

MENDLESHAM MEMORIES

34TH BOMB GROUP H

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391

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OBSERVATIONS

Here it is, the middle of January, when I thought we would be enjoying the warm, sunny climes of Florida. However, that is not the case. It seems that the frigid, sub-zero weather in Indiana in December froze and burst a water pipe in our townhouse wall which flooded our living, dining, and kitchen areas. This ruined the carpeting, floor tile and furniture. Therefore, here we are, back in Indiana, but only for as long as it takes to get our place back in shape. Then back we go to good ol' Florida until April.

In this issue you will find inserts for your dues payments, scholarship application, and PX purchases. Please remember...your dues now go to Harold Province, our new Treasurer, and not to me or Ray Summa, who was Treasurer for so many years. Addresses for all your correspondence are shown with the requests.

Also in this issue, you will find a notice regarding the video tape you may purchase which covers the Shreveport reunion as well as other subjects. Especially those of you who attended the reunion should want a copy. I didn't attend but I intend to order a copy. Kivett Ivey put in a lot of hours combining and editing several tapes to make one of interest to us all. Let's not let his efforts go to waste. Order your copy now.

Sometimes I think I am wasting space in this newsletter with my "Observations" column. Time and again I have written that I feel nobody bothers to read this column because people are still sending their material to Ray who then forwards it on to me. This not only takes more time, but it does increase our postage costs. Please remember, I edit everything appearing in Mendlesham Memories. Send your material to me.

I want to thank those of you who have sent us cards or letters during the holidays. We appreciate the thoughtfulness. Rose and I want to wish all of you a happy and healthy 1990.

Eli Baldea
Editor

PRESIDENT'S MESSAGE

All comments of which I am aware, whether written or oral, indicate that the Shreveport Reunion may be considered as the best yet. All we can do is try to top it in the future.

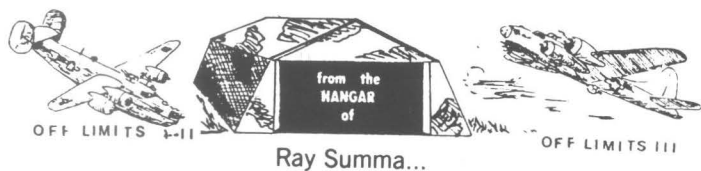
Following up on the transfer of 34th BG Ass'n funds mentioned in the December issue, all has gone smoothly, and Hal Province has established accounts in Mississippi to cover all our operating needs. At the same time these give us the best available in interest on longer term deposit accounts such as Life Memberships, and minimum charges, if any, on checking accounts. Our "bill-paying" account has no service charges, regardless of balance, and is fed as required from the interest-paying, insured Money Market account holding receipts (such as annual dues, sale of "PX" items such as car plates, pins, belt buckles, etc.)

I just now have had a quickie "preview" of the tape Kivett Ivey has assembled covering the Shreveport Reunion. Had the idea blossomed earlier, we might have had special requests (or "assignments") for the camera operators to insure more complete coverage of some aspects and less duplication of others. Kivett took on this task after most of it was all over, using what was available including TV News films, and has done a most commendable job of it. It will be an interesting memento of the Group activities, particularly for those appearing in the TV interviews and in the dedication ceremonies, "candid camera" in the hospitality room, Gp meetings, etc. Kivett has beefed up the time to fill up the tape with some interesting interspersed B-24/B-17 footage and a short "add-on" showing some Virginia Beach Reunion activities. Elsewhere in this letter I hope you will find more info on this from Kivett and George Ritchie.

By now, I'm sure most of you are aware that we were put in the deep freezer in Central Florida over Christmas and are now enjoying a "dried-tobacco" brown landscape rarely seen in this part of the country.

HAPPY EASTER from us to all of you!

Walt McAllister (Mac)



Fellow members of the 34th B.G.

Time has sure flown by this year and now it is time to write something again for the newsletter. Hannah and I would like to express our gratitude for the many cards we received at Christmas time and also those we received for our 50th Wedding Anniversary. Looking back, it seems as if it was just a short while ago that Hannah and I were married.

As you know, we took a trip to Hawaii in Nov. to celebrate our anniversary. We enjoyed every minute of the trip traveling from island to island. The only thing wrong was that the Japanese are buying up most of the Islands. They were everywhere. Someday we may go back and visit them again.

While in Waikiki we called and talked with Mrs. Otis Gryde, whose husband was a former member. He died last summer. She wanted us to say "Hello" to those who remembered Otis. Otis had names of the ones he remembered marked on the roster.

How many of the men who were at Blythe and Salinas remember the men of the Yugoslavian Royal A.F. who we trained there? In reading a military magazine I ran across a story about them which mentioned cities here in the U.S. where some of them lived. I contacted one, Joe Milloy, (name shortened from the original) and talked to him. Then I sent him all the info about our group and refreshed his memory about Blythe and Salinas. After a delay he answered my letter. He had to wait until his cataract surgery was over to answer. He sent me the names of 4 more men. It seems only 15 remained of the 52 sent to Blythe. He, himself, had been a POW, having been shot down while on a mission. Many of you have seen the B-24D, "Strawberry Bitch," at the WPAF Museum. It seems that this was one of the planes that the Yugoslavina A.F. used with the U.S. 15th A.F. in Africa.

One of the addresses sent to me was of Voya Skakich, who, it seems, was the leader. Voya sent me a nice letter and, with it, a newspaper clipping telling about his life as a flyer. Very in-

teresting. Voya had left his wife in Yugoslavia when the Germans invaded and it was not until 4 years later that he was able, through some friends, to have her join him in Italy. He said that, when Tito came to power, the men were asked if they wanted to go back to their country. Only three went back. Most joined the USAF, becoming citizens of the U.S. and retired from the service. Voya, himself, retired in 1966 after many years of flying with the Yugoslavian and U.S. Air Forces. When he joined, all he asked for was a place to sleep and a place to eat. An act of Congress gave these men U.S. citizenship. If any of you remember these men they might enjoy a card or letter from you. All these years I had been asked what had become of the Royal Yugoslavian A.F. after leaving the 34th at Blythe. Now you know.

Hannah and I were honored to be invited, by Bob Vickers, to take part in the dedication of the B-24 Memorial at the WPAF Museum last Dec. I asked several of the 34th who live closeby to meet me there. Many sent their regrets. Only Carl and Imogene Freysinger attended. The dedication was held inside due to the cold and windy weather. 200 were expected, but over 350 attended. After all these years the B-24 is getting the recognition it justly deserves. This is through the efforts of Bob Vickers and Joe Warth of the 44th B.G., as well as many others who flew in or maintained the B-24. Bob Vickers had said that money left over from the Fort Worth B-24 Celebration would be used for the memorial at WPAFB. The tree will be planted when spring arrives.

We had a Christmas letter from Fr. Fred and Mardell Brooks. Fr. Fred had to have a hip replacement, but is getting along pretty well with the hip. He's not too well from his other ailments. We had a card from Evelyn Breedlove's daughter saying Evelyn had passed away in Sept. Evelyn was the wife of Bill Breedlove, who was an 18th Sqdn. Flight Chief. We had another from Omer Mongeon who said this last year was bad for him as his wife had died last spring.

How about sending a card or letter to these people? I'm sure they would like to hear from you.

As you know, I am no longer the Treasurer of the Ass'n. and I hope all of you will be sending your dues to Hal Province, the new Treasurer. I am still the Unit Contact and Corresponding Sec. and we would enjoy hearing from all of you.



1st Reconnaissance Sqdn. at Langley Field, VA. They were the predecessors of the 391st.

34TH BOMB GROUP (H) ASSN. RETURNS TO MENDLESHAM, ENGLAND

May 17 - May 25, 1990

The 34th B.G. is departing for England on May 17, 1990 and you should all have received a "flyer" from Tamarac Travel Agency about all the details of the trip. They will also do your airline ticketing and tour extension. Their toll free number is: 1-800-228-9690. Check your passports — now is a good time to apply for one if need be. It takes about six (6) weeks.

As of Jan. 15, 1990, the following have signed up for the Mendlesham Reunion: Anderson, Alvin and Julia; Antonovich, Alex and Betty; Conlin, Claude and Genevieve; Dwyer, Harold and Darlene; Freysinger, Carl and Imogene; Gibbs, Claude and Audrey; Herget, Charles and Eileen; Kline, George and Margaret; Koppen, Robert and Betty; Rutka, Harold and Genevieve; Saulnier, Ernest and Florence; Sothern, Bruce; Spink, James and Barbara; Thomas, James and Eleanor. (Bruce Sothern is looking for a traveling partner.)

There will be no central departure point, but the assembly point in England will be at HEATHROW AIRPORT, FRIDAY, MAY 18, 1990. Departure from the airport will be at 9:30 A.M. to the NOVOTEL HOTEL IN IPSWICH.

