

ENDLESHAM MEMORIES

34TH BOMB GROUP H

4



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18



391

OFFICERS

President: Walter McAllister	(407) 857-3472
1st Vice Pres.: Wally Brauks	(314) 849-3166
2nd Vice Pres.: Ray Hinchee	(703) 389-4192
Recording Secr.: Paul Anderson	(206) 337-4747
Treasurer: Harold Province	(601) 798-2059
Archivist: L. Douglas Underwood	(205) 281-1498
Past Pres.: George Ritchie	(919) 393-8806
Corresponding Secr.: Ray Summa	(317) 644-6027
Reunion Chairman: Gerald Pine	(608) 836-3939

BOARD OF DIRECTORS

Kivett Ivey (90)	(919) 778-2647
Ralph Bush (90)	(217) 529-1895
Cleveland Romero (90)	(318) 232-0774
Harold Rutka (91)	(218) 724-1667
Sam Wolstencroft (91)	(401) 322-7758
Claude Conklin (92)	(319) 444-2503
Clyde Willis (92)	(816) 542-3450
Bob Wright (Reun.)	(219) 232-4287
Eli Baldea (Editor)	(219) 988-4607

OBSERVATIONS

"Back Home Again In Indiana". Here we are, back from our winter sojourn in Florida. We've had a wonderful few months down south enjoying our visit with our three children there as well as the camaraderie of our numerous excursions with Walt and Ruby McAllister.

Through them we had joined a winter senior bowling league where we made many friends and thoroughly enjoyed ourselves. We and the McAllisters saw each other at least twice a week for motion pictures, dinner, bowling, etc. It was a great deal of fun and we look forward to next December when we will again get into that swing of things.

In this issue you will find many inserts. First is a reminder to pay your dues. Hal Province tells us that we are running behind last year's pace so, PLEASE, if you haven't yet paid your dues, do so now! Secondly, you will find hotel reservation and reunion registration forms for our September reunion at Seattle. Don't dawdle! Send in your forms as soon as possible. I can't stress strongly enough how much you will enjoy meeting all your old buddies and making new friends at these reunions. Especially those of you living in the western states. You've been asking for a reunion closer to your homes. Well, here it is. Send in your reservations now. You'll never regret it!

Rose and I regrettably missed the Shreveport reunion because of health problems. We were determined that we would make both the "Return to England" trip and the Seattle reunion in September. Unfortunately, we will be unable to go to England after all. We have some property in Florida which has been for sale for three years and, wouldn't you know it, is finally to be sold with the buyers wanting to close sometime between the 15th and 20th of May. We can't afford to mess up on this deal so we must be here for the closing at that time which negates the possibility of joining our friends for the England trip. Oh, well, that's life and we have to learn to roll with the

punches. However, I do guarantee, barring any other unforeseen circumstances, we will be in Seattle in September.

This issue, in accordance with directives issued at the 1988 reunion, is being sent to all names on the roster, whether paid-up members or not. There is a controversy going on right now regarding sending every issue of M/M to all regardless of membership dues payments.

On the one hand, the "Pros" argue that we must continue to contact our non-payers with the hope that they will become interested enough to eventually join our association.

On the other hand, the "Cons" argue that these people have had enough opportunity to join if they so wished; the extra cost will eventually harm our finances; and, again eventually, some good dues-paying members will decide that "If others don't pay their dues, why should I?" In the end it could, conceivably, spell the end of the whole unit. Keep in mind that, of our over 1500 name roster, approximately one-third do not pay dues, and it's not because they haven't been asked numerous times. Nobody I know of would object to bestowing honorary memberships on those who can't afford the dues, but who's to tell us which are the needy ones that qualify? Think it over.

Finally, Rose and I are looking forward to a peaceful summer and fall here in Northwest Indiana. We trust you will all have good health and happiness until we meet again.

Eli Baldea
Editor

PRESIDENT'S MESSAGE

By the time you read this, the 34th mission to England will have come and gone. We're sure that all the travelers found it more than worthwhile.

This leaves Seattle as the next prime target, and time is flying -- so start getting your plans in order. It promis-

PRESIDENT'S MESSAGE

Continued from page 1

es to be another good one. Look for more info in this letter from Gerry Pine, Harold Rutka, Bob Wright, and from Bill Burnell, our local area honcho this year.

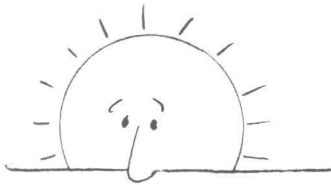
Kivett Ivey tells me that orders for THE TAPE are still coming in as of this writing. We would like your comments or suggestions regarding "an organized" camcorder effort at future reunions. As you probably know, last year's was an after-the-fact project to just put together whatever was available.

I call your attention to Hal Province's treasury report and comments. Please read and heed. Membership dues payments seem to be lagging far behind as compared to prior years. Hal's figures show funds on hand as of end March, but do not reflect expenses, which at times exceed income. It's too early for Hal to have that kind of report yet. We're staying in comfortable shape overall. Last fiscal year-end report showed expenses about \$2,000 above income for the period.

We're looking forward to seeing you in Seattle!

Walt McAllister (Mac)

LOOK WHAT'S COMING UP...



34th B.G. Reunion
Seattle, WA.
Sept. 12-15, 1990

8th A.F. Reunion
Las Vegas, NV
Sept. 30-Oct. 4, 1990

34th B.G. Reunion
Louisville, KY.
Sept. 27-29, 1991

34th B.G. Reunion
Las Vegas, NV.
Sept., 1992 ??

Dear Friends;

I hope this finds you all in good or reasonable health at this time.

I see that many of you will be going back to Mendlesham this year. Wish I was going with you but find it is impossible at this time. Have a good time while you are there. I'm sure you all will recall many memories of those days you spent in England; memories which you thought forgotten.

Hannah and I will be spending a week or so at John Yancey's Hotel in Atlantic Beach, NC. around June 15th. If you are in the vicinity stop by and see us.

Have you noticed the TAPS lately? It has been growing more and more each time. In my search for our friends I find the comparison is 50-50. Many of the Postmasters and Postmistresses have been very helpful in helping me locate someone. It is very depressing when I find one who has passed on, but hearing from a wife or children is very rewarding.

It is good to hear from some of our friends who have been hospitalized this last year. Joe Edwards is back on
Page 2

the golf course and I hear that his wife, Verna, is "play acting". Haven't given up your horn for the Follies, have you Verna?

Ken Lockwood has been seriously ill at the Baptist Med. Center in Oklahoma City, OK. I have word from his daughter, Bonita, that Ken is slowly recuperating from a very serious operation. Keep on improving, Ken.

I have heard from Norma Parrish, Harold Parish's wife, that he is not any better and is slowly fading away.

Sam Baglio has been in the hospital and I hope by now he is much improved. Hope you are up to par now, Sam.

Mardell Brooks says that Father Fred is no better now than he was at Christmas Time.

We have many more of our members who have been ill throughout the year. Remember, if you know of anyone who is ill, please let me know or send word to Sam Baglio who, as Chaplain, will send a card. Also, I'm sure our ill friends would enjoy a card or letter from you so why now sit down and write or send a card to a friend who might be ill. By the way, THANK YOU to all of you who sent cards or letters or called during my recent eye operation. My sight is slowly returning and, by the time you read this, I hope it will have returned in full.

Many of you have requested a reunion to be held on the west coast. Well, the next one is to be at Seattle, WA. Now is the chance for you men on the west coast to attend. We are expecting a large turnout for this occasion. Many things are being planned. Bill Burnell, who lives near Seattle, is doing the footwork for this reunion and, I am told, it will be a good one. So get your reservations in as soon as you can and join us at Seattle.

Those of you who will not be going to Seattle and would like to attend a reunion can join us at the 8th A.F. Reunion at Las Vegas, Sept. 30-Oct. 4, 1990. If you do not get a reservation form please let me know and I'll see that you get one. If you plan to attend please get your reservations in before the deadline as the 34th gets a small rebate for the group. We hope to see many of you at either the 34th reunion at Seattle or at the 8th A.F. reunion at Las Vegas.

How about a little publicity for our 34th B.G.? All you have to do is take a notice to your local newspaper and ask the editor to run it for you. Most newspapers carry a reunion column in their publication. This will not only help us locate our friends, but will let the men know the 34th is still alive. Following is a sample you can use:

The 34th Bomb Group (H), the oldest B-17 Bomb Group during WWII, is searching for all former members and will hold a reunion at Seattle, WA. Sept. 12-17, 1990. For information call or write Ray L. Summa, Corresponding Sec., 2910 Bittersweet Lane, Anderson, IN. 46011. Ph. (317) 644-6027. (You can add your name, address and phone number).

Our yearly get-together with Dale and Marjorie Finley at Murphy's Steak House in Indianapolis on St. Patrick's Day was great. This is a yearly "bash" as the Bagpipers and Drum Corps. put on an outstanding performance for the Irish and some non-Irish who attend. Maybe some of you in Indianapolis might like to join us next year on St. Patrick's Day.

SEE YOU ALL AT SEATTLE!!

Ray Summa

REUNION 1990

Seattle, WA., Sept. 13th to 16th

Plans should be made well in advance for the month of September, 1990. This planning should include a longer time to be spent in the reunion area. The Reunion Committee has bargained with the Radisson Sea/Tac Hotel to give any member of the 34th the reunion room rate from 8 Sept. through 19 Sept. This reduction from the daily room rate is quite substantial. You can take advantage of these rates to see the beauty of this part of the country as it is not possible to see it all on the affordable time given us in reunion days. Tours may be arranged to the other parts of the northwest and Canada, as well as a cruise to Alaska while you're in Seattle.

