to realize "This is gonna be a duzzie," victim said to himself as he went down — and it was! Victim smashed into the sidewalk at a speed estimated to be about 64 MPH. This figure is found by computing the force of gravity, divided by the forward motion under the atmospheric conditions prevailing at that time and by using Newton's 2nd law of motion, which states: "Acceleration is directly proportional to the force in the direction of the straight line in which the force acts." In other words, it was a helluva blow!

Victim's Condition After Accident: Victim was in a daze for quite some time — or to put it more bluntly, victim didn't know his asterisk from third base! Two kind souls came to his assistance, got him up on his feet and then drove him home. There, a neighbor took him to the Emergency Room of a nearby hospital where they were kept busy for several hours trying to put back together what he had torn asunder. Numerous bruises, contusions, multiple abrasions and cuts including several broken ribs along with a broken wrist and arm! Cut along side of left eye required only 3 stitches.

Victim's Condition at Present: Arm in cast (left arm) from elbow to, and including thumb. No treatment for 2 broken ribs — #6 and #7 on left side — they will heal better if left alone. Cut around eye doing fine. Cast will be removed from arm about December 15th at which time both arms and ribs should be healed.

Damage to Head: Nil, because, as one neighbor put it, "You can't damage anything as hard as that, anyway!"

(Editor's sub-note: This was received in early December and we haven't heard much about it since. Get well, Pete!)

NEW LIFETIME MEMBERS

(As of 1/31/89)

(Total Now 124)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
CARROLL	GEORGE H.	7	RTE. 1, BOX 189	GILBERT,	LA.	71336
FREYSINGER	CARL (NICK)	7	6137 URBANA WOODSTOCK PIKE	CABLE,	OH.	43009
GIBBS	CLAUDE H.	7	RT. 2, BOX 514-A	CATAWISSA,	MO.	63015
McGOWAN	FREDERICK D.	391	2838 SUNSET CIRCLE	SIOUX CITY,	IA.	51104
SCHIFFERER	JOHN S.		1215 VIA RAMON	ESCANDIDO,	CA.	92025
SCHOCH	FRED	7	3305 W. HOUSTON AVE.	SPOKANE,	WA.	99208
SMITH	JAMES C.	7	17554 CORALINDA DR. NW.	CAPE CORAL,	FL.	33991
WALKER	ORAL	391	3141 FINE LAKE	BATTLE CREEK,	MI.	49017

HOLOCAUST OVER SUFFOLK (Conclusion)

By Stewart Evans

Someone shouted that the nose gunner was having trouble getting out of his turret so Jack scrambled forward through the tunnel leading to the nose. He managed to open the turret doors and released the trapped gunner as bullets began to fly through the aircraft yet again. Jack stood at the back of the turret a few seconds until the bullets stopped tearing through the aircraft. He crawled back through the tunnel to the bomb bay where he found that the left wing had been hit and blazing fuel was streaming from the tanks and following the trailing edge of the wing to the bomb bay, which then ignited.

Realizing that there was little time left, Jack reached up on the flight deck, grabbed his parachute pack and snapped it on to the harness he was already wearing. He then stood on the catwalk, bent forward and dived into the darkness below. He half somersaulted and, when on his back, pulled the rip cord of his chest pack, but the parachute failed to deploy. Jack threw out the white silk by hand, and, as the air caught it, the parachute opened. The abandoned bomber fell off on its left wing, completed a half circle and crashed into the ground amid a shower of sparks and flame. The wreck then exploded in a pyrotechnic display of exploding .50 caliber ammunition and Very flares. Unknown to Jack and his comrades at this time they had become yet another victim of the deadly night fighters of KG51.

Jack's B-24 had, in fact, crashed at Blacksmith's Green Wetheringset, just a mile north east of Mendlesham Airfield. Jack had leapt from the burning aircraft at just 1200 feet or so and, after a short descent, made a rather unexpected and somewhat heavy landing, in which he hurt his back and his right knee. He gathered his parachute and rolled it into a ball on the ground. A much needed cigarette was then taken from his pocket but he didn't have a match. He walked a few yards to a nearby road and, about 35 yards down the road, found a small dwelling. Unfortunately, the occupants were deaf mutes and, as they couldn't understand what he wanted, Jack left and returned to where he had left his parachute. He saw someone rise in the hedgerow so he approached and found that the person had a rifle. Jack quickly said that he was "Yank" and the welcome retort was "Oh, you're a Yank. Well, come on in and have a spot of tea." He had landed in the garden of Walter Pooley at Blacksmith's Meadow and he was made welcome in their home. The Pooleys brought him a cup of tea in the living room where Jack waited some twenty minutes.