Saturday a trip to the 34th B.G. area and Memorial; then on to the 390th Control Tower Museum at Framlingham. Saturday evening a banquet with the ladies of the British Legion as our guests; the ladies have been taking care of our Memorial for the past 40-some years. SUNDAY A.M. we will board our buses and

those wishing to attend church services at Mendlesham may do so at the 900 year old village church; then visit the village with lunch at one of the pubs. SUNDAY afternoon will be the Annual Memorial Service at the American Military Cemetery near Cambridge (our arrival time is 2:00 P.M.). The 34th B.G. will lay a wreath along the Wall of the Missing; after the services we will check into the UNIVERSITY ARMS HOTEL in Cambridge. MONDAY A.M. will be your choice of the Imperial War Museum at Duxford or shopping in Cambridge. TUESDAY we will board the buses for LONDON via the Hendon Royal Air Force Museum and then to the GLOUCESTER HOTEL. WEDNESDAY A.M. will be a half-day sight-seeing tour of London, including the CHURCHILL CABINET WAR ROOMS that have now been opened to the public. THURSDAY afternoon is FREE and there are FRAME TOURS available for sight-seeing or shopping. The hotel has evening tours available including stage plays. FRIDAY, the 25th, will be a return to home, or to continue on some other tour. We have extended all three of our tours and we expect to do the same this time.

WE HOPE TO SEE YOU IN ENGLAND. BE SURE TO CHECK YOUR TAMARAC TRAVEL AGENCY "FLYER".

Harold C. Rutka,
Back to England Coordinator



SEATTLE REUNION, 1990

To the 34th Bomb Group Membership:

Seattle is all set for our 1990 reunion. We will be staying at the Radisson Sea-Tac Hotel. There are acres of free parking. People that attend in R.V.'s may also park on the hotel parking lot. There is free transportation from the airport to the hotel. Just pick up the Radisson phone at the airport and ask for the bus to the hotel. When at the hotel free transportation will be provided to a very large shopping mall in the area.

Bill Burnell has made arrangements for a tour company to show us the downtown area, historic sites and other sites of interest to all. This includes the world famous Pike Street Market.

The reunion rates of the Radisson Sea-Tac will be in effect from September 8 thru 19 September, 1990. This has been arranged to allow our membership the advantage of a reduced rate for these dates while they enjoy the beauty of the scenic areas nearby.

We are also working on a deal to arrange for reduced air fare rates. This is being done with a couple of major air lines. The final information will be in the June issue, along with the registration forms.

Finally, the catering service has designed a very good menu — including a pool-side salmon bake. Try to attend this reunion as it will give you a whole lot of pleasant memories.

Your 34th B.G. Reunion Committee

Gerald Pine
Harold Rutka
Robert Wright



Cols. Wackowitz and LeBailley.

8TH A.F. HISTORICAL SOC. DENVER REUNION REPORT

By Harold C. Rutka

The 8th AFHS annual meeting was held in Denver, Oct. 4 to Oct. 8, 1989. There were about 1700 in attendance. The 34th headquarters was the Marriott City Center Hotel and the 8th AFHS registration was at the Radisson Hotel. Transportation between the hotels was fairly good, but chances of meeting our members was hard to arrange. This problem could be solved by having sign-in boards by groups. Those in attendance from the 34th were Robert Blum, Claude and Genevieve Conklin, Henry and Joan Gehle, Dirk and Dorothy Gombert, and Harold and Genevieve Rutka. Ernie Waite was registered but I could not locate him.

This reunion was an opportunity to meet some of our old friends. Had a nice talk with Aida Kaye - she had her vest on with all the patches including the 34th - a wonderful day and a prime mover in development of the 8th AFHS. Roger Freeman was looking for experience - both serious and fun - if you have

any to share, drop him a note. The best of all was to meet our members which I'd not met before. Glen Miller's son, Steve was looking for anyone that had any information about his father. He did make a few contacts, but he is looking for more.

Tours were to Lowry AFB and Historical Museum (free) and the other ten scheduled tours were extra. Some of us took advantage of a non-published visit only a block and half away from the Radisson and toured the Denver U.S. Mint. It was hard to believe the way all those nice bright coins just pour out of the punch presses - one quarter million dollars worth every twenty-four hours - and there were no samples. There were complaints about the quality of the food at the banquet, but the food at the Marriott was good.

The Unit Advisory Committee meeting took one evening and another day - it was an exercise in futility. I'm afraid that the Advisory Committee doesn't mean too much to the 8th AFHS Board fo Directors.

REPORT FROM T.V. TAPE COMMITTEE

from Kivett Ivey, Chairman

The assignment is now complete and is available on a first come, first served basis. The committee wishes to thank all the members who sent in video coverage so we could produce the best possible product and offer it for the sale price of \$20.00 each.

We found it impossible to produce enough tapes at "high quality" using personal "living room" T.V. equipment so we contracted with a professional studio to assist in production. This decision will guarantee delivery of the best possible tape at still a reasonable price. We realize that the committee's initial estimate of a \$10.00 cost was unreasonably low. Had we been able to produce these tapes with our own equipment, the final price would have been lower, but that was not to be. The committee wishes to apologize to the membership for the original estimate and expect George Ritchie's resignation before press time.

In the meantime, the membership is requested to order their tapes promptly so the remaining committee members can resign as well. They've worked enough. I would like to thank the following men for their contribution: Bob Wright, Al Israelson, Lonnie Crook. Walt McAllister, Grady Deatherage, Willis Griffis and Buck Rigg (Curator of 8th A.F. Museum).

SHREVEPORT BOSSIER CONVENTION & TOURIST BUREAU

to Gerald Pine

Dear Mr. Pine:

On behalf of the cities of Shreveport and Bossier, the Convention and Tourist Bureau would like to thank you for holding the 34th Bomb Group Reunion, 8th Air Force, here September 14-17, 1989.

We applaud your pride in this community and the commitment it took to host this event in Shreveport-Bossier.

If we can be of further assistance to you please be sure to give us a call, otherwise we look forward to hosting this event again.

Sincerely,
Daniel F. Brett

Vice President, Convention Sales

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2576 Brookwood Drive
Crown Point, IN 46307

Each issue of the newsletter is prepared and printed at Crown Point, IN. Editorial contributions and stories are welcomed and should be sent to the address above, along with new addresses, changes and deletions.

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STATEMENT OF PURPOSE

This corporation was formed for the purpose of bringing together veterans of World War II who were members of the USAAF, 34th Bombardment Group: to encourage social fellowship: to uphold and defend the Constitution of the United States of America: to perpetuate Americanism: to preserve the spirit of comradeship among its members: to perpetuate the memory of our dead: and to assist their widows and children.

Don't Forget To Send In Your Dues

Mail \$7.50 to: Harold Province
Rte. 4, Box 630
Carriere, MS 39426

SCHOLARSHIP

A Scholarship Fund has been established by the 34th Bomb Group to be awarded annually to the relative of a member of the 34th Bomb Group. The amount to be awarded shall not be known until the 1990 Reunion registration is completed. The scholarship fund is based on the registration for the annual reunion.

CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP SCHOLARSHIP IS AS FOLLOWS:



1. Applicant must be the relative of paid up member of the 34th Bomb Group.
2. Applicant must have maintained a 3.0 grade point average on a 4 point scale during his/her senior year.
3. Must attend a 2 or 4-year accredited college as a full time student and maintain a 2.5 grade point average on a 4 point scale.
4. Applicant may also be a college student continuing education and have a 2.5 point average on a 4 point scale.

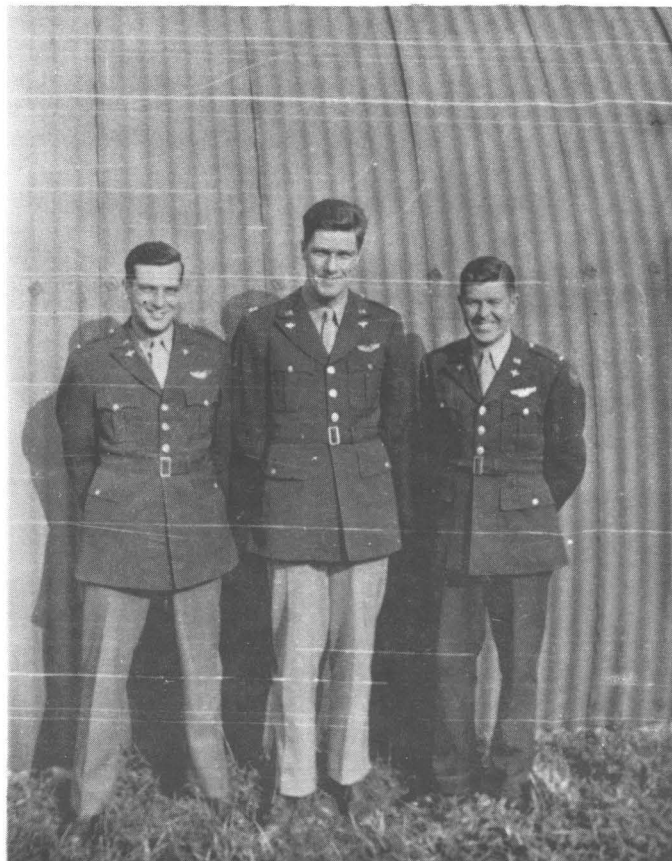
(Ed's. Note: Please find application form insert in this issue.)

From Freddie (Cleo) Baughman we've received the following:

CELEBRATE YOU LUCKY BASTARD

This is to certify that _____, having taken part in many aerial assaults against Nazi Germany and having successfully returned from each mission in spite of flak, fighters and foul weather, has been unanimously elected a member of the LUCKY BASTARD CLUB. To him and to all the intrepid and fortunate members of this exclusive organization, this verse is dedicated.