Bill and Margo Burnell are our contact people for this reunion. They have made arrangements for a golf outing on the 13th of Sept. See these folks for details when you arrive at the hotel. They will also be able to answer your questions about the local area.

If you are wondering why the increase in registration fee, it is because at the Shreveport reunion it was voted to add a \$5.00 fee in registration to be applied to the scholarship fund.

Now for a rundown on the food arrangements. Friday breakfast is a good old fashioned All-American breakfast, the kind that will stick with you till lunch. Lunch is on our own. Friday evening we will try to utilize a food product of the area. Salmon seems to be a good thing in this area, so we have arranged for a Salmon Bake -- served poolside. This is a different approach to our needs, and should prove to be exciting.

Saturday breakfast will feature an omelette station breakfast. There will be several stations set up so that there will be no large waiting lines, and you may order and receive an omelette of your choice made while you watch. Lunch is again on our own. For the Saturday Banquet we again have gone away from the traditional prime rib, etc., etc. We are jumping the holiday season ahead a tad. The catering service has come up with a good old fashioned early turkey dinner complete with

all the traditional trimmings; pumpkin pie, whipped cream and even a glass of local wine. The menu looks great and no one should go away from the table hungry.

Sunday breakfast will also be stations on the spot cooking, except there will be served pancakes; your choice of flavor. Each of these stations will also provide the rest of the goodies that make a breakfast complete.

Do not forget that there is free transportation from the airport to the hotel. When you arrive at the airport give the hotel a call on their direct line and a bus will pick you up and take you to the hotel. This also works when you leave. Contact the bellman and he will get you on a bus from the hotel to the airport. This is at no cost to you.

Now as to the other activities, etc.:

1. The tour bus company that will escort us on the Friday tour will also have other options for us to use on Saturday. These arrangements can be made in the lobby.

2. Airline reservations at a reduced rate can be made through Ambassador Travel. Their 800 number is on a flyer you will find in this issue. The reduced price warrants a call.

3. Budget Rent-A-Car will also have a deal at reduced rates.

4. Reservation forms for the hotel will be in this issue. Please make sure to send in your reservations early.

5. Registration forms for the food and tour are also in this issue. They are to be sent to Bob Wright as directed.

We look forward to seeing you all there. We promise you a good time with good friends and the renewing of old friendships.

Thanking you, The Reunion Committee,
Gerald Pine, Harold Rutka & Robert Wright

From Bill Burnell we have the following:

Margo and I are looking forward to greeting each of you in Seattle in September. It is none too soon to be making plans for the reunion. There is so much to see and do in this area that we are sure many of you will want to plan on spending extra days here either before or after the reunion. September is usually an excellent time to travel in the Pacific Northwest.

Trips can be planned for the ocean beaches; Olympic Peninsula; Olympia; San Juan Islands; Snoqualmie Falls, Leavenworth-Wenatchee; North Cascades; antique shopping in Snokomish; Vancouver or Victoria, B.C. and a great deal to see and do in the city itself; Longacres race track; U. of W. Campus; Pioneer Square; Aquarium; Pike Place Market; Space Needle; Science Center; Underground tour; Waterfront Tower; Wineries; Zoo; Ferry boat rides and much, much more. For information you may write or call: Washington St. Dept. of Trade and Economic Development, Tourism Development Div., 101 Gen. Admin. Bldg. AX13, Olympia, WA. 98504, PH. 1-800-544-1800; or British Columbia Tourism, 700 Olene Way, Suite 930, Seattle, WA 98101, PH. 1-800-663-0600.



Standing l. to r.: Selby, Sprinkle, Laub, Cumberworth & Waring.
Kneeling l. to r.: Williams, Curtis, Wraga, & Moore.

MENDLESHAM REUNION

(May 17 - 25, 1990)

From Harold Rutka we have the following:

As of this morning (April 24th) there are 57 of our people going on this trip. This will require one large and one mini bus. At least when one bus gets loaded it can leave and the other can wait for any stragglers.

There are no changes in the plans, as of today, and no guarantee on the weather. I have contacted the ladies and we will have eleven in attendance as our guests, plus the Stedmans, at our Saturday evening dinner. Following is a list of those signed up to go as of today:

Anderson, Alvin & Julia
Antanovich, Alex & Betty
Brauks, Wallace & Doris
Casler, Dudley
Colwell, Mary Ellen
Conklin, Claude & Genevieve
Farley, John & Bernadet
Freysinger, Carl & Imogene
Gibbs, Claude & Audrey
Heikkila, Harold & Betty
Herget, Charles & Eileen

Kline, George & Margaret
Lampey, Robert & Betty
Mangan, John
Martin, Randall & Shirley
Mueller, Paul & Hazel
Mueller, Steve
Munte, Frederick & Ginny
O'Brien, Edward & Carol
Orton, William & Naomi
Poole, Wally & Joan
Romero, Cleveland & Henrietta
Rutka, Harold & Genevieve
Ryan, Gordon & Doris
Saulnier, Ernest & Florence
Sothorn, Bruce
Spink, James & Barbara
Thomas, James & Eleanor
Wolstencroft, Samuel & Arlene
Yockey, Charles & Virginia
Zeldes, Benjamin & Edith

TREASURER'S REPORT

Here it is, April 8th and Eli has been calling for articles for the June issue of Mendlesham Memories. It's been a busy seven months since the Shreveport reunion and there's an even busier five months before we gather at Seattle. A lot will happen in the coming months; the reunion committee will finish the Seattle plans, the scholarship and constitution committees will continue their hard work, and there are quite a few of you who will have been to Mendlesham when you read this.

It seems appropriate at this time to give you an accounting of the finances of the Association.

GENERAL FUND:	Money Mkt. Acct.	\$ 5,762.25
	CD due 91-01-10 7.7%	6,000.00
	Due from Memorial Fund	3,389.45
	Indiana Checking Acct.	976.77
	Mississippi Chkg. Acct.	131.46
	Total	\$16,259.93

LIFE MEMB. FUND:	CD 90-09-30 8.15%	\$11,819.20
	CD 90-10-05 7.80%	4,400.00
	Savings Acct., Miss.	152.00
	Total	\$16,371.20

MEMORIAL FUND:	CD 90-09-30 8.10%	\$ 9,185.45
	Less amt. due Gen. Fund	-3,389.45
	Total	\$ 5,796.00

REUNION FUND:	*As of 89-12-31	\$ 2,570.44
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TOTALS:	GENERAL FUND:	\$16,259.93
	LIFE MEMB. FUND:	16,371.20
	MEMORIAL FUND:	5,796.00
	REUNION FUND:	2,570.44
GRAND TOTAL		\$40,997.47

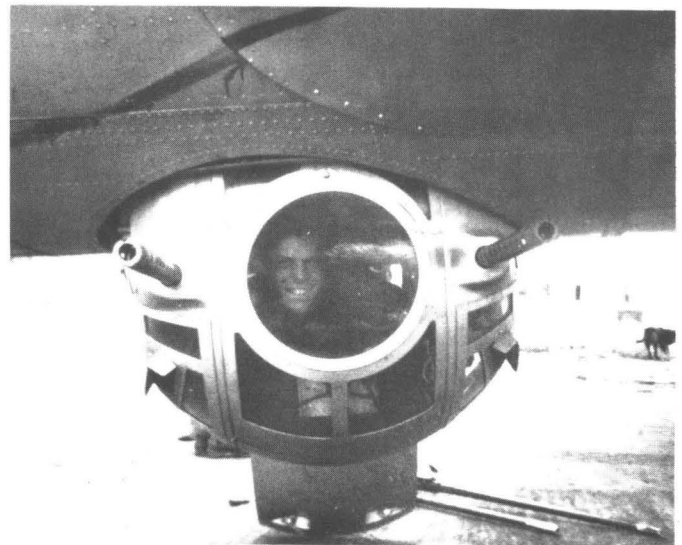
*Bob Wright has this checking account.

**Memorial account in England had 765.4 pounds Sterling as of Sept., 1989. I don't have a recent balance for this acct.

We have a potential of 1592 members on my data set which includes ex-34th-ers, wives, and associates. There are 644 who have paid the '90 dues of which 164 are Life Members. Total paid-up membership for 1989 was 1014 so we are running a little behind at this time. Each issue of the M/M triggers a flood of letters with dues so if you haven't sent your '90 dues please get your check in the mail.

Next year we may be operating under new by-laws

Continued on page 5



Ball Turret Gunner - Bob Lampey

SHREVEPORT "VIDEO PROJECT" REPORT

When I finally completed the "Master" video tape and totaled up the expense plus the cost to reproduce each tape, I thought, "We'll never recover our cost!". I selected 16 people and sent them a copy, plus a bill. The response and comments (plus checks) I received were most gratifying! This "made my day", and all my time and effort was worth it! Some of the comments from those 16 were as follows:

"I think the video is very interesting, and has something for everyone --- go with it!"

"We have run the tape through twice. I think you did a commendable job."

"I locked the doors, took the phone off the hook, fixed me a big drink, and viewed the video. It is outstanding!"

"You did a good job and I'm grateful to you for your efforts."

"Thank you so much for sending us the video. We have watched it twice and cry everytime at the 'dedication'

at Barksdale."

To date i have received orders for 64 tapes. I have checked the names of those who ordered against the list of those who attended the reunion in Shreveport. Some over 50 ordered a video and about 10 who did not attend. That leaves at least 90 or so who attended that DID NOT order! Come on you guys, you need a video!