Soon afterwards there was a knock on the door and it was opened to reveal a GI from the base, out in a Jeep searching for the aircrew who had bailed out. Jack gathered up his parachute and climbed into the Jeep which set off for the base. It was very dark and, as they travelled along the narrow country road, an ambulance, which had also been dispatched from the base in search of the aircrew, collided with the Jeep. The force of the impact almost overturned the Jeep and Jack jumped out saying he would prefer to walk! One of the GIs told Jack to get back in and they would be more careful. Off they went again and a short while later they entered the northern perimeter of the airfield. Sentries were alert and fired a shot at the Jeep, but the driver braked and stopped, shouting out a password. As they drove onto the airfield Jack saw the still burning wreck of B-24 252738 which had crashed on an equipment building at the edge of the technical site near No. 1 hanger. The pilot, 2nd Lt. Hazen D. Eastman and the majority of his crew had tragically perished in the crash and a large quantity of valuable flying equipment was lost. There was a group of officers standing in the middle of the field and Jack reported in, handing his parachute to Major Eaton, the group executive officer.

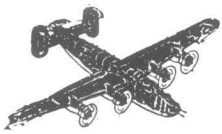
Tired and hungry, Jack left to find some food. He later found that three of his fellow crew members, Navigator, 2nd Lt. Anthony Grabowski, tail gunner Rober Erisch and ball turret gunner Willard Johnson, had perished in the crashed bomber. The 34th had lost four heavy bombers, the last one crashing at 11:50 P.M. Worse still, many young airmen had been lost. It was a night never to be forgotten by the young Americans caught so unexpectedly by the intruders who had given them a further reminder of the dangers for the day bombers returning after dark. It was the last such attack by the Luftwaffe on USAAF bombers over England and is remarkable as the only occasion on which the 34th Bomb Group lost aircraft to enemy fighter action. Not one of their aircraft was lost to enemy fighters over enemy territory.

Lost crew members were replaced and 294911 was replaced by a new machine, 440458 named "Picadilly Filly" and Jack resumed his missions on June 20 with a new pilot. The waist gunner, William Reschke, who had been wounded by pieces of exploding 20mm shells spent three weeks in the hospital before returning to the crew. They went on to fly a full tour of thirty missions, the last three in a B-17 Flying Fortress when the group converted to this type to fall in line with other groups of the 3rd Air Division. In November, 1944, Jack returned to the United States.

ACTUAL ANNOUNCEMENTS FROM CHURCH BULLETINS

(Received from Crown Point UMC church bulletin)

1. This afternoon there will be a meeting in the south and north ends of the church. Children will be baptized at both ends.
2. Wednesday, the Ladies Liturgy Society will meet. Mrs. Johnson will sing "Put Me In My Little Bed" accompanied by the pastor.
3. Thursday, at 5 p.m., there will be a meeting of the Little Mothers' Club. All those wishing to become Little Mothers, please meet the pastor in his study.
4. This being Easter Sunday, we will ask Mrs. Johnson to come forward and lay an egg on the altar.
5. The service will close with "Little Drops of Water." One of the ladies will start quietly and the rest of the congregation will join in.
6. On Sunday, a special collection will be taken to defray the expense of the new carpet. All those wishing to do something on the new carpet, come forward and get a piece of paper.
7. A bean supper will be held Saturday evening in the church basement. Music will follow.