Oh, hero of combat, pride of a nation,
Bemedalled receiver of high decoration,
Object of womanhood's rapturous sighs,
Battle-scarred veteran of war in the skies,
You've completed your tour with undaunted soul
And though flak bursts have threatened your flying control
You have flown many missions with highest resolve
To stamp out the gangsters, so peace may evolve.
You have blasted the Nazi with thousands of tons
Of explosive and pulled the sting from his guns;
You have paved the way for the march through the Ruhr
And have helped to make freedom and victory sure.
Crusader for righteousness, Galahad, you
Will never receive all the honors you're due,
So go home to your whiskey, your women and jive;
You're a lucky bastard to be alive.



L. to r.: Juris, Ralls, & Parenteau, Mendlesham, 1944.



ROSE'S CORNER

Hello, again!

We hope that you are all well and hanging in there after the spell of uncommonly cold weather. Our Christmas in Florida was a disaster! The electric company asked everyone to turn off Christmas decorating lights and appliances and to make sure the light is turned off in the room one walked out of. The power was turned off for 15 minutes, then turned on for 10 so you can be assured that anything going into the oven would not get done. We were luckier than most to be situated in an area not quite so badly affected. Yes, the restaurants were jammed!

On the way to Florida, we stopped in Anderson, Ind. and, while visiting Ray and Hannah Summa, I finagled a super recipe for Molded Cranberry Relish which Hannah served. I don't believe that cranberries should be restricted to Thanksgiving because they are so good for you all year long. Here are the ingredients. Please try it because it's very simple and very attractive.

MOLDED CRANBERRY RELISH

- 1 Cup boiling water
- 1 Small pkg. lemon jello
- 1 Small can whole cranberry sauce
- 1 8 ¾ oz. can of crushed pineapple, drained
- ½ Cup chopped celery
- ⅓ Cup chopped nuts

Dissolve jello in boiling water. Add remaining ingredients. Stir and pour into a 4-cup mold. Chill and serve. (Hint: I used the syrup drained from the pineapple as part of the 1 cup of water. Pour syrup into 1-cup measure and add water to equal one cup.)

In our next issue I will print a barbeque sauce sent to me by George Ritchie which looks mighty interesting! As the weather warms up, I'm certainly going to make it and use it while we grille outdoors.

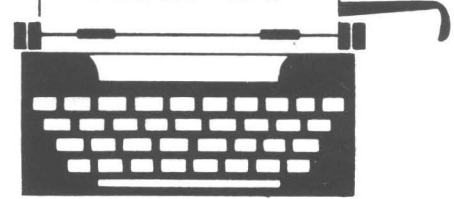
Bye, for now, and be good to each other!

Love
Rose



Group of 18th B.S. at Westover, Aug., 1941.
(Arrow points to Paul Tardiff)

Notes From Our Friends



MILT BRAVEMAN - Harrisburg, PA.

It is with regret that I inform you of a letter from Mrs. Frances Slovenske. She tells me that, after a prolonged illness, Si Slovenske died Oct. 25, 1988.

Si is remembered as the father figure in our crew, always pleasant, always helpful. Doing his share wasn't enough. Sigmund Slovenske will be sorely missed by those who knew him.

I also wanted to mention that at the Shreveport reunion an emotional ceremony took place at the air base. A plaque was dedicated to the memory of our deceased members. Not for just the names I recognized did my tears pool with those of my colleagues.

As I stood there I wondered how many, if any, of the names being read were those of Jewish or other non-Christian members. Would they have wanted to be memorialized in an unquestionably beautiful Christian tribute?

When the time comes for my name to be read at the memorial service, if a religious symbol must be used, I want it to be the Star of David.

PAUL ANDERSON - Everett, WA.

Was nice to see everybody at the reunion. Before the reunion Beryl and I spent a week with my mother in Iowa and another week in Dallas with our son. Afterwards we went back to Iowa for a week, then up to Park Falls, WI to help our daughter get settled in their new home. They were transferred there from Vancouver, WA by the U.S. Forest Service.

We were gone for six weeks so there were lots of things to do when we got home. Just now getting started to make a dent in them.

TOM CANNOCK - San Bernardino, CA.

Sorry we couldn't make the Shreveport reunion, but sure enjoyed the 50th Anniv. of the B-24 at Ft. Worth and seeing many old friends. We look forward to the 34th B.G. reunion in Seattle in 1990. If all goes well, we will be there.

We just turned on the T.V. to see the 3rd game of the World Series and - WOW! - the 6.9 earthquake. The Bay Bridge was collapsing. Hope we're never in anything like that.

Continued on page 7

Notes From Our Friends

Continued from page 6

ROBERT LAMPEY - Aurora, OH.

I don't really recall what hard stand our B-17, "Dinah-Mite" was parked in. As for our ground crew, I don't recall their names, either. However, I do remember our crew chief's nickname as being "Swede". He and his men were great, keeping us flying and making our aircraft as comfortable as possible on those long mission, as well as providing us with additional ammo.

ROBERT COLE - South Bend, IN.

I would like to express my thanks (and I'm sure I speak for all the attendees at the Shreveport reunion) to Gerry and Wanda Pine, Bob and Esther Wright, and Harold and Genevieve Rutka in addition to Lonnie and Dorabel Crook and Ray and Hannah Summa and everyone who was involved in making the 34th B.G. reunion the huge success that it was. I know that a grand time was had by all and we are looking forward to Seattle, WA. in 1990. Ginny and I had a good time for three days in New Orleans on our trip home.

Just as a suggestion for those members who are tentative about attending the reunions because they feel they do not know anyone — I will guarantee you that, immediately following registration, you will be re-acquainted with some of the finest people in the world.

JIM YOUNG - McKees Rocks, PA.

I have an extra copy of the original war's end publication "34th B.G. History" that I don't want to sell. I'd like to trade it for one of the Wartime 34th Dw. patches - 4th, 7th, or 18th. Anyone interested please contact me.

I am an 8th A.F. Historian and am at present working to put together a collection of 8th A.F. bomb and fighter group and sqdn. insignia. These will, of course, be going, someday, on permanent display to one of the museums.



Frank Hartman & Carl Nichols just after V-2 exploded near base.

ALBERT C. BECKWITH - Stow, OH.

Unfortunately I missed the Shreveport reunion and that was the result of still having the responsibility of running a business. It is hopeful that the support information I provided in newspapers and magazines relative to announcements on the reunion were helpful in the total participation in the reunion. Further, I've been thinking about you all and hope that you are all experiencing good health and had fun in Shreveport.

HARLAN R. UNDERWOOD - Ithaca, NY.

The Geneseo Boy sure put on a good air show. Five B-17's, five or six Mustangs, one B-25, one British Hurricane, eight or ten bi-plane trainers, and a Canadian Lancaster. The Lancaster engines leaked oil so bad that when it was parked they had to cover up the tires. The engines sure need overhauling. But, it was something to see all of them making a pass over in formation.

BASIL MAUK - Denison, TX.

First of all, I regret not making the Shreveport reunion. My wife couldn't make it and I didn't want to leave her here alone. I received the M.M. newsletter today and I really look forward to it. It brings back some fond memories.

I was a crew chief on B-24's and B-17's in the 4th Sqdn. My B-24 was named "Bambi".

O. ALLEN ISRAELSEN - Silver Spring, MD.

Thanks for the photograph that was taken by Walt McAllister at the dinner at Shreveport. It was a good one as usual and we are happy to get a copy. Our thanks, too, to Walt and Al DiNenno for filling in for you in taking the photos.

(Ed. Note: We try to take photos of everyone attending the banquet and print them in duplicate in order that all attendees get a copy.)

MILDRED (LARRY) LONG - Norwood, PA.

I was so glad to get news of the 34th B.G. Assn. and the issues of Mendlesham Memories. I was also very sad because Larry wasn't here to read everything about his buddies.

Larry passed away Feb. 15th, 1988. I know he would have been thrilled to join the 34th B.G. Assn. Even though Larry was not well three years ago, if we had known about the reunion in King of Prussia, we would have been there.

BOB DEES - Torrance, CA.

We enjoyed seeing everyone in Shreveport and are now looking forward to Seattle in '90. We had a very nice trip home with a couple of stops to see friends along the way.

Several weeks ago we were spending a few days at Solarno Beach, so we went down to San Diego and looked up Warren Kiley, another pilot from the 18th. I had not seen him since his ship went down in the fall of '44. We had a very good visit. He filled me in on details of his experiences on that fateful mission and in the POW camp. We plan to get together again before too long.

Continued on page 8

Notes From Our Friends

Continued from page 7

MILT HANSEN - Sauk City, WI.

We didn't make the last reunion. Had a lot of things to do to get our house and yard up to par. Looking forward to the one in Seattle in 1990.

KIVETT IVEY - La Grange, NC.

George Ritchie saddled me with a Video project at the last minute. Had I known in advance, I could have taken more and better videos. Al Israelsen, Bob Wright, and Lonnie Crook sent me some videos they had taken so I've put theirs with mine and have come up with a fairly good work "master" which I will refine and add some special effects for a final "master".