There was a slight goof on the order blank in the newsletter. My correct address is: Kivett Ivey, Rt. 3, Box 452B, LaGrange, NC. 28551. Just send me a check for 20 bucks made out to the 34th B.G. Association. If you have already placed an order, have a problem, don't receive a tape, or get a damaged tape, or whatever -- let me know and I will try to make it right.

I believe most of you will treasure your tape -- fond memories!

Respectfully,
Kivett Ivey

TREASURE'S REPORT

Continued from page 4

and may not be able to send Mendlesham Memories to those who have not paid their annual dues. Better yet, why not join the LIFE MEMBERS and not worry about annual dues? You'll receive each issue of M/M and not have to concern yourself with sending an annual check for dues. Under our present constitution we are a "Last Man" organization and we don't have but 1592 from which to draw voting members. We've been lucky that our "Newly Found" have kept pace with those we must place on the "Taps" list, but this can't continue indefinitely. There are still some members of the 34th whom Ray has not been able to locate and I'm certain that you'll be glad to help him check on those "lost sheep" whose last known address was in your state.

One more item and I'll quit! Ray, Eli and I are trying to keep our computer data sets as accurate as possible. If we have any mistakes in your listing; name spelling, wrong address, wrong organization, city, state, or zip code wrong, spouse's name, or wrong telephone number, please let us know and we'll make the correction. It hurts us all when a copy of M/M doesn't get delivered or someone loses track of a war-time buddy! Also if you spend the winters at an address other than your main home, please let us know. Mendlesham Memories mailing label disks are separated for summer and winter mailing. Summer includes the June and September issues. Winter includes the December and March issues. We're sorry that we can't have separate disks for each issue but it would involve far more work than should be necessary. Let us know your winter addresses and we'll try to keep you receiving your newsletter.

We all were part of a top-notch war-time organization and there's no reason to settle for anything less for the 34th Bomb Group Association! And; quoting from someone on TV or Radio; "Keep those cards and letters coming!"

Harold Province
Treasurer



L. to r.: Wolanski, Riley and Palermo.

Don't Forget To Send In Your Dues

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



ED LONERGAN - Ft. Myers, FL.

We sure enjoyed Shreveport. Our crew, B.E. Sheesley, took the attendance prize with seven members present. We had to cheat a little to beat out Gene James and his crew. Details at another time.

Our Florida location will now be permanent except for July and August visits to our children in Missouri and Iowa. We will also attend the Seattle reunion with an extended trip to Alaska.

DON D. DURHAM SR. - Chesterfield, MO.

Was enjoyable reading the December Mendlesham Memories and, in particular, reading about Harry Ackerman. Had the pleasure of flying with Harry, along with Jack Eaton, Howard Burton, Bob Gay, etc. when the group went overseas. Harry might recall our B-24 losing an engine near Borinquen Field, Puerto Rico, and we stayed for 3½ days, partying. Took us 21 days to make the entire trip to Mendlesham.



James K. Boone

WILLIAM "PETE" GRAY - Virginia Beach, VA.

Am glad to see more information about what's going on with the 34th in the MM - all of us got a little more insight of how we stand financially and just what the several committees are doing and planning to do. Hope this keeps up. Seems like a lot of us have been kept in the dark about a lot of things. For instance, I never realized how much money we had. I can still remember way back about 1978 when Ray didn't have enough money to mail out the dues notices-at the time don't think he had located more than 50 members. But - look at us now!!

Would have written before but fell down (again) just before Christmas. This time I didn't break anything. I slipped on some ice and landed HARD on my left shoulder. I laid there for a long time - afraid to move. Knew I had broken something but didn't know just what. All I could think of was I should have taken a drink before I came out - NEVER fall down after taking a drink. Told myself that the next time I come out in this kind of weather I'm going to make sure I fortify myself in advance.

The x-rays showed no broken bones but the Doc said I really messed up everything in that shoulder. And said it would take weeks before things got right again. He was right, too, after more than three weeks I just got to where I could use the typewriter again. Had to get an eight year old boy from next door to open a bottle of Virginia Gentleman for me!

(Editor's note: We have just received word that the A. Smith Bowman Distillery has announced plans to resume production of its Virginia Gentleman bourbon, which was halted three years ago.)

ERNEST T. MORIARTY - Orange, MA.

I'm still seeking information on two individuals, namely, Martin "Marty" Howard and George "Red" McLaughlin. I believe that the 34th also formed cadres that eventually became the 303rd B.G., the 305th B.G., and I know the 306th. When I went to Wendover I met fellows that were at Westover and Pendleton with the 34th. However, neither "Marty" or "Red" went to Wendover with the 306th. I hope there are still guys with the 34th that remember some of these guys and could possibly shed some light on where they went or are at the present time.

Relative to cutting off the MM to those who haven't paid their dues, - One word - DON'T. We in the 306th, so far, have no dues and our paper goes to one and all on the list. The affluent contribute to the kitty and take a tax deduction at the end of the year. This method lets the poor unfortunate guys know what is and has happened to their former compatriots.

We do not know what type of cross any other member is carrying and what the cost may be. That is my opinion.

CARL TRAUERNICHT, JR. - St. Louis, MO.

Since we were not able to get our crew together for the Shreveport reunion I decided to try for a "mini-reunion" in October. As a result of my efforts Bernie Peczkowski and his wife, Katherine, arrived at my home on Friday afternoon, October 13th. On Saturday morning, A. C. Eggleston and his wife, Trudy, landed their Cessna 210 at a local airport and Bernie and I met them. Early that afternoon, Norman Ashwood and his wife,

Notes From Our Friends

Continued from page 6

Peggy, drove in from Cleveland by way of Iowa. The four of us present constituted all members of our crew which I could reach.

As seems to be the case in such reunions, all present seemed to enjoy the recollections of the story-tellers and many stories were told. It was a great occasion and, apparently, well enjoyed by all. Bernie Peczkowski has invited us to South Bend next year for the Air Force - Notre Dame game, so we are planning to have another "mini-reunion" about the same time next year.



L. to r.: Bernie & Katherine Psczkowski, Trudy & A.C. Eggleston, Peggy & Norm Ashwood, Margaret & Carl Trauernicht.

JENNIE (MRS. CHARLES) GREGORSKI -

Roslyn Heights, NY.

I'm sorry to say that I lost my husband, Charlie, to cancer on January 11, 1990.

He always enjoyed getting together at the reunions and looked forward to them each year. He was too ill this year for us to attend the one in Louisiana.

JIM STUTHERS - Venice, FL.

Thanks for the info on the pending trip for 1990 back to Mendlesham. For some time I've contemplated taking my wife to England and I had hoped to get there in 1990. Now I have a real incentive to do so. However, I had planned to spend more time in traveling in a rented car and revisiting more of England than is shown in the newsletter. But, knowing that a get-together is planned May 17-25th, 1990, gives me a date and something I can use to plan our own time around.

L. J. PAGOLZASKI - Satellite Beach, FL.

In the past nine years I have had two strokes, then turned into a pernicious anemia case followed by a sweet attack of viral meningitis. The last job left me so weak I could not continue my therapy to counter the

second stroke which gave a light paralysis to the left side of my body. My left hand is no longer as deft as it once was as a Radio operator and air gunner with the 34th.

I am married with three sons. The oldest, is 40, is a captain with Northwest Airlines. The middle one is a good wood butcher, and the youngest, Jim, is with computers at Kennedy Space Center where most of the shots are sent up.

I wish everyone the very best of everything. God bless you all.

JOHN CONSTANCE - Omaha, NE.

My connection with the 34th goes back to July of 1941. We were flying B-18's. I left Spokane, WA. in November 1942, to start a new outfit in Ephrata, WA. Don't hold me to the dates I listed here, but it's pretty close.

Two members of the 34th that I kept in contact with have both passed away; Will Sherman from Wyoming, RI., and Fred Polinski from Worcester, MA.

ROBERT KORF - San Bernardino, CA.

As I have said before, Ray has done one hell of a good job in getting the 34th together. My brain is missing a lot of the guy's names but I do remember a few. I called Bill Fandel, my old boss, in San Antonio and he had a hell of a time trying to remember me - but I always liked him. He also gave me one of the best letters of recommendation I ever received.

MAXINE MEYER (Milo Bunn's sister) -

Bradford, IA.

In 1981, when Milo moved back to Iowa to be near his family, he was acting very strangely. With the help of the VA we had him evaluated twice and found he had Alzheimer's Disease. The part of his brain being destroyed was his behavioral part. He also had bladder cancer which was kept under control.

He was to be one of the first ones admitted to the new Alzheimer unit in the Old Soldier's Home on the 4th of March, 1987, where he would have had skilled care. Unfortunately, he died very suddenly on March 2nd in a nursing home of a massive heart attack. He will be missed very much by his brother Axen and myself.

Hope your plans for both reunions in England and Seattle will turn out successfully. I know Milo would have liked to join the group.

WALTER W. POOLE JR. - Jupiter, FL.

I flew in B-17's in the 379th and 398th Bomb Groups. However, I was in the 34th B.G. at Westover Field, MA. in 1941, leaving for Aviation Cadet School in Jan., 1942, just before they went to Pendleton.

I have great respect for the 34th. Key men from the 34th went to practically every group that made up the 8th Air Force.

I am planning on making the trip to England May 17th, hoping to meet up with some old-timers that I knew at Westover Field.

CARROLL E. FORISTER - St. Louis, MO.

Thank you for the snap taken at the Reunion Banquet. We like it. We're planning on England again this spring (Sylvia's mother is 92 now, so we try to visit each year) and, hopefully, will also be able to manage Seattle in September.