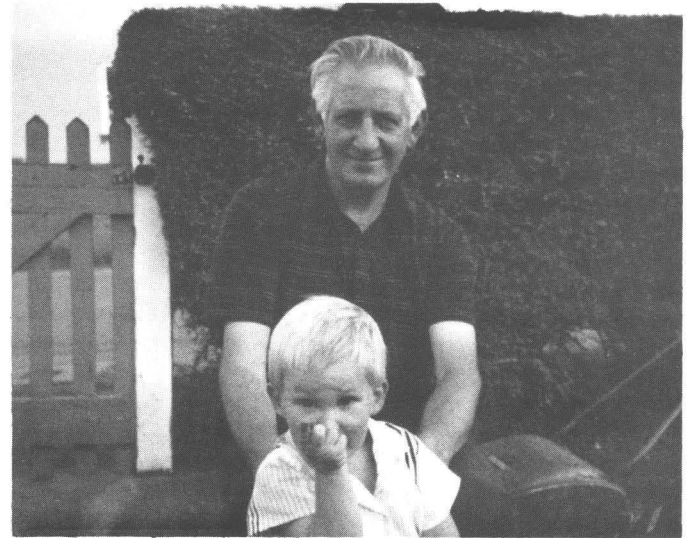
Then and Now

HORREX



Robin Horrex of Stowmarket in 1944 on hardstand at 34th B.G. airfield.

1944



Robin Horrex in 1988 with his niece's son (Robin was the lad who liked to clean Bruce Sothern's plane, "Gotta Haver")

1988

Memories

OPERATION MANNA OBSERVED

(Publication Unknown)

On May 1, 1945, after three days of cancellations because of weather, the 8th Air Force dispatched 3 wings, the 13th, 45th, and 93rd, of the 3rd Air Division. Its Flying Fortresses were loaded with nearly eight tons of food. At the pre-mission briefing Sgt. Cecil Cohen, who among other duties functioned as the photographer in his 34th B.G., recalled that he was told to take along a small reflex camera and "to get everything you can, but under no circumstances show the camera from the window." Cohen decided that he would take shots through the open bomb bay before and after the drop. Although the day's mission had not been scrubbed as the previous three, it was not an ideal day for flying, especially at low level.

As recalled by 1st Lt. Jerome Kagel, "The weather was bad — rain and gusty winds threw our ships about like model airplanes in a wind tunnel."

Cecil Cohen prepared his camera for his part in the mission. He placed filters over the lens to cut some of the haze. But the plane apparently strayed from the designated corridor as they approached the Dutch coast — "one of the meanest in the world for flak." As they came in lower, it was possible for Cohen to pick out German gun emplacements; there were even German troops moving around beneath their Fortress with seeming unconcern. But not a wary flak unit, which began firing at the straying plane. The pilot all but stood the big Fortress on one wing — Cohen and the other aircrew in the plane's waist were piled in a heap against the side — and returned to the correct flight path. Inside Holland they came down very low and the air was bumpy. On his stomach in the bomb bay, Cohen for the first time in his Air Force career became airsick. The strange position, the rough air had done it — and the result was the spoilage of the filter on Cohen's camera. It would be im-

possible to clean, so he merely threw it overboard and took several photographs with a filterless lens.

"When we came over the racetrack," Kagel saw a surging crowd of excited people, hundreds of them, of every age. They filled the grandstands and seemed to be everywhere — on the paddock, along the track, hugging the guard rail. Women and children danced around when they saw our planes. I even spotted a few enemy soldiers intermingled with the civilians."

"The people seemed to get all out of bounds as our supplies rained down. They ran toward the tumbling boxes of rations apparently heedless of the danger of being hit by bundles which fell with terrific impetus. I wouldn't be surprised if in their eagerness and their anguish for food some of them were hurt by boxes or from being jostled in that tremendous throng. The whole thing made an exciting, heart-wrenching picture that will remain with me for a long time."

"I was soon absorbed in the amazing spectacle below, as I saw — actually saw — thousands of people mobbing the streets, gazing skyward and waving frantically at us. Boulevards, street corners, everywhere, civilians clustered, looking up at these former dealers of destruction that were now playing the lead roles as angels of mercy."

Cohen, meanwhile, was recording the mercy mission (military installations were of no real interest). To get another angle he stood on several boxes that he had stacked in the nose of the plane. With a couple of crewmen grasping his legs, about half of his body projected from the upper nose of the B-17 as he snapped pictures blowing in the wind. If any German saw him, there were no official complaints registered. Aircraft did return to England with flak holes in their wings, but no serious incident marred the mission. For ten days these missions continued, missions the crews found more gratifying than their missions to Berlin — or Dresden.