JOE DOMINO - Perkasio, PA.

We also missed the Shreveport reunion due to Vicky's accident and health. She fell several months ago and, ever since, she just doesn't seem up to par. She still goes to the hospital twice a week for "Therapy and Ultra-sound Treatments". Her arthritis in the joints are painful at times and she also tires easily.

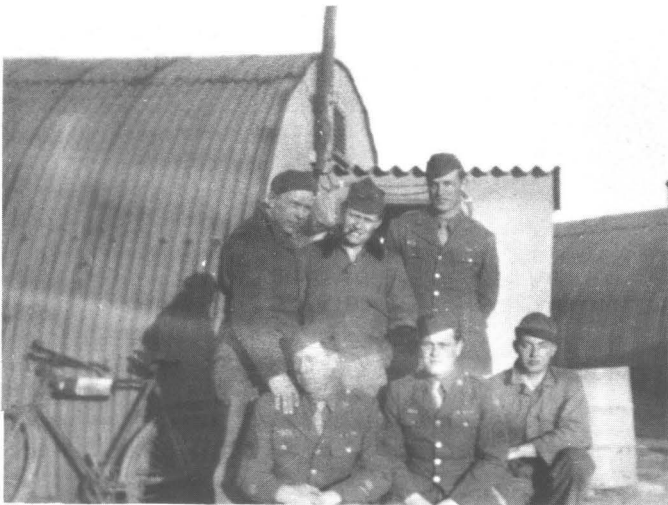
WILLIAM FANDEL - San Antonio, TX.

I would like to express my appreciation for all the work you people are doing to keep the association going. Hope I can make some future reunion. The last one caught me recovering from surgery.

BILL CREER - Las Vegas, NV.

The Shreveport reunion was outstanding. I feel all our small problems were worked out.

In mid-November we went over and visited the Tavasti's and Gay's (Morro Bay, CA). They are fine. Bob and Phyllis are building a beautiful Arabian horse ranch in Paso Robles. First class all the way.



Standing l. to r.: Westhoff, Long, & Brune.
Kneeling l. to r.: Wooten, Wadsworth & De Paimo.



Bob Gay

JAMES A. LOISELLE - Danbury, WI

Glad the reunion was a great success again. This was a bad year for us so we're sorry we didn't get to see any of my crew.

RUSSELL ROBINSON - Umatilla, FL.

For so very long I have wanted to contact someone knowledgeable about our "Red Tail" 34th B.G. I was an engine specialist and 747 on B-17's and B-24's in the 18th Sqdn. of Col. Boyd. Captain Linstrom and Lt. Norris were the last contact I had with "my crew". I lost contact with them back in '50 or '51.

I ran into a John Hutchinson of the 493rd when I was in Norwich last summer and he gave me the info on the 34th.

By the way, Ipswich is trying to get Mendlesham for its "Municipal Airport."

WILLARD STELLING - Ottawa, IL.

Always enjoy reading the Mendlesham Memories and I appreciate the time and effort you all put in to keep the association going.

ERNEST MORIARTY - Orange, MA.

The history of the 34th brought Paul Tardiff and I together again. I met him and his wife at the reunion in Little Rock of the 306th that we both went to after A.M. school. So your history proved to be just that. We met again after 48 years since the first time we were together at Westover when war was declared.

Changes and appearances are a little altered. The wrinkles seem to be deeper and we are one half-step slower.

Notes From Our Friends

Continued from page 8

HENRY TOBIASON - Remer, MN.

We thought the reunion was very good and we enjoyed it very much. I tried to thank everyone connected with the organizing but I suppose I missed someone. My only complaint was the Bloody Marys at the hotel and Officers Club. They were too hot. We make our own mix from my garden and we think we have it down perfect.

I have a feeling of sorrow and regret for those who are not able physically, financially, or just don't know about our reunions, to attend. The rest, well...you know what I mean.

I had a man looking for the engineer of our crew in Texas. He found him for me a few weeks ago but not the way I would have liked. Clyde Collier was a good man and soldier. I was always hoping to find him at one of the reunions, but now I can quit looking.

HARRY PERRY - Hendersonville, NC.

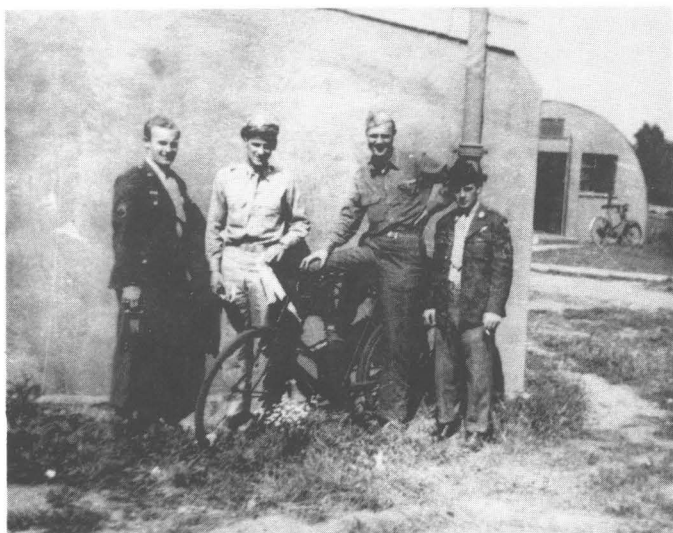
We really enjoyed the reunion at Shreveport this year. Thank you for the great job you are doing as editor of Mendlesham Memories. We look forward to receiving it each quarter. Thanks, also, for the picture taken at the reunion.

JACK WHITING - Charleston, WV.

We, too, missed the last reunion because Frances was in the hospital. We will make it up in the future. May you all fly as high as the Christmas star.

MRS. FLORENCE PAPALEO - Brooklyn, NY

I have a bit of sad news. Mr. Cosimo Papaleo has been dead for the last twenty-one years. He had a heart attack and stroke driving home one night. It was quite a shock to me when the police came to tell me. But, on the other hand, he didn't suffer at all. Thank you for being interested.



L. to r.: Al Davis, Bob Buenger, Stan Brain and Chet Nowakowski.

HAROLD W. KNUDSON - Reno, NV.

I see by the December issue that Lonnie Crook has finally found Harry Ackerman and I think this is good because they were close friends in England. I kept telling you, Lonnie, that he wasn't in Reno.

I realize that when members write, they generally ask the whereabouts of certain people, and I'm not any different. Has anyone heard anything of M/Sgt. Ken Burcham who worked in the headquarters office of the group? He played on the group basketball team.

SAM TURNIPSEED - Aliceville, AL.

Many thanks for the pictures. The program at the air base added much to our reunion. The attendance was good and, it seemed to me, there were several who hadn't been to previous reunions.

BERNARD PECZKOWSKI - Three Rivers, MI.

George Ritchie's article hit home with me. Not all of us are fortunate enough to make cross-country trips or even pay dues, but I'm for the guy with the "tough breaks" who maybe cannot afford dues or travel expenses. The Board of Directors should have more compassion for their former buddies in arms. - I vote a big YES!

ROBERT HENDRICKS - Cayucos, CA.

I'll bet the reunion was great. Sorry I missed it. I have enjoyed so much the Mendlesham Memories. The memories they have stirred up was a real stimulant to the "ol mind".

Another thing - although it shows Hendricks, Robert (no address) in "TAPS" 1989 Roster, I am very much alive and in good health for a 65 year-old. So thanks, in advance, for correcting this situation.

MYRTON KINNEY - Yaphank, NY.

My wife and I drove to California to visit our son for a month. While playing golf there one day I met a fellow who had been stationed at Blythe with the 34th, but was shipped out before the 34th went to England. He said I was the first one he met who had been stationed at Blythe.

ROY JONES - Atlanta, GA.

A sight for sore eyes at Shreveport was Harry Ackerman and his wife, June. Harry was the Group navigator until shot down with us. We knew he got out and evaded, but we hadn't been able to locate him. Ray Summa called me a few weeks before the reunion and told me where he was. It seems he was working overseas most of the time until his recent retirement. We had a great reunion.

Continued on page 10

Notes From Our Friends

Continued from page 9

WALTER A. SHORE - Jacotepec, Jalisco, MX.

I was happy to receive the latest issue of M.M. in yesterday's mail. Must say it was a super issue and how I wish I could have been there with all you people and enjoyed the fun mentioned.

Don't know if I previously mentioned my melanoma problem. It got out of control and the doctors were afraid to give me a general so tried 22 two-hour long IV's and got it in remission. It still hasn't healed completely so they tried it 3 times daily. It just about heals, then more secretion starts up. Damn annoying!

Have had several nice and interesting letters from some of my old friends of the 34th. After so many years it's wonderful to hear how life has been with them, also how things are in various parts of the U.S.A. Sure has changed since I was last up there.

JOSEPH J. MORRELL - Johnson City, NY.

I would like to know what has happened to our Black Widow Spider (4th B. Sqdn.)? Maybe it was used as a dart board in some pub. It might be stored in some farmer's barn. Maybe someone knows where it is. It hung on a frame by two chains and could easily be removed. Below is a picture of entrance to the 4th Bomb Sqdn. Anyone wishing a copy can send me a stamped self-addressed envelope and I'll send them one. I have some made up.