Continued on page 8
Page 7

Notes From Our Friends

Continued from page 7

JOHN TERRY - Glendale, CA.

A number of questions have been in my mind for several years. For instance, all the official orders the Army put out during the war were classified RESTRICTED. Is it safe to assume that all of those are now released, or might the relaxation process have been instituted selectively?

Soon after I first read in MM of the memorials to those who gave their lives, I wondered if there is a list of such men of the 34th B.G. When I got the first notice from Turner about the 34th B.G. book, I thought that the deceased should be included and called DiNenno, who was president at that time. He saw nothing wrong with the idea but suggested I should contact McAllister. Then I pondered the task of finding relatives of the deceased, of whom I had two in mind; Louis Zakaib and Bill Mackey. A monumental task to say the least.

Some time ago I called Jerome Wessel to ask if he remembered the story of the Mackey crew. The entire crew bailed out over the North Sea from a disabled plane in preference to ditching, when it appeared they would not make the land. The 4th Sqdn. C.O. stayed aboard and survived when the lightened ship did make it to land. As related to me by someone on McAllister's crew in POW camp, the C.O. became mentally ill as a result. I don't remember his name.

Another problem I've been working on. The newsletter of the 8AFHS has recently clearly detailed the method of acquiring a MACR, but that is based on knowing the number of the MACR. There was a hint that historians could get that information. Does anyone know how I can learn the number of my MACR?

I've also recently wondered whether any member of our group has made any attempt to list the planes assigned to the individual squadrons and match the ground and air crews connected to each. Of course, the B-24 we were assigned to in the US and in which we flew to England was considered OUR ship, and the crew chief made that trip with us and continued to be the one we depended on for our missions. Unfortunately, the crew chief's name never got into my personal papers.



Long, Larson, Williamson, Tardiff, ??, and Wallace. (Notice one Buzz Bomb shot down by Dynamite'n DODO.

JACK SHARE - The Woodlands, TX.

Just wanted to inform you that, as of March 15th, Marian and I will be located in the sunny climes of Texas. This all came about rather suddenly and things are moving a bit faster than anticipated. However, we have been kicking it around for some time and now it is a reality.

We will be located north of Houston (off I-45) in a place called The Woodlands. We were down there visiting our son and family over Christmas and the location appealed to us. Since then it has been full speed ahead.

LLOYD ELLIOTT - Oklahoma City, OK.

We enjoy so much the M.M. and sit down immediately after receiving it and read it from cover to cover. In December, 1989, Clair Zarfoss' widow, Harriett, came to visit. He was my pilot on the "Flying Dutchman" from June, 1945 'til December, 1945. We had a wonderful visit.

Harriett lives in York, PA., so Oklahoma was a long way to come to visit. Other members of the crew are Irwin Hankin, Sioux Falls, SD. and Reid McCloskey, Carlsbad, NM. We are planning another reunion this summer. Carol and I plan to retire this year.

KENAS AKERS - Pocatello, ID.

In January I visited a member of the 7th Bomb Sqdn., 34th Bomb Gp. in Blythe, CA. He was with the group in Washington, California, and England and well known to all members of the 7th Sqdn. Philip Palermo was our mail clerk.

We had a wonderful visit and recalled old memories. He has a lovely wife, children and grandchildren. He had a stroke some time ago, but now is walking again. We drove out to the base and the only thing we recognized was the swimming pool that was dug by the members of the 34th.

GRADY DEATHERIDGE - Collinsville, VA.

I became ill the first of December and, although I am somewhat better physically, I have a rough go of it with my nerves for the past few weeks and am still on shaky ground. I do not remember any of the treasurer's report and I would appreciate knowing how the current status stands. I would like to know just how wealthy the 34th Assoc. is.

(Editor's Note: The December newsletter listed the Treasurer's report as presented at the Shreveport Reunion.)

GEORGE H. KLINE - Burnt Hills, NY.

We missed the Shreveport reunion, but hope to make Mendlesham and Seattle. We are looking forward to seeing all the guys and gals. We plan to stay 3 additional days in England to visit relatives. They were young girls when I went to see them during the war. One girl and her husband spent a week with us 2 years ago. The other spent a few hours with us last year. A family get-together is planned.

WILLIAM DONZE - Wickham-Skeith, England

Yes, I am interested in becoming a member of the 34th again. I can remember some of the names in 1946.

I married a girl who lived not far from the base. She

Continued on page 9

Notes From Our Friends

Continued from page 8

and her sister used to come to the dances in the Village Hall at Mendlesham. I married in 1946 and came back over here in 1947 and have been here ever since.

We have a place just about three miles from Mendlesham and 4½ from the base. I've been here 21 years now and at two other addresses the rest of the 43 years. We have one son who lives and works on computers for a firm of clothing shops in London.

CARL STEMEN - Bremen, OH.

I have some comments to add to Pete Gray's article on Operation Chowhound. There was a formation on the first Chowhound mission. On May 1st a 3 plane formation led the rest of the group into Holland. The orders were that these planes would fly in, as guinea pigs, to see if the Germans would honor the truce. If all went well the rest of the group would then follow. The formation was led by General Gerhart's plane with Lt. Davis flying left wing and I flew the "MIZPAH" on the right wing.

We flew over Rotterdam, having to break formation around a church steeple. Did you ever hear a Lt. tell a General to watch what he was doing? Well, Davis did as we almost hit that steeple. Since we had no adverse activities from the Germans, General Gerhart radioed for the others to come in. We flew back out, then made another pass to drop our food.

I wasn't happy about being sent on the first mission since I had completed my tour and was ready to go home. After the first drop, and seeing the excited people below, I thought it was the most gratifying thing I had ever done. On our last drop the thing that made you have a lump in your throat was the sign on the ground saying "MANY THANKS YANKS".

As an after thought, I wonder if anyone remembers the rumor that Davis and I started the club the night after the first drop? We stopped in the club for a "SOFT" drink and decided to start the rumor. We let it be known that Queen Wilhelmina was so pleased with what we had done that she was going to decorate all of us with the honors of "The Order of the Purple Tulip". My, but rumors do travel fast!

JOHN FOWLER - Brooklyn, NY.

The last copy of M/M has set my mind to nostalgic thoughts of the days I spent in Mendlesham. I originally went overseas as a waist gunner on a crew assigned to the 18th Sqdn. It was around the time they decided to switch from a ten-man crew to nine. Since I was a replacement on this crew I was odd man out.

Now I'm thinking....who the hell did I fly with when I finally flew my combat missions and, in particular, who were the crew that saved my life on March 17, 1945? You see, I was a radar operator and assigned to a different crew each time I flew. I thought someone may come up with some answers for me. I'm going crazy just thinking about this after forty-five years of daydreaming.

I have every intention of attending the Seattle reunion this coming September. The only way I won't be there is if I'm not amongst the living. God perish the thought! In fact, I would love to meet every crew that I flew with.

JOSEPHINE (CLIFFORD) CONNER - Wilson, NY.

I was happy to see that my husband was being contacted so he would again, under peaceful conditions, be with the men he had served with in the army, but sad because Clifford passed away on June 21, 1981. I know he would have been very happy to join you. He spoke often of the men he had served with and often wondered what had happened to them.

HAROLD WILLIAMS - Lantana, FL.

It was very interesting to read about Joe Milloy of the Yugoslavian Royal Air Force who trained at Blythe and served as a B-24 pilot in the 15th Air Force. Evelyn and I knew Joe and his wife, Tanya, in 1951 and 1952 in Greece where I worked as a Civilian Finance Officer in the U.S. Embassy. Joe was also working as a civilian in the same department. But, after that, he re-entered active duty in the Air Force and remained to retire as a Lt. Col. After reading the article we called him and had a nice chat. We plan to see each other in the near future.

We are sorry we were unable to make it to the reunion at Shreveport and see all our friends, but until we finally are settled in Florida, we can't do much travelling.

JOAN E. (FRANK) SCHRAD - Omaha, NE.

Frank died July 28, 1989 after a hard struggle with cancer of the lung and bone - very painful. We were married for over 30 years. I'm sure if he were here he would really enjoy hearing from you. I don't know much about his service life since I met and married him when he was 36 yrs. old. He talked some about it, but not much.

DR. BONITA LOCKWOOD (KEN'S DAUGHTER)

Long Beach, CA.

While visiting my father in the hospital in Oklahoma, I asked him if he wanted me to contact the 34th B.G. and let them know the situation. I called Ray Summa and the letters and cards started pouring in. These meant so much to my father and are certainly contributing to his recovery. It's as if time has only strengthened the spirit and camaraderie of the 34th Bomb Group. This is the true meaning of LOVE. I am very proud to be a member of such a wonderful and meaningful association. Hopefully, my father and I will see you all in Seattle. My father sends the following message:

"All my love to you and your families for your caring support during my hospitalization."

***** Continued on page 10



Standing l. to r.: Jalving, Gray, Fleming, Gibbs and Ferlich.
Kneeling l. to r.: Schmitt, Desjardins & Graham.

Notes From Our Friends

Continued from page 9

MICHAEL RICCIARDI - Garfield, NJ.

It was so nice to hear from the 34th B.G. It sure brought back a lot of wonderful memories. The postmaster who gave you the information that I had passed away had me confused with my brother who passed away a short time ago. So, you see, I'm still alive and kicking.

RUSSELL E. SELBY - Orlando, FL.

I don't remember all of what happened over there 45 years ago, but there are some things I do remember well. We flew a new plane over as a replacement crew. We landed at a depot and were picked up so quickly that I didn't have time to recover the booze I had so carefully taped to the spars inside the wings. It belonged to the officers so you can understand I was not too popular for a while.

