

MENDLESHAM MEMORIES

34TH BOMB GROUP H



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OBSERVATIONS

Greetings!

Here it is, late January, and I'm working diligently to get this issue of MM to the printers by the end of the month. It's not all that easy. First, I'm in Florida and the printer is back in Indiana, so all communication is long distance. Secondly, I've set a deadline for submissions for inclusion in this issue no later than Jan. 25th. Unfortunately, too many of our submitters wait until the last minute which makes me rush to get the copy to the printers. Oh, well, that's life.

However, for your information, the deadline for material to appear in the June issue must reach me before April 26th. This will allow me to put it all together, get it to the printers, proof read the proofs, print it and get it into the mail soon enough for most of our members to receive it in June.

In this issue we are following up on the Las Vegas 8th AFHS Reunion with attendance and pictures which were not available in time for the last issue. Also, the completion of Roy Tavasti's interesting story in the Memories section.

Also in this issue are several special notices from our Treasurer, Hal Province, who, by the way, is doing one hell of a good job. His follow-up of my previous article on senior citizen air fares is interesting. Read it carefully and let's start planning for Louisville, KY. These senior fares can save you a lot of money with enough pre-planning. Rose and I have used them and they work.

We're grateful to be in Florida when we get the news of some of the weather back home in Indiana. And the worst of it, usually, February and March, is yet to come. We will be heading back in early April when the weather, for the most part, is springlike. Thankfully, we can enjoy the best of both worlds and we sympathize with those who would like to do the same but can't for one reason or another.

We wish to acknowledge all the cards and letters we received for the holidays. Thank you all for the kind words and words of encouragement in regard to our efforts with the newsletter. But, let me say, after six years, along with

a deteriorating back condition, it's getting to be quite a chore. (The back problem has to do with hauling the boxes in from the printer and the mail sacks to the post office.) So, as much as I hate to say it, it might be time to be looking for another editor for the Mendlesham Memories.

BEST WISHES TO ALL!

Eli Baldea
Editor

PRESIDENT'S MESSAGE

As I am writing this message the radio announced that we are at war. The airmen of England, Saudi Arabia, Kuwait and United States are bombing Iraq. It appears the attack is going well and casualties are light. My prayers and hopes, as well as yours I am sure, is that this war will be short and the casualties will be minimal.

Looking through some of my old WW-2 mementoes I came across a letter from the 34th B.G. Chaplain, Clarence H. Eller, dated October 2, 1944. The letter was to my mother expressing sympathy about my being missing in action. As I was reading it I realized the message in it is just as true today as it was 46 years ago.

Chaplain Eller said "In these troubled times we look to the Lord to help us through our anxieties, doubts, misgivings and we pray for patience and peace".

Does anyone know where Chaplain Clarence H. Eller is? I would like to locate him.

I do volunteer work at the Veteran's Administration (VA) hospitals. This is very rewarding helping the veterans that need help. If any of you would like to help, just go to the closest V.A. Hospital, to the Voluntary Service Office, and they will assign you a job.

The V.A. hospital in St. Louis is setting aside 25,000 beds for those wounded who may be coming from the Persian Gulf. Let us hope that these beds will not be used.

May the Lord bless and guide our troops in the Persian Gulf.

Wally Brauks



Ray Summa...

Hello Good Friends;

My, how time has flown! It seems as if it was just a few days ago that I wrote the column for the December newsletter and now I am told it's time for the March issue. Hannah and I wish to thank each of you who sent Xmas cards to us and Get Well cards to me. Thanks very much. The cards were read and reread several times before storing away after the Holidays.

One nice sunny day Hannah and I met Carl and Peg Stemen and "Nick" and Imogene Freysinger in Richmond, Ind. for lunch. We had a wonderful time talking about the 34th B.G. and the Alaskan trip that the Freysingers took just before the reunion. We were to meet again in Columbus, Ohio in December but things happened to prevent it. We are hoping that we will be able to get together again before spring.

Part of November and December were lost weeks for us. I was in three hospitals in 3 weeks. First in Anderson and then a fast trip to another hospital in Indianapolis where I had another heart catheterization. Then, in another week or so, back to another hospital in Anderson where I underwent gall bladder surgery. Everything seems to be alright at the present time and I am back at the computer and typewriter.