Entrance to 4th B. Sqdn. Seated lower left: Harold Meredith. Upper right with arm around Lowell Larson is Joe Morrell. Others unknown.

OMER MONGEON - Collierville, TN.

This has been a bad year for me. My wife passed away on Oct. 15th. In April, '89, she was operated on for cancer. They removed 80% of her liver. It looked pretty good for a while, but I guess it was not meant to be. She was a fighter to the very end. Thankfully, she did not suffer very much.

MARDELL (REV. FRED) BROOKS - Rock Island, IL.

This past year has had its problems and its joys, just like everyone has. Fred fell and broke his hip on march 19th and had a hip ball replacement on the 20th. Came through this problem in good condition and went back to the Nursing Home in three days. The hope was to get him started in physical therapy...but it only lasted a couple of days. On the 28th of March we had him back in the hospital with his heart and what we thought was pneumonia or fluid...and for a while we wondered if he would make it. After a month we moved him back to the Nursing Home..and, except for another week in the hospital in May, again with chest pains and high blood pressure, things are poor but stable. He is confined to bed or to a wheel chair, and is still as bitter as ever, at times. I understand, but it is awfully hard at times to cope.

As for me, I am "hanging" in there. I am staying active, plus visiting Fred and doing what I can to try to ease his feelings. As I have said before, some days are harder than others. I left the latest edition of the "Memories" with Fred. I really don't know why as he is having problems reading and remembering.

WENSEY O. MARSH - Springfield, MO.

Norman Reed visited my home in October for first get-together since 1945. We had a marvelous experience recalling events of the 34th from the time we left Blythe until we greeted the Great Lady in New York harbor in 1945.

Norman lives at Oak Bluffs on Martha's Vineyard Island where he has authored several publications and is currently putting finishing touches to his latest novel. I am retired from a career in higher education. My retirement interest is in hickory shaft golf clubs. I know the clubs much better than the shots.

We enjoy the bulletin (MM) and appreciate those who have put forth the effort to revive the memories of the 34th. We have talked a great lot each year about attending a reunion. Maybe next year.

DAVID C. HOAG - Spokane, WA.

Re the Great Debate—I am with George Ritchie and vote "YES" to continue to send M.M. to every former member, whether dues have been paid or not.

DALE VAN LANDINGHAM - Crete, NE.

Was so glad to find out about the 34th B.G. Association. I attended the reunion in Shreveport and had such a good time. I plan to go to Seattle next Sept. I've been to Spokane, Eplinata and Walla Walla and would like to see those places again.

EDWARD A. FINK - Lake Elsinore, PA.

I haven't been able to attend any reunions so far. My doctor says "NO"! I sure enjoy Mendlesham Memories. The only member of the 34th I have seen since I left the service was Bruce Sothern, a couple of years ago. We were both in the 7th Sqdn. I was a T. Sgt. in the electrical dept. I helped train all the electrical people in the 34th at Geiger Field and at Blythe...I sure hope to see all you guys, someday.

Continued on page 11

Notes From Our Friends

Continued from page 10

WALT STURDIVAN - Stockton, CA.

In response to George Ritchie's request, I think we should send Mendlesham Memories to all contacts each time. Don't let them vote if their annual dues are not paid. Please don't negate all the hard work finding these people. That's what it's all about, forming an association and keeping in touch. It doesn't look to me like we are short of money. We owe it to Ray Summa to keep these men on the mailing list.

BRUCE SOTHERN - Minneapolis, MN.

I was quite satisfied with the Shreveport reunion and, after reading the Mendlesham Memories, my thoughts were verified. Am looking forward to next year already. It could even be better. Perhaps George Ritchie fails to use the right diplomacy, but one thing for sure...he has awakened us to the fact that some things must be changed. This has been done or its in the process. Sounds like the right personnel are working on the by-laws.

GEORGE RITCHIE - Swansboro, NC.

The last issue was great. We don't envy your job one bit. We may "think" we know how much time you two put into each issue, but I realize we just couldn't imagine.

I have had a chance to view the final MASTER COPY of Kivett Ivey's work on the 34th Bomb Group Shreveport Renunion video tape. I know he has spent all of his spare time bringing those tapes of individual members' coverage of the Shreveport Reunion into a KEEPSAKE VIDEO for all of us. We are in his debt. Please remind the members to order extra copies for friends and relatives along with their original order.



George Ritchie with Evan Rogers and wife Margo in L.A. while stationed at Blythe.

WALT McALLISTER - Orlando, FL.

In answer to Walt Sturdivan's request for information about the "stranger in our midst", (P.25, Dec. issue) this was not at all an isolated incident. Sometimes one would be a straggler from his own organization, sometimes he would be forced out of formation due to intolerable weather and poor visibility, sometimes because of mechanical difficulties; whatever the cause, they would join up as soon as possible with a unit of the same type aircraft. Largely this was for protection, and, if they had not yet dropped their bombs, they would drop with their "newly adopted" unit. In this case the B-24 with the "O in the Square" marking was from the 486th Bomb Group, 3rd Div., Sudbury Air Sta.

On one particularly bad weather day, when all the 24's were struggling mightily to get above the clouds and stay on top, drifting in and out, I (7th Sqdn.) came home with 6 or 7 "strangers". Included were a P-47, a P-38, a B-17, 2 B-24's from the 8th A.F. and 2 B-24's from the 15th A.F. in Italy! If the numbers vary by one or so, it's immaterial. As Lead Pilot, from the markings I remembered, I made it a point to call the bases and ask WHY they had tagged on to us. The answer equated to this: "You were the only bunch of airplanes that resembled an organized squadron, and the only ones that looked like you knew where you were going, so we hung in with you." (I hope Eli doesn't read this, or he may require an unusually large hat size.) The 15th A.F. guys were happy to be in friendly territory and said the same thing. They were heading home to Italy the next day or so. That's the way the war went, and the average crew member never had any reason to know or to bother their heads about such things. A lot of the top dogs didn't have time to get involved with these little day to day affairs. If you don't believe that, ask ole what's his name out there in Lost Wages.

NEWS FROM HERE AND THERE

Through a magazine, Ray Summa has located six of the Royal Yugoslavian Air Force people trained at Blythe. For those who are interested, here are their names and addresses:

Joe. J. Milloy, 3600 Lamar Street, Oxen Hills, MD. 20022
Michael Jolovich, 1184 Generals Highway, Crownsville, MD. 21032

Vlad. Radovich, 3002 Wessynton Way, Alexandria, VA. 22309

Aurel Trailov, 21 Hoonani Street, Kehei, Hawaii 96753

Voya Skakich, 15017 Arkansas Dr., Aurora, CO. 80012

Melvin Makowski, 1735 So. Shore Blvd., Oregon, OH. 46318

From a Mr. B. Lyle Shafer of Jackson, WY. we have news that 25 roommates from a room at Stalag Luft 1, Barth, Germany held a reunion at Dayton, OH. on July 22, 23, and 24, 1989. Of this group, two people from the 34th B.G. were included. Elmer T. Lian attended the reunion. Robert C. Pearce, Lian's bombardier, was not able to attend. He has liver cancer. Anyone interested in information regarding that group can contact: B. Lyle Shafer, 2636 Fairways Place West, Jackson, WY. 83001.

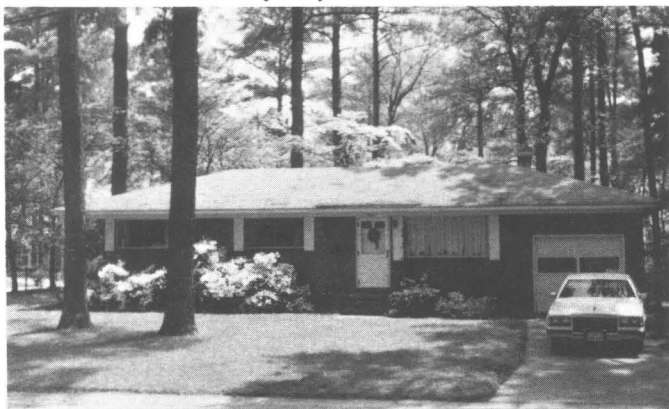
Continued on page 12

NEWS FROM HERE AND THERE

Continued from page 11

From an anonymous donor we have the following:

The accompanying picture depicts a house in Virginia Beach VA. at which I'm told all our members will always find an open door. We understand that free lunch...free booze...and free lodging is available to anyone who arrives unannounced at the front door. Also a free "BOOT". I'm told we will be enlightened as to who owns this "Mystery House" in the next issue.



As you can see - I live out in the woods. Notice the dogwoods peeping over the roof of my house.

Ray Summa tells us that Jean Fessler of the 8th A.F. Clearing House passed away. She was well known in the 34th. He had missed letters from her and was going to call when he received notification of her death. She had been in the hospital and had come home. Ray thought she had diabetes and possibly other problems.