ROBERT (HECTOR) MAGGIOTTO

- Floral Park, NY.

I flew 31 missions in 1944 as a radio operator with my crew in the 391st Sqdn. I'm signing Robert instead of Hector because I had Hector removed from my papers. We have a condo in New Port Richey but we still live in New York.

AXEN BUNN (MILO'S BROTHER)

- Steamboat Rock, IA.

Sorry to inform you that Milo died very suddenly in 1987 of a massive heart attack. Milo would have liked to join the group. The family hopes your plans for reunions in England and Seattle will turn out successfully.

JACK WHITING - Charleston, WV.

THE QUESTION: "Should the Editor send every issue of MENDLESHAM MEMORIES to every known and found former comrade, whether a paid member or not?"

It would seem that communication is rather central to this issue. Under the best of circumstances we are one of the most closed organizations in the world. Our only

out is feet first. Recognizing these conditions, the organization should exercise every opportunity to encourage participation in our events. This is (and can be) achieved through greater comradeship generated by our mutual bond.

We survived in combat, not as uninformed participants, but rather as a large family, all interdependent on each other. We never slammed the door on communications, for our very survival both in the air and on the ground, was dependent on the generated respect for each other.

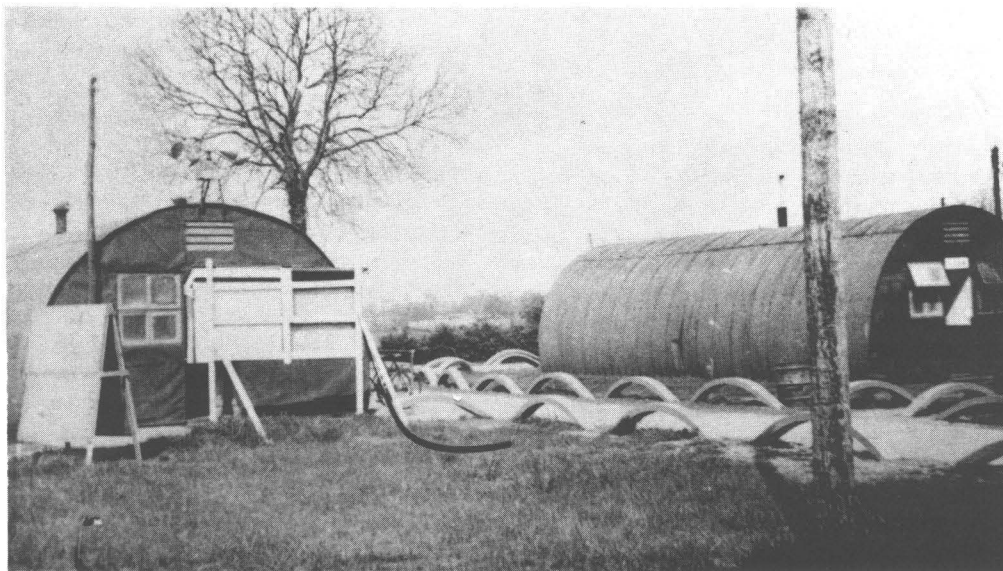
It would seem that this bond is everlasting and a circumstance which is eternal. Time does not, nor will it, diminish our continued responsibilities to each other. If the capability exists, then no circumstance should be great enough to minimize our continued obligation to each other.

"Valor to Victory" is central to 34th philosophy. Valor was, and is, the key to the events of the past and to our future progress. Valor also implies that we, as an organization, will never discriminate against another because of a lack of membership. We do not know the circumstances of others. We do know, however, that we all have a mutual bond which carries with it the responsibility of understanding.

The matter of membership communication is the life-stream of the 34th. It is not an issue for resolution by the Board of Directors. It is an issue that should be decided by the entire membership. This vote could easily be achieved by including a ballot in MENDLESHAM MEMORIES.

Simple decisions in life, those requiring little thought, are the yes and no decisions. If the mailing list is a problem, then study it. Assign a task force to present findings at our annual meeting. Appoint another task force to promote membership. How about writing the non-members and ask them why they won't join the organization. Perhaps the flat side on some of the wheels need rerounding. These are but a few ideas.

Needless to say, I support Past President George Ritchie in his position for sending MENDLESHAM MEMORIES to all known members of the 34th. My response has not been short for I feel a point must be made in support of the unseen, not the unwanted.



7th Sqdn. Operations-34th Bomb Gp. Mendlesham, England, 1945.

NEWS FROM HERE AND THERE

From a Chaplin, CT. newspaper we have the following:

At a recent surprise ceremony, Chaplin's Oliver Bolduc was presented a medal he should have received 44 years ago. Bolduc was awarded the Bronze Star for his superior performance of duties and untiring efforts while serving as maintenance crew chief with the 34th Bomb Group in the U.S. Air Corps. during World War II. The Bronze Star is the third highest award a serviceman may receive.

Presentation of the medal was made by General William Stockwell of the Connecticut Air National Guard in the pilot's briefing room at the Air Guard facility at Bradley Airport. Colonel Charles Garcia read the presentation.

We have word from Bob Willoughby's sister, Bette, that Bob has had health problems. He has cancer and is recuperating with radiation treatments. He would love to hear from some of his friends. Come on - send a card or letter! His address is: Robert E. Willoughby, Rt. 5, Box 84A, Paris, TN. 38242

From BONITA LOCKWOOD (KEN'S DAUGHTER) we have the following:

Ken went in for a routine physical and they found an aneurism on his aorta. It was decided by send him to the hospital in Oklahoma City to see what could be done. When they arrived a team of surgeons operated and were able to take out the aneurism but had to give him 27 pints of blood. He has been in the ICU for 30 days as of March 15th.

Ken flew with Frank Crabtree, the 18th Sqdn. C.O. The crew bailed out when they came in from a raid and the plane crashed on the railroad near the base. Some of the crew were killed. He completed his missions and returned home to the States. He is manager of a cemetery in Oklahoma and has put up a memorial to service men there.

(Editor's Note: I'm sure Ken would appreciate any cards or letters we could send him. He's a life member and a good one.) His address is: Ken Lockwood, Box 296, Cordell, OK. 73632

From Irving Levy we get the sad news that his wife, Doris, has passed away March 15, 1990, after a lengthy illness.

From BILL CREER we have a copy of a letter he sent to the Stedman's (Joan, Gerald, Loraine, etal.) Parts of the letter are shown below:

The main purpose of this letter is to advise that the 34th Bomb Group Association is planning a visit to Ipswich/Mendlesham in the spring of 1990. I understand that Harold Rutka is the head man. Harold called the other evening and asked me to send you folks an invitation to attend the Group dinner at the NOVOTEL in Ipswich on Saturday evening, May 19th. You will be guests of the 34th Bomb Group Association. He told me that 43 of the 34th members were signed up for the visit as of February 26th. A 34th representative will contact you on arrival and provide further details.

I regret to say that Viv and I will not be with the group

this year. Earlier on we had committed to participate in a Scandinavia/Russia tour about the same time.

On behalf of the 34th Bomb Group Association I send our thanks and appreciation for your consideration during the war and your thoughtful assistance in maintaining our Memorial. Take care of yourselves.

From Turner Publishing we have the following:

Hundreds of personal accounts and thousands of photographs have been sent in for the B-24 Liberator 50th Anniversary History Book. This response makes the book one of the most successful in Turner Publishing's prestigious "Front Line" of military history books.

There will also be histories of many of the units which flew the Liberator as well as special stories in this library-quality, hardbound book. Presently in the design stage, the book will be delivered to all purchasers by December 1990.

Turner Publishing Co. is still making the book available at the prepublication price of \$45.00 until the book is delivered. Those who ordered the book previously may reserve extra copies at \$35.00 until publication.

To reserve copies of this book, simply mail your request and check (please add \$5.00 for shipping and handling per book) to: B-24 Liberator, P.O. Box 3101, Paducah, KY. 42002-3101.

From FRANCIS DREHER, (WILMER'S SON) we hear that Wilmer is in a nursing home following a slight stroke. For those interested in writing him his address is Wilmer J. Dreher, 195 N. 11th Street, Breese, IL. 62230.

(Editor's Note) I understand that 1990 is approximately the 10th anniversary of the 34th B.G. Association. We would like some note of remembrance from any of the early members regarding the founding of this association. Please write me.

BY-LAWS REVISION COMMITTEE REPORT

My apologies to all for the delay during February and March in which I did not produce any "grist" for the By-Laws Revision Committee "Mill".

We have progressed to the point where many of our members are forwarding comments, etc. to me on our revisions to date and they are appreciated. The comments, from both Committee members and others, indicate our revision course is correct and we should continue within the parameters originally proposed.

Since it is my intent to include your suggestions, etc., in a final draft to the committee prior to membership distributions, it is obvious we will probably not meet the June Mendlesham Memories deadline. I would think a special membership mailing prior to our Seattle Reunion is more realistic.

Bernie and I will be going to England, followed by a stay in Ireland which will extend through early June.

I'll try to improve my "grist" production. Please keep "grinding".

John Farley,
Chairman,
By-Laws Revision Committee
Page 11



ROSE'S CORNER

Guys and Gals;

This may be the wrong time to bring this up, what with summer around the corner and grass to be cut, but there is much more to be done and not half as exhausting as pushing the old lawn mower. This is the exercise called "recall". We all know that there's a story inside each one of us. Because there will never again be a war such as WWII, it makes us all very exclusive. We, the women who worked in factories making the planes, trains and war material, even more so.

Below I'm including an outline which should help get you started in putting all of this "recall" on paper. Perhaps, later, we'll have it bound into book form so that it will be a permanent history and legacy for generations to come. To think that in the year 2090, someone will read this story and proudly say, "This was my great, great grandfather (grandmother)! WOW!!