Right now we are spending time at the Library going thru phone books and newspaper guide books, getting ready to send out notices about the reunion of the 34th at Louisville, KY. Sept. 26th-29th, 1991. The surgery kept us from a visit to Marge and Dale Finley's in southern Indiana. But this is just a postponement for we will see them both before spring or at the St. Patrick's party in Indy.

Regarding a Mini reunion that some one asked about, Hannah and I have been doing this for years. Every place we go we call and set up a visit with members of the 34th. We have done this several times in No. Carolina and Virginia. One must select a centrally located city and a nice hotel, also a place close-by for a dinner. Then you send cards to people in the vicinity. Each makes his own reservations. We'll be doing this when we go through No. Carolina on May 11th on our way to the coast. How about you members from North and South Carolina and Virginia meeting us then? Plans are not finalized yet but we will send cards when they are.

As you know, I am the Unit Contact for the Group and attend the meeting at the 8th AF reunion each year. (About all I get done is attend meetings.) Last year the reunion was held in Las Vegas and Hannah and I were there. I attended all the meetings except the 8th AF BOD meetings. For many years there have been meetings for the Unit Contacts, where we were taught many things and rehashed others. No attention has been paid to the suggestions of the unit contacts as to the running of the 8th AFHS. In Las Vegas we elected 3 men to the BOD of the 8th AFHS who favor the suggestions of the Unit Contacts. With this a change for the good has been made, I hope. Our man was elected President and the Manager, Bob Nolan, has resigned. Now,

maybe things will be back on an even keel before long.

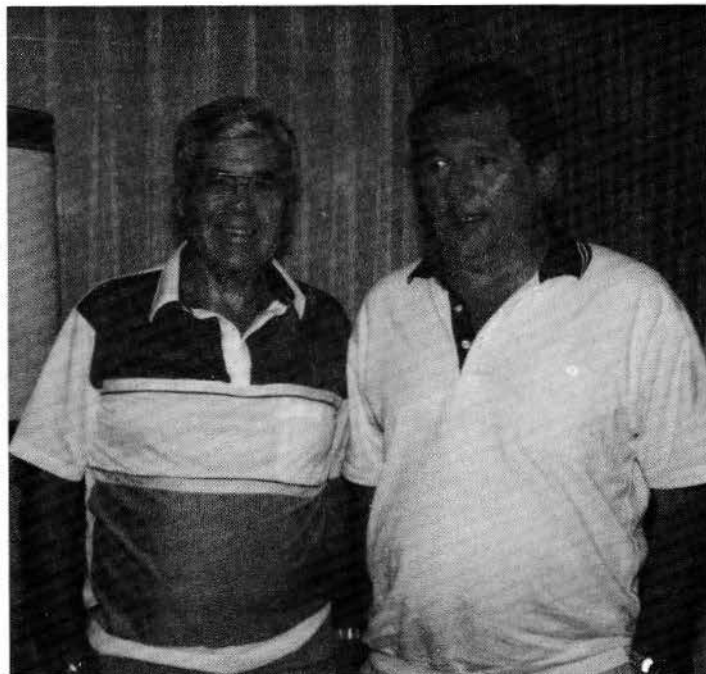
John Woolnough, who was the Editor of the 8th AF News and who helped start the 8th AFHS, passed away in Dec. He will be missed by most of the members of the 8th AFHS who knew him. A new Editor has been selected and also a new Membership Chairman. We are hoping for the best. Time will tell. Maybe the gripes and suggestions of the Unit Contacts will be paying off. After all, the heart of the 8th AFHS are the Unit Contacts and Chapter Presidents. Don't be a "LOST TROOPER". Fill the car with gas, mark your road map and come on and join us at Louisville Sept. 26th-29th, 1991 for the reunion.

All you crew chiefs write or call your men and ask them to meet you at Louisville. You combat crews also do the same for your crews and don't forget your ground crews. "COME ON DOWN AND JOIN US!" Remember, also, that the wives of those who have passed on are welcome at the reunions. Hope to see some of you there.

Come on, all you "GROUND POUNDERS", show the others you care and come down or up to Louisville to the reunion. From outside the reunion hotel looks wonderful. It is on the banks of the Ohio River just after you cross over from Indiana and easy to find. Come on down and go to the races, bet on your horse, or go for a ride on the Ohio River. The main thing is to be there!

Just had a call from Charles Smith, who has missed several of the reunions due to a serious operation. "Smitty" says to tell all of you hello and that he and Carrie have not forgotten you.