Crew of "Rogers Dodgers". Kneeling l. to r.: Cole, DeLain, and Danto. Standing l. to r.: Rosen, Winstead, Jones, Hendricks, Gordon, and Ardo

From Fred and Margaret Maundrell, our dear friends in Mendlesham, we have received the Sunday Bulletin from St. Mary's Church for November 22, 1989 in connection with Armistice Day. They remembered the 34th in their service:

"We pray for those whose names are on the altar here from the 34th Bomber Group. Father, we ask your mercy on the dead and for hope to those who are still alive that we may learn the lesson of the two World Wars and so strive for a peace that will last until the return of your Son in Glory. Amen."

(Wreaths were laid)

DISCLAIMERS

From Dwight Bell and Wally Brauks, as well as others we have received information that the V.A. Insurance Refund article shown in the December issue on page 27 is nothing more than a hoax that has been going on for some time. It simply is not true. All veterans are NOT eligible to receive a dividend on their G.I. Insurance. We're sorry for the error but we print news as we get it.

Also from Wally Brauks we learn that the item regarding all ex-POW's rights to receive a Bronze Star, related in the December, 1988 issue on page 24, also is untrue. Again, we apologize for this error. (Ed's Note: Hereafter, when items of this sort come across my desk, I will ask for verification before I print them.)

ADDRESS CHANGES

(As of 1/20/90)

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP
BACSKAJI	JOSEPH	Add LOT 498 to address			
BLOCZYNSKI	JOHN	Should be So. Cherry Street			
BOULDIN	JAMES E.	769 S.W. 33RD STREET	PALM CITY,	FL.	33490
GREEN	WALLACE E.	407 ALLEN HILL ROAD	BROOKLYN,	CT.	06234
INGRAM	BILL	3054 YULUPA AVENUE	SANTA ROSA,	CA.	95405
JAHNKE	WESLEY W.	3119 S.E. 147TH PL. #69	VANCOUVER,	WA.	98684
KINNEY	MYTRON	E. MAIN ST., RR. -1, BOX 5	YAPHANK,	NY.	11980
KONTE	ALFRED J.	(Zip Code should read)			44095
LOISELLE	JAMES	8101 GORMAN ROAD	DANBURY,	WI.	54830
LONERGAAN	EDWARD J.	6013 FOREST VILLAS CIR.	FT. MYERS,	FL.	33908
NICHOLS	CARL	5260 NORTH COLONIAL	FRESNO,	CA.	93704
RANKIN	EARL W.	805 WHITE OAK RD.	STRASBURG,	PA.	17579
STEINER	ALFRED J.	(MOVED) NO KNOWN ADDRESS			
TALLICHET	EDWARD L.	Zip Code should read			77005
TERRY	JOHN P.	600 W. GLADSTONE ST., SP. 65	AZUSA,	CA.	91702
THOMPSON	CLIFFORD A.	4927 W. LUKE	LINCOLN,	NE.	68524
VAN KIRK	CHARLES R.	Zip Code should read			92803
YOUNG	DARWIN L.	9755 MAIN ST. #78	ST. GEORGE,	UT.	84770

NEW LIFE MEMBERS

(As of 1/20/90)

(Total now 153)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
COUTROS	ANTHONY	391	11 CARRIAGE PLACE	EDISON,	NJ.	08820
DE HAAN	BEN F.	7	815 DUKE DR., #402	GRAND FORKS,	ND.	58201
DORAN	VINCENT J.	391	3811 KWIK AVENU	ANCHORAGE,	A k .	99517
LONERGAN	EDWARD J.	7	6013 FOREST VILLAS CIR.	FT. MYERS,	FL.	33908
MADDEN	JOHN L.	4	3237 GREGORY COURT	M E R C E D ,	CA.	95340
McCLELLAND	VAL J.	391	1711 SO. LAKESIDE DR.	LAKEWORTH,	FL.	33460
McKINNIE	DWIGHT		201 SO. GREENFIELD RD. #336	MESA,	AZ.	85206
NEAL	GARLAND M.	18	1038 HUNTERS CREEK DR.	DE SOTO,	TX.	75115
SIMMONS	FRED L.	4	7044 E. 71ST COURT	TULSA,	OK.	74133
TANKING	EUGENE		76 BROTHERS ROAD	WAPPINGERS FALLS,	NY.	12590
WOLSTENCROFT	SAM JR.	7	POST ROAD	WESTERLY,	RI.	02891
WOOLFORD	WILLIAM J.		16015 S.E. OATFIELD RD.	M I L W A U K I E	OR.	97267
WRIGHT	BURCH	391	1851 SAN CLEMENTE	FAIRFIELD,	CA.	94533
ZELDES	BENJAMIN	18	107 LAKESHORE BLVD.	STAFFORD SPRINGS,	CT.	06076

NEWLY FOUND

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
AMICI	THOMAS	7	661 SPENCER ROAD	ITAHCA,	NY.	14850
BAXTER	CARWIN A.		4507 ORANGEWOOD LN. E.	LAKELAND,	FL.	33813
BELL	CHARLES		6025 CHESWORTH ROAD	BALTIMORE,	MD.	21228
COLE	SANFORD		BOX 155	SIMSBORO,	LA.	71245
COOK	GEORGE	ORD.	719 NO. HYACINTH	WEST COVINA,	CA.	91791
DONZE	WILLIAM		"AYTON" THE GREEN, WICKHAM SKIETH	NR. EYE, SUFFOLF,	ENG.	1P238LX
HAGNER	MRS. PETER		360 ROBIN HILLS DRIVE	WILLIAMSVILLE,	NY.	14221
LONG	MRS. LAWRNECE		21 NO. MARTIN LANE	NORWOOD,	P A .	19074
MAKOWSKI	MELVIN	(LM)	1735 SO. SHORE BLVD.	OREGON,	OH.	43618
McKINNIE	DWIGHT		201 SO. GREENFIELD RD. #336	MESA,	AZ.	85206
REMY	JOSEPH P.		14 MUIRFIELD COURT	NEWTON SQUARE,	PA.	19073
ROBINSON	RUSSELL E.	18	20995 S.E. 156TH ST.	UMATILLA,	FL.	32784
ROHAN	JOHN		76 BEACON STREET	HOLYOKE,	MA.	01040
STUTHERS	JIM A.	18	341 CRANE ROAD	VENICE,	FL.	34243
SWEENEY	ROBERT E.		621 MONTCLAIR CT.	PEORIA HGTS.	IL.	61614
WILBURN	ROBERT D.		717-A AVENUE E	OSKALOOSA,	IA.	52577
WILLOUGHBY	ROBERT E.		RT. 5, BOX 84A	PARIS,	TN.	38242



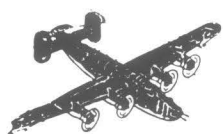
TAPS

(As of 1/20/90)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BASKIN	WALTER	391	(Died in WWII in fighters)			
BROOKSHIRE	LESTER E.		P.O. BOX 413	LINDALE,	GA.	30147
COLLIER	CLYDE			AUSTIN,	TX.	
GIBBONS	JOSEPH E.			HACKENSACK,	NJ.	
HASLAM	GLEN			AMERICAN FORKS,	UT.	
HENNIS	HOWARD			HOMER,	IL.	
JINKS	ALBERT			LILLIE,	AL.	
LANDRY	ALPHONSE G.			GROSSE TETE,	LA.	
LONG	LAWRENCE		21 NO. MARTIN LANE	NORWOOD,	PA.	19074
McPHERSON	JUNE			PRESCOTT,	AZ.	
MUELLER	LAWRENCE			RACINE,	WI.	
NAREHOOD	CHARLES			SNOWSHOE,	PA.	
PAPALEO	COSIMO		1532 W 11TH STREET	BROOKLYN,	NY.	11204
SCALES	DAVID	4	115 KINGWOOD DRIVE	LITTLE FALLS,	NJ.	07424
SLOVENSKE	SIGMUND	391	5045 EAST FORGE	MESA,	AZ.	85206
SMELLY	D.O.			LEWISVILLE,	TX.	
SMIT	JOHN		(Died 11/3/89)	TAMPA,	FL.	
SMITH	OTTO				IN.	
SMITH	WILLIAM			SWORMSVILLE,	NY.	
SUGG	JAMES A.		886 WOODBINE	McWEAN,	TN.	
TOPPING	DONALD	391		ST. LOUIS,	MO.	63126
TRENT	MAURICE			IAEGER,	WV.	



Standing l. to r.: Bob Vaughn, Alan Siemsen, Fred LeMaster, Clarence Sproul & Austin Fryer.
Seated l. to r.: Joe Kristof, Gilford Spence & Leroy Cole.