So turn off your TV and sweep the cobwebs from the crevices of the brain. Write your stories of life with your crew or other situations during the war years. Follow the outline and feel free to fill in categories other than what's printed here. This will lead you to read your answers and, suddenly, realize that you have a story to tell which you will be very proud to leave for posterity! Here's the outline:

1. Events leading to your entering the armed forces. (For women, conditions in the early war years).
2. Relate facts about your training and being assigned

to the 34th Bomb Group. (Here women can relate how they became involved with wartime industries).

3. Training with the 34th and going overseas. (Women can describe what their wartime jobs consisted of.)

4. Descriptions of some of the most interesting missions you've been on. (Those shot down over enemy territory will find more outlined below.) (Women can describe working conditions and living conditions during those years.)

5. Circumstances regarding completing your missions and your return home to the U.S. (Women can describe their feelings when the men came home from the war.)

6. A short summary of post-war activities.

For those shot down, include some of the following:

1. Circumstances regarding the damage to the plane and method of leaving.

2. Events after landing on enemy soil. (Captured?, etc.)

3. P.O.W. camp or other aftermath of leaving the ship. Describe actions taken on the ground and events leading up to capture if so.

4. Life in the prison camp. (Conditions, etc.)

5. Repatriation - How it came about and resulting actions.

6. Coming home

Please take your time (not too much) and use as many names of the people involved in your military career because this will knit you together with the other stories and make it believable. I know that, after reading some of the printed stories we've published, it was hard to believe that anyone could have survived the perils of your missions.

I'm hoping that you will write this for our publication but, most of all, for your families and generations to come! We're looking forward to many interesting stories. Don't disappoint us!

Love, ROSE



OUR YUGOSLAVIAN FRIENDS

From official records unearthed by Ray Summa

The Barnyard Provisional Group 10 from Tucson joined the 34th at Salinas. Of the forty-two crews, fourteen were assigned to the 391st, twenty-eight to the 4th. Among them were four crews of the Yugoslav Royal Air Force.

Older men who were really serious about the war, they were the "four best crews the 34th ever trained". Utterly tireless, they never wanted to stop training. If a co-pilot were grounded, a tail gunner was ready to substitute for him that training might not be interrupted. The only disciplinary problems came from their over-zealousness. One pilot, for instance, was punished because he refused to release the controls to his instructor.

The resourcefulness of one Yugoslav pilot is especially noteworthy. He brought down from 8,000 feet a B-24 whose rudder and stabilizer controls refused to function. His crew decided to ride in the ship rather than

"crack the silk". From his report to operations officers, it is clearly evident that it required, and that the pilot used, all means available to bring in the plane. His performance along with that of the crew under such difficulties is exemplary of the zeal and seriousness with which these men took their training. Needless to say, it is very gratifying to those responsible for their training to see such reactions under difficult conditions.

Not the least of the handicaps the Yugoslavs had to overcome was the language difficulty, which frequently turned into high comedy. It came to be a favorite parlor trick to imitate the hero of the episode related above as he told, in broken English, with gestures, the story of his triumph over the impotent stabilizer and law of gravity. Soon there were imitations of imitations. Even before they completed their training the stories told of these Yugoslav patriots approached the legendary, and in the 34th Group the legend is still growing.



ADDRESS CHANGES

(As of 4/27/90)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
ALDRICH	ROBERT C.	521 BELLSTRI RD.	MONROE,	MI.	48161
ALVORD	PAYNE	13 W. CHURCH	SHAMOKIN,	PA.	17872
ARTUSO	ANTONIO B.	704 PINE ISLAND DR.	MELBOURNE,	FL.	32940
BAER	ROBERT	253 SO. 25TH STREET	TERRE HAUTE,	IN.	47803
BAKER	NATHAN	13035 KEEL COURT	HUDSON,	FL.	34667
BORDERS	JAMES L.	44 EAST DRIVE	LIVINGSTON,	NJ.	07039
BROWN	SIDNEY C.	5140 PALENA BLVD.	NORTH PORT,	FL.	34287
BROWNE	WILLIAM	135 FERN HOLLOW 1702	CORAOPOLIS,	PA.	15108
BRUNE	RALPH B.	Zip Code should be			33565
BUXTON	JOHN A.	BOX 502, WELLINGTON HILLS	SALISBURY,	NC.	28144
CAITO	ANTHONY	P. O. BOX 091256	COLUMBUS,	OH.	43209
CAMPBELL	ROBERT O.	217 FOREST TRAIL	ISLE OF PALMS,	SC.	29451
DREHER	WILMER J.	195 N. 11TH STREET	BREESE,	IL.	62230
PARLEY	JOHN J.	4 CREST HILL ROAD	VERONA,	NJ.	07044
FRIEDMAN	JOEL	City is correctly	VENTNOR,	NJ.	
GORSKI	CLARENCE J.	Zip Code should be			98498
GRINROD	RAYMOND E.	5 CARRIAGE DRIVE	LINCOLN,	RI.	02865
HARKLEROAD	LEE	1270 VOLUNTEER PKY.F17	BRISTOL,	TN.	37620
KNOWLTON	ROBERT W.	Zip Code should be			95969
KOVAC	ARTHUR J.	21530 HILLIARD BLVD.	ROCKY RIVER,	OH.	44116
MADION	HAROLD O.	28 HARBOR WALK	NEW BERN,	NC.	28562
MARTIN	RANDALL	200 BURKHALL STREET	WEYMOUTH,	MA.	02190
MELLON	SARGENT	Zip Code should be			39502
METZ	CHARLES F.	4520 TIDAL POND ROAD	NEW PORT RICHEY,	FL.	34652
MINGE	ROSS S.	10114 JUSTAMERE LANE	ELK GROVE,	CA.	95624
MOON	WALTER H.	Zip Code Should Read			18042
MUELLER	RAYMOND	647 NO. JEFFERSON	RICHLAND CENTER,	WI.	53581
MOVICKI	JOSEPH I.	11006 S. THERESA CIR. #1-D	PALOS HILLS,	IL.	60465
POCHTER	IRWIN P.	2501 E.CALLE SIN PECADO	TUCSON,	AZ.	85718
POLLOCK	HAROLD E.	STAR RT. 1, BOX 32	REW,	PA.	16744
RUSSO	MICHAEL A.	30 CLUBWAY	HARTSDALE,	NY.	10530
SCULLY	RICHARD	Zip Code should be			34231
SEILER	TOBY JR.	8600 U.S. 41 N.,BOX 299	PALMETTO,	FL.	34221
SHARE	JACK	91 SO. COPPER SAGE CIRC.	THE WOODLANDS,	TX.	77381
ST. LAWRENCE	ROBERT A.	P.O. BOX 289 - 48 WYMAN	HILLSBORO,	NH.	03244
SUGARMAN	SIDNEY	Zip Code Should Read			33484
SYVERSON	MARVIN A.	547 - 1ST AVENUE	WANAMINGO,	MN.	55983
TAMBURRO	LOUIS J.	Zip Code should be			34689
VAN LIERE	WILLIAM P.	15 DOGWOOD DRIVE	SHALIMAR,	FL.	32579
WATKINS	PAUL	216 SHEPPARD AVE. R.	WHEELING,	WV.	26003
WILLIAMS	HAROLD W.	4901 ROXBURY COURT	LANTANA,	FL.	33462
WILLIS	CLYDE	4 NO. 15TH STREET	CARROLLTON,	MO.	64633
YOUNG	DARWIN L.	1552 W. TABOR RD.	BLACKFOOT,	ID.	83221
ZELENESKI	JOHN	BOX 133	LANCASTER,	NH.	03584

NEWLY FOUND

(As of 4/27/90)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
BISCHOP	HARRY P.		1005 GRAND AVE.	HOT SPRINGS,	AR.	71913
CONSTANCE	JOHN		2211 SO. 50TH ST.	OMAHA,	NE.	68106
CRAFT	JUNIOR	18	RT. 4, BOX 209	JACKSON,	MO.	63755
DARTER	THERON A.	7	RT. 1, BOX 51	BIGELOW,	AZ.	72016
DESJARDINS	JOSEPH D.		2 NANCY STREET	LEWISTON,	ME.	04240
DUNHAM	DELMAR L.		P. O. BOX 239	BAYVIEW,	ID.	83803
FILLMAN	DONALD K.		947 S.W. BROAD ST.	DES MOINES,	IA.	50315
GALLAGHER	JOHN J.		807 LEXINGTON	EL CERRITO,	CA.	94530
HILLS	RAYMOND	18	P. O. BOX 42	WINTERPORT,	ME.	04496
JOHNSON	EDDIE		P. O. BOX 558	SEPULPA,	OK.	74067
LENART	FRANK W. JR.		311 BARCLAY ST.	PERTH AMBOY,	NJ.	08861
MAGGIOTTO	ROBERT H.	391	82-12 260TH ST.	FLORAL PARK,	NY.	11004
MITCHELL	HERBERT F.		RD. #2, BOX 2029	UNION CITY,	PA.	16438
MOON	WALTER H.		100 GREENING DR.	EASTON,	PA.	18044
O'BRIEN	EDWARD J.	18	14 WATER STREET	ASSONET,	MA.	02702
PARKINSON	FRANK		730 NO. 89TH	SEATTLE,	WA.	98103
REIFSNYDER	VERNON M.		RT. 3, BOX 48	BARNSVILLE,	PA.	19506
RICCIARDI	MICHAEL		151 BANTA AVENUE	GARFIELD,	NJ.	07026
SELBY	RUSSELL		4044 HWY. 419	ORLANDO,	FL.	32820
TAYLOR	EUGENE		4622 HERTY DRIVE	SAVANNAH,	GA.	31405
WARING	WILLIAM S.		1722 LAWRENCE AVE.	MEMPHIS,	TN.	38112
WILLIAMS	PAT		P. O. BOX 600	SPUR,	TX.	79370