Flight Lt. R.E. Wannop, RAF, summed up the emotions of all the men when he described one of the final missions. "We

Continued on page 20

HDD

163

18

7

4

**34th Bomb. Group**

ANDERSON, IN 46011
2910 BITTERSWEET LANE

c/o RAY L. SUMMA
34th BOMB GROUP ASSN.

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

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Anderson, Indiana
PERMIT NO. 1547

Memories

Continued from page 19

crossed the Dutch coast at two thousand feet and began to come down to five hundred. Below lay the once fertile land now covered by many feet of sea water. Houses that had been proud possessions of a happy, carefree people now stood forlorn surrounded by the whirling, surging flood, some with only a roof visible. A double line of poplar trees would show where once there had been a busy highway."

"Children ran out of school waving excitedly. One old man stopped at a cross-roads and shook his umbrella. The roads were crowded with hundreds of people waving....

"Nobody spoke in the aircraft...

"My vision was a little misty...

"Perhaps it was the rain on the perspex..."

The last Manna mission was flown on May 8, 1945; the Third Reich on that day lay in ruins and Hitler's wretched heirs surrendered to the Allies. Signing for Germany, Generaloberst Alfred Jodl, German Chief of Staff, said, "With this signature, the German people and Armed Forces are — for better or worse — delivered into the victor's hands."

Hitler's war was over; the most powerful air forces the world had ever known could turn to the shriveled Greater East Asia Co-Prosperity Sphere.

DOES ANYBODY REMEMBER?

by **Darrell W. Bulis**

I am seeking a picture of a certain B-17G. Possibly someone reading this can help me. It would mean a lot to me. At the Virginia Beach reunion I asked around about this and someone told me he had a picture and promised to send me a copy. I wrote down his name and them promptly lost it (during the banquet). And so, the story:

On Feb. 3, 1945, our target was Berlin. The aircraft name and number has been forgotten. Upon return, with no battle damage, it was lucky that the crew was all in crash landing position. Just after touchdown, and while still rolling rapidly down the runway, the pilot reached down and pulled up on the flight control lock handle. As long as the wheel stayed back everything was O.K., but when the pilot dumped the wheel forward the lock snapped into place. The tail went up and the nose

started scraping on the runway. Both the pilot and co-pilot stood up on the brakes to stop the plane. When it stopped the tail came down real hard and the fuselage broke in two just aft of the radio room.

No one was hurt. The crew all got out O.K. The meat wagons and crash trucks all came charging up along with a large crowd. Also a colonel demanding to know who had wrecked his airplane. He was looking for someone to eat out. The crew was offering to fight anyone that said anything to the pilot who was crying like a baby.

The colonel insisted on knowing who had caused the wreck. The pilot admitted he had done it all by himself. The colonel then asked the crew if we wanted to continue to fly with him. We told him that we would not fly with anyone else. Noting our unity, the colonel then ordered the wreckage be taken to the scrap heap and the furnishing of another aircraft for the crew. Nothing else was said about the wreck.

What I am seeking is a picture of the plane after the crash.

ETERNITY OF PAIN

by **Stephen Niatas**

As I reflect now, as I did then, the pain has not left. The pain born by the loss of members of our team.

Our team was formed in Plant Park, Tampa, Florida. A group of ten very young men that were shipped to Gulfport, Mississippi to train as a crew on a B-17G. The crew was honed like a fine sword, then dispatched to secure a new aircraft to ferry to Wales, England.

Shortly after Wales they joined the 34th Bomb Group, 18th Bomb Sqdn., of the 8th Air Force at Mendlesham, England. Flying missions were dangerous. The crew were fortunate until the day of pain, April 5, 1945. Our suffering pain was not for one of our team but for THREE! They are gone! One of our team lost part of a limb. Each day he walks the pain is his. We all can not forget. How can we anesthetize our thoughts for the young buried in the North Sea. Their pain was dismantled by death. We, the survivors, cannot forget our pain for our fallen crew members.

Freedom for us all has not been free, but the price was paid by all the lives we lost in the defense of freedom.