Then and Now



Raymond J. Kaiser



1944



1988

Joseph W. Edwards



1944

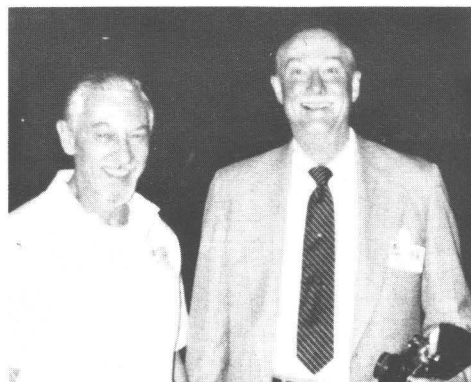


1988

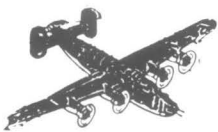
William Ferlich & Randall R. Martin



1945



1982



Then and Now



William H. Fandel

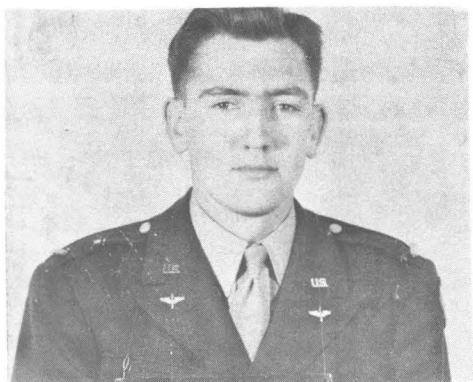


1940

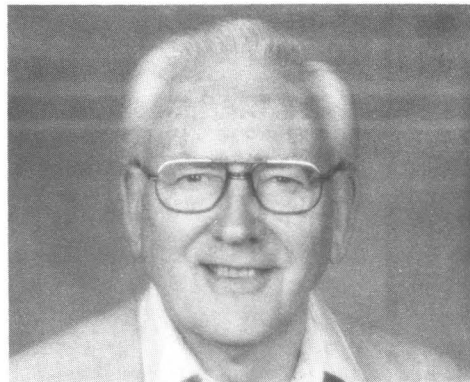


1989

Charles W. Ellis



1944



1988

Lee Sacherman & Sidney Doppelt



1944



1988

A FUNNY THING HAPPENED ON THE WAY TO THE WAR



A LETTER FROM A MOTHER TO HER SON OVERSEAS

(Borrowed from another newsletter)

Dear Son;

I call you this because you are so bright. I'm writing this slow because I know you can't read fast. Your dad read in the newspaper that most accidents happen within 25 miles of home so we've moved. Our new place has an automatic washing machine, but it doesn't seem to be working right. The first day I put four shirts into it, pulled the chain, and haven't seen them since.

Your Aunt Sue said the coat you wanted me to send you was a little bit heavy with the buttons on, so she cut them off and put them in the pocket. Hope you can find somebody to sew them back on for you.

We got a bill from the funeral home the other day. The man said that if we don't make the final payment on Grandma's funeral bill, up she comes! Your uncle John fell in the whiskey vat down by the pond. Some men tried to pull him out but he fought them off. Then he drowned. You know he always wanted to be cremated, so we did. He burned for three days.

Three of your friends from high school went off the bridge at Snake River the other night. Freddy was driving them in his pick-up truck. Bernie and Ned were sitting in the back on bales of hay. I think they were going to the drive-in movie. Anyway, the truck went down into about fifteen feet of water according to the police officer. Freddy got out by rolling down the window and swimming to the surface, but Bernie and Ned drowned. It seems they couldn't get the tail-gate down.

Not too much more news this time. Nothing much happens around here. Will write more later.

Love,

Mom

P.S. I was going to send you some money but I had already sealed the envelope.

From "Pete" Gray, we have this:

Last September, Randall Martin, who lives up in Hingham, MA, had an operation which was the reason he was unable to attend the 34th reunion down at Shreveport, LA.

On the night following the operation my phone rang and this is the conversation that took place. (female voice on other end):

"Is this Pete Gray?" "It shore is", I replied. "It's early morning", she said. "What?" I asked, kinda puzzled. "It's early morning, up in He-gum". I was about to hang up the phone as I couldn't make any sense out of what she was saying, but then decided to give her one more chance. "Lady", I said, "it might be early morning where you are, but here where I am, it's late in the evening." "Pete, she replied, "this is Early Morning, Randall Morning's wife." About then I began to cut through that Yankee accent and figured she was having the same problem.

I had the same trouble with that girl over in England back in '85. And, come to think of it — back in '44 and '45, too!



Crew Reunion, 1984 in Rapid City, SD. l. to r.: Paul & Hazel Mueller, Frank & Kay Jonas, Allen & Orfa Barta, Fred & Jeanne Repoff, Anthony & Dorothy LaBanca.

Also from "Pete" Gray, a letter he wrote to Randall Martin in December, 1989:

Hi Y'all!

Am enclosing a recent newspaper article that I thought just might be of interest to you.

Remember some years ago when I tried to get you a membership in the exclusive and famous "Men Will Never Fly Society", but your application was turned down repeatedly? Also you might remember this action was taken due to the fact that, just after the War of Northern Aggression (Civil War to you Yankees), some of the nefarious Martins of Massachusetts migrated to North Carolina in order to make a fast buck. Their stay down there was cut short, however, and they had to leave rather hurriedly - it seems there was some question concerning the ownership of a horse, remember?

Anyway, ever since that time, the Society has been rather dubious about permitting anyone by the name of Martin to join the ranks of this fine and hallowed fraternity. However, since reading said newspaper article, which features a Randall Mar-

Continued on page 18



Standing l. to r.: Don Gibbs, Marv Jalving, Roy Fleming, Randy Martin & Bill Ferlich.
Kneeling l. to r.: George Schmitt, Bob Desjardins and Jack Graham.

A FUNNY THING HAPPENED DURING THE WAR

Continued from page 17

tin who is mayor of Saxis, Virginia, we've had quite a long talk regarding this Martin from Virginia with several of the members. They told me they were well aware of these Virginia Martins, but had classified them right along with the Martins of Massachusetts. When I asked why, I was told that those Massachusetts Martins, who had left North Carolina so hurriedly after the War, had made several stops along the shores of the Chesapeake Bay on their way back home.

One temporary stopover, at one of the picturesque villages along the Bay, was turned into a permanent one due to the insistence of one of the elders of the village. It seems that one of the Martins had impregnated his daughter and, as a result, this young Martin (the impregnator) had decided to do the "manly thing" by agreeing to marry the girl (the impregnatee). Of course, the ready availability of a shotgun also helped in making the decision.

To those of the Society, back in North Carolina, this was just one more reason for not allowing any Martins into their organization. I tried to explain to them that, as bad as they appeared, they just might be the kind of folks the Society was looking for - sleazy gamblers, drunks, and other types of misfits noted for their empty minds and full glasses.

This concept seemed to have eluded them but, after giving it some thought, they admitted that maybe they had been a little hasty in their judgment and that they "jes might reconsider the whole matter". So that's how things stand at the moment but I have been assured that at the coming 86th anniversary (Dec. 17, 1989) of the Society, the matter will be taken up again. And, this time, your application just might be approved. I'll let you know. Meantime, y'all take care.

"Pete" Gray
The Virginia Gentleman

Memories

OPERATION CHOWHOUND

By William "Pete" Gray

On the morning of May 1, 1945, the U.S. 8th A.F., from its bases in England, sent up almost 400 B-17 bombers. But this was not one of their usual combat missions. This time none of the aircraft carried any bombs. Nor did they carry any guns or ammunition. Instead, their bomb bays were crammed with packages of food for the starving people of Holland, just 200 miles away on the other side of the North Sea.

Over there, hundreds of them were dying each day since the occupying German Army had confiscated most of their food reserves. Nothing was left for the civilian population. Also, in an attempt to stop the advancing Allied armies, the Germans had broken the dikes allowing much of the low-lying land to be flooded. As a result, all highway and railroad traffic was disrupted and nothing could be brought in. Many survived only by eating tulip bulbs. As the condition got more critical, the Allied Command began to set up a process to get some relief to the starving people.

Thus was born "OPERATION MANNA/CHOWHOUND", a

joint venture of the Royal Air Force and the U.S. 8th Air Force, in which food would be flown in to the Dutch people. The 8th A.F. part was CHOWHOUND. However, since the German Army still occupied Holland, a truce had to be negotiated before such a mission could be undertaken. The Germans finally agreed to allow the Air Forces to bring in the food - but only under certain conditions. The airplanes would have to fly on a prescribed course and at a certain altitude, 500 feet. Also, the planes would not be permitted to land. The food would have to be dropped, but only in designated areas.

Within a matter of just a few days these details were worked out and, on May 1st, the bombers took off on the first of these life-saving missions. The planes did not fly in formation - each flew by itself along the planned course and at the agreed altitude. Their take-off time was staggered to prevent congestion over the target area. Each carried over 2 tons of food which were packed in small sacks or cans, not easily broken upon impact with the ground.

The "drop zones," and there were ten of them, were large open fields or race tracks situated just outside some town. Each was clearly marked with a large white "X" to indicate the "aiming" point, and the food was dropped loose, not by parachute. Although there was some loss, it was estimated that at least 80% was still edible.

The Dutch people had been warned to stay clear of the drop areas as they could be severely injured by the falling packages. Also, the Germans did not live up to their promise of not firing on the aircraft, as many returned with bullet holes in their wings and fuselages.

When "Ol' Buddy" went on that first mission, two members of our ground crew went along as "sightseers", Charles E. Smith (Smitty) and myself. When our bomb bay doors opened, I went back and stood on the cat-walk and watched as our load tumbled out, right on target. Then as we roared on across the field, there, just ahead of us, right in our line of sight was a large sign. On it, printed in bold white letters, were the words that said, simply but eloquently, "THANKS YANKS."

"OPERATION CHOWHOUND" consisted of 6 missions spread over a period of 7 days, from May 1st to May 7th, 1945, during which 4,155 tons of food were flown in. The 34th B.G. flew 233 sorties, dropping almost 500 tons.