TAPS

(As of 4/27/90)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
ADAMS	JOHN B.			OMAHA,	NE.	
ADAMS	JOSEPH			ANGIER,	NC.	
AGEE	DONALD			DAYTON,	WA.	
AYRES	ARTHUR		(Died in 1987)	OSCEOLA,	AR.	
BAKER	LINCOLN A.	391	3903 COUNTY LOOP	LAKELAND,	FL.	33803
BEACH	VIRGIL L.			FRANKLINVILLE,	NY.	
BUNN	MILO	18		IOWA FALLS,	IA.	
CONNER	CLIFFORD T.			RANSONVILLE,	NY.	
CURTIS	DON		(Killed in Korea)	TYLER,	TX.	
GREGORSKI	CHARLES C.	(LM)	121 JEFFERSON AVE.	ROSLYN HEIGHTS,	NY.	11577
HART	RAYMOND			KNOBEL,	AR.	
HIGGINS	HAROLD	391		ASHLAND,	MA.	
HODIS	VINCENT C.		133B PIERCE ROAD	SEQUI,	WA.	98282
HOPKINS	OREN			GOLTRY,	AR.	
LEBRUN	RENE			VAN BUREN,	ME.	
LITTRELL	ALFRED			MARTIN,	TN.	
RAE	HAROLD			RAVENNA,	OH.	
RYAN	L. D.			WEBSTER,	MA.	
SCHRAD	FRANK		(Died in 1989)	OMAHA,	NE.	
SPENCE	GUILFORD	391	39534 BAMBOO LANE	ZEPHYRHILLS,	FL.	33540
WALKER	W. I.		(Died in 1965)	CLAYTON,	NH.	

A FUNNY THING HAPPENED ON THE WAY TO THE WAR



Submitted by Pete Gray

The War between The States officially came to a conclusion in April of 1865, when Lee surrendered to Grant at the small farming community of Appomattox, Virginia.

At the time the Confederate forces were almost completely out of food, so a nearby farmer made them a proposal. He offered to supply some of them with food and even a small amount of cash if they would help him get his spring planting done.

The response was greater than he had expected so he divided the volunteers into three groups according to their former army rank.

The following day, when they were out in the field working, a neighbor drove by in his buggy and called out to the farmer,

"See you got some help, Jim. Who are they?"

"Some of General Lee's men", the farmer called back, "I'm paying them a little to help me get the fields ready for planting."

"Who's that bunch over there?", the neighbor asked, pointing to a group who were busy plowing.

"Oh, they're just some of the privates and I reckon they're about as good workers as I've ever had", was the reply.

"How 'bout that bunch over there?", the neighbor continued.

"They're the lieutenants and captains", the farmer replied, "they're right smart workers too, but not as good as the privates".

Seeing a third group standing in the shade of a tree, the neighbor called out, "That bunch over there, they

don't seem to be doing much of anything-who are they?"

"Neighbor", the farmer shot back, "They're all majors and colonels and, let me tell you something, you'll never hear me say a word against any man who fought for the Southern cause, but, after watching some of them work, I ain't never gonna hire me no Generals!"

(Pete Gray's comment: The above tale is one that has been going around for many years. I first heard it when I was in high school, some 50 years ago. It's not likely that its author is known, or even if there was one).

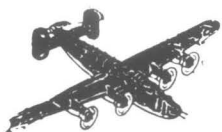


Niatas & Young, 1945.

NEW LIFE MEMBERS

(As of 4/27/90 - Total Now 19 Total now 167)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	DAVID		818 NORTH MAIN	PORT WORTH,	TX.	76106
BAXTER	CARWIN A.	7	4507 ORANGEWOOD LN. E.	LAKELAND,	FL.	33813
BOURQUIN	PAUL A.	18	21 DOGWOOD LANE	PLEASANTVILLE,	NY.	10570
GORSKI	CLARENCE J.	7	10901 N. STAR WAY S.W.	TACOMA,	WA.	98498
JOHANSON	ALF	4	2442 LORRIE DRIVE	MARIETTA,	GA.	30066
NASS	MELVIN H.	18	4400 PHILADELPHIA #167	CHINO,	CA.	91710
NOABILL	KENNETH J.	391	2113 NO. BRIDGE	ALBERT LEA,	MN.	56007
NOEHREN	ROBERT E.	391	1123 CINNAMON ROAD	PORT WAYNE,	IN.	46825
POOLE	WALTER W. JR.	4	159 SEASHORE DRIVE	JUPITER,	FL.	33477
RANKIN	EARL W.	391	805 WHITE OAK ROAD	STRASBURG,	PA.	17579
REID	HAROLD	391	307 S.W. 2ND STREET	MILTON FRAZIER,	OR.	97862
ROBINSON	RUSSELL E.	18	20995 S.E. 156TH ST.	UMATILLA,	FL.	32784
SAKAL	CHARLES	7	BOX 214	MANOR,	PA.	15665
THRUN	WARREN	4	P. O. BOX 627	WESTFIELD CENTER,	OH.	44251
WHITING	JACK	18	2914 NOYES AVE.	CHARLESTON,	WV.	25304



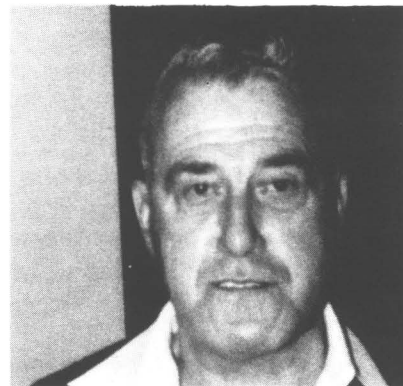
Then and Now



William N. Gray



1944



1987

Carroll E. Forister



1944



1986

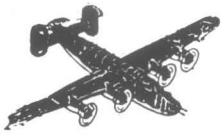
John I. Hohenstreiter



1943



1984



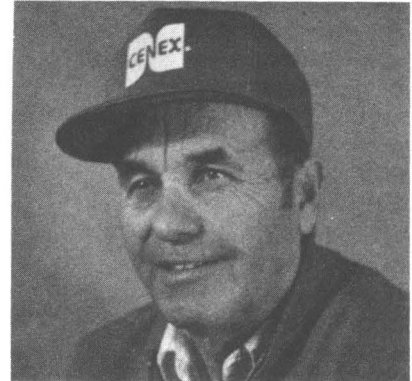
Then and Now



John H. Boysun



1944



1989

Leo Danielian

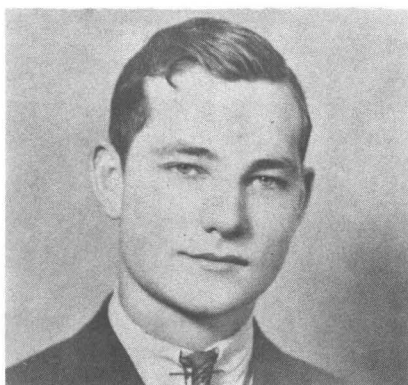


1944

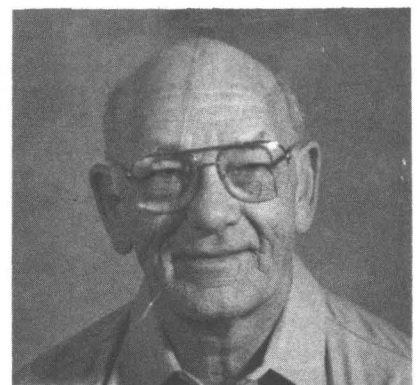


1988

Lee E. Harkleroad



1944



1988

MY BUDDY

by Homer Brown

Dedicated to his buddy, Maxwell Hall

I met a truly great pal,
The greatest to roam the sky;
On the tenth month, tenth day
When you were summoned to fly.

Twas then you asked of me a favor,
"Brownie, sweat me unto completion".
Each night, instead, I'd go to bed
And pray you through each mission.

Since chumming with you when blue,
And your comforting me when sad,
Max, I can now truthfully vouch...
You're the grandest pal I've had.

Yes, 'tis the many youths like you,
With skill, courage and self-esteem,
Who form the nucleus of a gallant crew
And mans the tail of "LUCKY THIRTEEN".

The day is nearing when we must part.
"Twill be hard, indeed, to say "adieu",
But sincerely I pray it won't be long
When meeting father, mother and Gene, too.

The day has come and I must remain.
Bags all packed, you're on your way.
Before we part, I'll wish you "Luck",
And think of me often from the U.S.A...



Maxwell N. Hall

OPERATION MANNA/CHOWHOUND

by Charles Metz

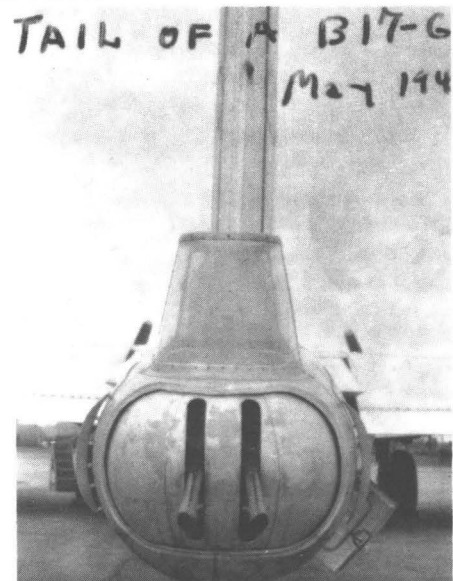
I'd like to add a few tid-bits to what has already been written. For some days prior to the actual missions we tested the dropping of dummy food packages at Mendlesham. I had completed my tour of 30 missions and wasn't exactly tickled to death about flying another, even if it was a "Mercy Missions", as we called it, but when I was approached about joining a Group Operations Crew, (Group Deputy C.O., Group Bombadier, Group Navigator, Group Radio Officer, etc.), I wanted to be a part of it.