And "OL' BUDDY" made all six of the missions!



Loading food for operation "CHOWHOUND"

Memories

THANK YOU, AMERICA

By William J. Orton

Being a member of the 1446 Ordinance, Supply and Maint. Co., I drove a truck in the convoy to deliver food packages to the 34th B.G. for the Food Drop mercy missions. I managed to bum a ride with a crew for the trip to the Hague and Amsterdam.

On the Amsterdam trip, many of the sacks of food got stuck in the Bomb bay. We tried to make a second pass over the drop zone but the Germans manning the AA guns shot up a flare to let us know we were going out of bounds. Anyway, the waist gunner had to try to get the packages loose as soon as possible because we would not be able to make another pass. After getting them all out we looked and noticed that many of the packages ended up going through roofs or rows of green houses. I remember the large signs on the ground saying "Thank You America, and I was sure they weren't thanking us for this kind of damage".

Last Memorial Day, taking part in the ceremony as the Acting Commander of the American Legion Post, I was introduced to a lady visitor from Amsterdam. We ended up talking about WW II and the food drop at Amsterdam. She said she was one of those on the ground waving and thanking us for the food.

I had almost forgotten her when, in November, I received a letter from her with photos taken at the ceremony. I would like to share her letter with all the 34th B.G. I'm sure those who flew the drop will remember that sign. I thought it was made of tulips. Here is her letter:

Dear Mr. William J. Orton;

It was so nice to meet you in the cemetery and I often think on the meeting on Memorial Day. I could not believe that you belonged to a crew of the planes which dropped food for us. Was that not a miracle? Later I remembered that you said that on the ground showed "Thank You America". It was not done by bulbs (we ate them all during the hungry winter) but it was made by paper. I only can not remember where they got it, but I think they found it someplace because there was in that time nothing. I send you these photographs and everything on that day went so quickly that I forgot to ask your address. Al Chastain gave it to me and so I hope that it arrives well. If you have plans once to go to the Netherlands, you are always welcome.

Send my best wishes and regards and thank you very much for the risk of your life you took in that time and for the food. All the best! And God bless you All!

Mrs. Reima Kleijn

Post Box 1374

1000 B J Amsterdam

Netherlands, Europe

MORALE BOOSTERS

By Vince Doran

Every now and then a bomber came back from a mission so badly damaged, and with such little control left, that the pilot could only crash land. The main runway at the typical base was a paved strip 200 feet wide and 6000 feet long. Under emergency conditions this might not be wide enough, but planes had to land there anyway, sometimes with disastrous results.

To give crippled planes and crews a better chance, three huge emergency runways were built in different locations on the east coast of England. They were placed in service sometime in 1944, I think. There was one at Woodbridge, a few

miles from Mendelsham. The paved area was 1000 feet wide and 10,000 feet long, aligned east and west. There were a lot of crash rescue vehicles there to help if they were needed. This was a great morale booster. It gave us the good feeling that the people on the ground were doing the best they could to keep us alive. We never had to land there, but every time we flew over it at the end of a bombing mission, we could see beat-up planes on the field, pointing in every direction, so we knew it was getting good use.

There was another unusual life-saving feature at Woodbridge. That winter of '44-'45, a thick dark stratus cloud lay over most of east England so much of the time. Sometimes there was a clear space between the base of the cloud and the ground, and sometimes the fog lay in there right on the deck. Woodbridge would then activate an air heating system that would clear up both the fog and the stratus in a circular area about three miles across, right over the runway. It was large enough so that you could spiral down through it and land in the clear, when every other field was soaked in completely. They had many large burners, like giant blowtorches, set out in a pattern; each generated an enormous amount of heat. They burned aviation gasoline. It was a great comfort, as well as a thing of wonder, to see that miraculous hole in the clouds that we could fly down through. We were always able to come back to Mendelsham, but we knew that big runway was there.

ONE MAN'S MEMORIES

Excerpt from newspaper article

As he paged through the three large scrapbooks of W.W. II memorabilia, it was obvious Ray Kubly was grateful to be alive and to have served his country.

After enlisting, Kubly was assigned to Bombardier-navigator school and became a second lieutenant navigator in April of 1944. He was sent to England as part of a replacement crew and went on his first mission Sept. 17, 1944. On Kubly's ninth mission he and his fellow members of the crew bailed out of their B-17 over Holland and were captured by the Germans. Kubly was one of several men to be shot while parachuting and was taken to a hospital in Utrecht. Others, not shot, were taken immediately to POW camps.

As soon as he entered the hospital Kubly said he had only one thought in mind - escape. Not even being shot in the calf of the leg and barely able to walk deterred the thought. "There was no way I was going to a POW camp," he said, "I told myself if there was ever going to be a chance to escape, I'd jump at it. I'd just force myself to walk."

Fortunately for him, the Utrecht hospital was staffed chiefly by the Dutch, some of whom were extremely sympathetic to Americans and offered Kubly information on the Dutch underground. On Oct. 29, 1944, Kubly and five other patients made their escape obtaining civilian clothes from the hospital's basement and crawling through the heating ducts.

The heat in the ducts was extreme and Kubly's clothes were full of perspiration when he got out into the cold, winter weather. Soon he became violently ill with a high fever and severe sore throat. Fortunately, he was directed to a member of the underground with some brief medical training who discovered he had a severe case of tonsillitis. The man used pliers to crush the inflamed tonsils.

After spending about two weeks in hiding in Utrecht, he and his companion, Jack Murrell, made connections with the underground in the countryside. Hiding during the day and

Continued on page 20

HDD

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18



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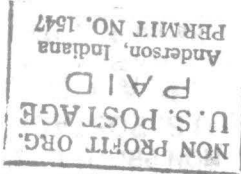
**34th Bomb. Group**

C/O Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
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From the collection of:

Al Israelsen

Pilot, First Crew No. 1, 4th Sq. Feb - Nov 1944



Memories

Continued from page 19

traveling at night, the underground had the unenviable goal of getting through the German line. In November, Kubly and Murrell almost made the move too quickly. The plan was to cross the Dutch autobahn where the German front was located and fight through if necessary. There were about 15 people on the line, dressed in British uniforms and equipped with machine guns and hand grenades. If caught, dressed in military, they would be sent to POW camps instead of being shot for treason. Kubly and Murrell were at the tail of the line mainly because they were Air Force while the others had infantry experience.

Suddenly they heard the word "Halt" and someone yelled "Germans" and everybody took off. Flinging down their grenades and guns, Kubly and Murrell ran amid blasts of grenades gunfire and the barks of German guard dogs. They were the only two to survive.

Still wearing the English uniforms, they were finally reconnected with the underground through a Dutch farmer who didn't even know America was in the war.

The next several months were not without their tense moments. Once they were tipped off that the Germans had learned of their whereabouts at a farmhouse and fled the home moments before the Germans arrived. They wrapped their bodies around the trunk of pine trees to hide. Kubly said he could both hear and see the feet of the Germans looking for him.

On March 12, 1945, Kubly and several other men rowed across the Rhine River to the Canadian front lines. After being questioned on troop movements and a two week stay in Paris, he subsequently lectured Air Force squadrons in England on escape and invasion tactics until the end of the war.

REMEMBERING

By Oliver Bolduc

I was reading the last issue of the M.M. and went back to the

June issue and the 34th B.G. History Book as well as my own records and found facts to be true.

On page 16 of the June issue, "Nightmare" by Francis Jackovich and page 34 of the December issue "Nightmare Relived" by John Boysun are articles which now lets me know what happened to a plane I believe was a lead plane I was crew chief of at the time. If records are correct, I believe the plane number was 43-38645. The 34th B.G. History Book lists it as mission #63 to Kiel Hemmingstadt on Aug. 24, 1944 as do my own records. That was the only flight that particular plane went out on but was one which never returned.

How often those of us on the ground crew wondered and prayed for those so brave to fly into the flak-filled skies over the enemy. Especially when our planes and flight crews didn't return.

Then there was another article of a plane I was crew chief of, -45-52738, mission -13 to Tours, which was shot down about 11:00 P.M. at our air base and crashed and burned at site -1. (Ref. M.M. page 32 "Holocaust Over Suffolk" and March '89, Pg. 18). The crew I knew very well. It was piloted by H. Eastman, a very fine pilot. I always respect him as well as his crew. They gave their all that the rest of us might live in peace.

I had to recall much of the 34th B.G. history this past month because my son, Capt. John Bolduc of the Conn. National Guard and my other son Albert surprised me with a trip to the Connecticut Air National Guard Unit at Bradley Field where General Stockwell presented me with the Bronze Star, in full military ceremony, for the 91 missions the aircraft I was crew chief on in England without an abortion.

The initial recommendation was initiated by Lt. Col. E. Freeman, Commanding, on 3 Aug., 1945. To say the least, I was surprised and will always wear it with great pride when the occasion arises. It is a real honor and it was accomplished only with the help of my two dedicated assistants, Harold Higgins and John Hathcock, as well as all the specialists and inspectors including even the supply and office personnel who always get overlooked.

Sometime, if a reunion is established in the New York, New England area, some of us out this way would be able to attend. I see very few ground crew men take part, which is disheartening.