It was an experience I shall never forget, even though the high point lasted less than two minutes. As we passed over the drop zone I looked down to see hundreds of people waving scarves and handkerchiefs, jumping up and down and clapping hands. One could not help but feel exhilarated at participating in such an act of humanity, and that it was worth every ounce of effort put into it.

Incidentally, there is an association called "International Manna/Chowhound Brotherhood" whose members are anyone who was connected with the operation. They have recently published a book called "Operation Manna/Chowhound, The Allied Food Droppings of April/May, 1945" by Hans Onderwater. Somewhere in its 156 pages is a brief anecdote to the effect that,

about the 3rd or 4th day, this message appeared on a rooftop: "Tobacco, please".

I don't know if any more of these books are available because there was a very limited supply when I sent for mine over a year ago. Anyone who is interested can contact Bob Cooperman, U.S. Representative, International Manna/Chowhound Brotherhood, 17 Alden Avenue, Syosset, NY 11791.



M.F. Jacobauski

GERHART'S LUFTWAFFE

by Roy E. Tavasti

It was common knowledge that Gen. John K. Gerhart's 93rd Bombardment Wing Hdqtrs. was located at Mendlesham, along with the 34th Bomb Gp. Lesser known was the Bomb Wing's acquisition of an unusual assortment of aircraft to be used for administrative transportation. Among these was a UC-78, a light twin engine aircraft built by Cessna. It was primarily of wood and fabric construction and frequently described as the "Bamboo Bomber". In addition there was a "Norseman" UC-64, a large single engine airplane capable of accommodating perhaps six to eight passengers, and a Fairchild 24, a small single engine airplane that had some official GI designation that I no longer recall. This fleet was augmented by a war-weary, stripped-down P-47D Thunderbolt, also informally known as the "Jug" and which, incidentally, was Gen. Gerhart's pride and joy.

The 7th Bomb Sqdn. was saddled with the chore of maintaining this gaggle of odd ball airplanes for the 93rd Bomb Wing. It is not surprising that this collection of aircraft became known as Gerhart's Luftwaffe among the troops who were detailed to maintain them. I presume that they considered such duty only one rung above K.P. while their buddies crewing on the squadron bombers were winning the war. For me, the only redeeming feature of this arrangement was my ready access to any of these "birds". I spent many happy hours in the "Jug" engaged in aerobatic maneuvers such as loops, rolls, Immelmans, split esses, etc., all of which were prohibited in our B-24s and B-17s.

Most of hairy war stories of the 34th Bomb Gr., in B-24s or B-17s, entail near catastrophic battle damage caused by the German Luftwaffe, anti-aircraft guns, or both. Limping home, sometimes alone, on a "wing and a prayer", with dead or wounded aboard was not uncommon. Pretty heavy stuff one had to admit.

The incident I'm about to relate has none of the ingredients described above, but comes close to being as sporty as any of my combat missions. Gen. Gerhart's "Jug" had just had an engine change and the crew chief asked if I would perform the mandatory engineering test hop on the new engine. Normally such a flight was about one hour duration in the local area with the engine operated at moderate power. After such a "slow time" flight the oil would be changed and minor discrepancies corrected and then the airplane would be signed off as airworthy.

On this occasion the marginal weather was the cause for scrubbing any operational missions but seemed adequate for the "slow-time" on the "Jug". In fact, the 34th had a number of B-17s airborne on similar engineering test flights along with a few training flights in the local area.

I did notice, while taxiing into position for take-off, that there was an undesirable level of background noise in my headset that made radio reception from the tower somewhat difficult but tolerable. After the take-off I discovered the background noise had increased to the level that made reception impossible. I decided that since I was airborne I would goof around in the local area until I had put in the mandatory one hour slow time on the engine. It was about that time that I also noticed what was probably a loose rocker box cover, causing a

film of oil to form on the front windshield and the canopy. Still, no major problem, until it started to rain. Then I had no forward visibility whatsoever which made it necessary to crank the canopy open so I could at least see out of either side. I could see perhaps 30 to 45 degrees on either side. So, at best, I had 90 degrees of my forward vision dead ahead absolutely blocked out.

After the rain started the tower had apparently advised all aircraft to land immediately. During this scramble to land I had a couple of uncomfortable near-misses with our B-17s because of drastically reduced forward visibility. Discretion being the better part of valor, I decided to depart the immediate area of the airfield until the airspace became less congested. During this time the weather was deteriorating rapidly with the rain increasing and the ceiling lowering to about 200 feet. By then I had lost all visual contact with the airfield and our red-tailed B-17s. It also slowly dawned on me that I had better be thinking about getting this war weary clunker on the ground.

I knew there were about fifty airfields crowded into East Anglia in about a 100 mile diameter circle, so I put what I designated as "Plan A" into effect. This was to fly low and slow on a straight course until I sighted any airfield to my right or left. At such time it was my intent to land immediately and return to Mendlesham when the weather cleared.

"Plan A" was scrubbed not too long after it was put into effect as I was now down to about 100 feet to retain visual contact with the ground and, lo and behold, my right wing passed within a few yards of a steel antenna tower that penetrated into the overcast. I knew such towers were located somewhere near Norwich, but I

Continued on page 20



Mort Abrams crew after coming down with 3 feathered props in cabbage patch in Belgium. Standing l. to r.: Abrams, Black, Whittaker, Steiner & Hall.

Kneeling l. to r.: Langdon, Zell, Brown and Reo.

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



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Memories

Continued from page 19

was slightly "shook-up" and decided to put "Plan B" into effect.

"Plan B" involved a 180 degree turn to the left and climbing through the overcast until I was on top. Then I would proceed on a westerly course until I was past the weather front and could expect some breaks in the cloud deck. At that time I would let down and land at the first airfield that I could spot.

I broke out on top at 10,000 feet and I figured that I must be close to Graves End because I could hear the barrage balloon "Squeakers" through the background noise in my headset. I then headed in a westerly direction for about 30 minutes but the breaks in the undercast that I was anticipating did not materialize. In fact, I was getting a wee bit apprehensive because now my fuel supply was getting somewhat low.

Knowing I was somewhere near Wales and since there were known to be hills in that area, any thought about re-initiating "Plan A" from that location would be a might risky. I had long lost the background noise from the barrage balloon "squeakers", but I reasoned if I backtracked I could pick them up again. I could then be fairly certain I was in the Graves End area when I started a blind let-down to make visual contact with the ground. At that time "Plan A" would be back in effect.

I did indeed pick up the "squeakers" and initiated a let-down on a northerly heading. At about 200 feet I leveled off and was making only periodic visual contact with the ground because of the ragged ceiling. I fearlessly dropped down to 100 feet or slightly less to have uninterrupted visual contact to each side. I had no sooner dropped down when my right wing passed perilously close to a white church steeple. Needless to say I was back up to 200 feet in a hurry.

Previously I mentioned that I was getting a wee bit nervous about my fuel supply. Now it was so crucial that I was about 5 minutes away from my last resort, "Plan C". This simply was to climb to about 5000 feet and abandon the airplane. I was reluctant to consider executing such a plan, not knowing what damage would be caused on the ground under such circumstances. Of

equal reluctance would be facing Gen. Gerhart with an explanation of how I clobbered his "pride and joy".

As it turned out, with just about a minute to go before executing "Plan C", a runway appeared slightly ahead on my left. Fortunately I was actually on the base leg so I chopped power, lowered the gear and partial flaps, and in nothing flat I touched down and was rolling down the runway. At that time I thought I "had it made" until I started to apply the brakes. The right brake was completely lost so I had to contemplate an intentional ground loop to the left as I was rapidly running out of runway. That, however, became unnecessary because I came up to another runway that intersected at about 45 degrees and there was considerably more of it remaining than one I was on. So I was able to jump on the left brake and make the 45 degree turn. By then all switches were off and I was no longer moving very rapidly. I was actually able to negotiate another left turn at the end of the runway to the perimeter track. I was down to about 15 to 20 MPH when my luck ran out because the perimeter track took a right turn...I went ignominiously into the mud! The main gear bogged down and the "Jug" ended up on its nose. Happily, there was no apparent damage to the propeller.

As it happened, the airfield I landed at was a P-51 base so the nearest P-47 base was contacted to send over a crew to patch up the damage I had caused. At my earliest opportunity I called 93rd Bomb Wing Operations to let them know where their missing bird was. Unfortunately, Gen. Gerhart was in operations at the time so I had to give him a thumbnail summary of what had happened. From that point on the conversation became strictly one sided. Apparently my explanation did not please the General one iota because he gave me an "ass-chewing" I will never forget. I was startled at the time because the normally mild and even tempered John K. Gerhart did not run out of colorful adjectives for what seemed a full fifteen minutes.

I never did find out why he became so steamed up about this little incident unless I screwed up his plans for using his "pride and joy" the following day. I had naively expected a "jolly well done Old Chap" type of response instead of a wrathful reprimand.

I hate to contemplate what would have happened if I had executed my "Plan C"!!