Remember me telling you about the man who helped move the 18th Sqdn. emblem from the wall of the 18th Sqdn. day room? He visited me this last summer and I have been in touch with him since then. We owe Bill Espie and the men of the EWAC Group a big "Thank You" for the removal of the wall with the painting. The painting has been restored and is now in the 95th B.G. Museum.



Ray Summa with Bill Espie from England. Bill supervised the saving of 18th Sqdn. wall emblem.

FROM THE DESK OF OUR TREASURER

CHANGE OF DUTIES: We're taking some of the load off of Eli! He's been trying to keep up on current, winter and summer addresses. We think that his time might be better spent working on MEMORIES, NOT that he hasn't been doing a bang-up job at that! The record keeping is a duplication of that which the treasurer does and keeping duplicate data sets current is rather onerous. SO -- from now on, please send any change in your personal data (address, spouse, telephone number, marital status, etc.) to Hal Province, 111 Province Lane, Carriere, MS. 39426. Labels are to be printed a month prior to the month of Mendlesham Memories issue (labels were printed the first of February in order to send out this March issue of MM). If your change is submitted at least a month before the next issue we can almost (repeat - ALMOST) guarantee your copy of the MM will be delivered to the correct address! Deadlines are the first of February, May, August and November.

GOOD NEWS ON SEASONAL MAILING ADDRESSES!

For those who go South in the winter or North in the summer, we've altered our data set to use seasonal addresses. We have been sending Memories to a Summer (June & Sept.) address or to a Winter (Dec. & Mar.) address. Now we are able to send a single issue to whatever address you supply. We currently have 20 members who have summer or winter homes and like to receive their copies of Mendlesham Memories at their current home. The Post Office won't forward third class mail and it costs about \$1.65 to forward Memories as first class mail, so here's your chance to receive Memories WHERE you want it, WHEN you want it. Be sure to let Hal Province know WHERE and WHEN your copy is to be sent if you have dual addresses. And we'd like for you to include your telephone number at each address and indicate which address should be listed in the ANNUAL ROSTER.

STRANGE NUMBERS ON THE MAILING LABELS!

For those of you who notice such things -- we've added a number to the mailing label (or in some cases letters). Following your name on the label you should find your organization (4, 7, etc.) if you've given it to us. Following that there should be a two-digit number which is the YEAR for which you are current in your dues. In the past Ray would add this by hand but now it's added in when the mailing

labels are printed and it will tell you how you stand on DUES. If you see a number less than 91 -- YOU are in ARREARS and owe for your 91 dues! Life members will be indicated by LM and a few may find MM on their labels. Quite a number of our members will have 92, 93, 94 and even one has 96! If you have a 90 on your mailing label, why not drop your check for \$7.50 into the mail and become an ACTIVE MEMBER of the 34th BG Assoc.? This way you'll be assured of getting future issues of MM!

SENIOR CITIZEN AIR TRAVEL PRICES DISCOUNTED!

ONE ADVANTAGE in being a SENIOR CITIZEN is that you can travel at DEEPLY DISCOUNTED PRICES. You may recall Eli's note on Senior Travel Coupons in the September issue of MM. My local paper came out with the following recently with prices, restrictions, and TELEPHONE Numbers so you may want to consider the various means of getting to Louisville next fall. The following prices may change by then, dependent upon the supply of oil from the Middle East.

With coupons, most airlines require seven day advance booking but tickets may be picked up at the airport on the day of travel. Some airlines exchange a coupon for a one-way ticket to any US destination served by that airline. Other airlines have a mileage cap on a coupon, so each trip longer than the allowed number of miles (usually 2000) requires two coupons.

For best value, consider probable frequency of travel and distances between cities you're likely to visit. Then compare rates and restrictions.

CONTINENTAL, 800-765-0915 Sr. Program, 800-441-1135 Reservations; Cost of Coupons, 4 coupons \$384.00, 8 coupons \$640.00; Restrictions on coupon-2 coupons Alaska, Hawaii; Offers FREEDOM PASSPORT \$1599 coach, \$2099 first class for 1 flight/week for a year, may be used globally.

EASTERN, 800-327-8376 Sr. Program; Cost of Coupons, 4 coupons - \$420.00, 8 coupons - \$704.00; Restrictions on coupon - no mileage cap; Offers year-long Passport \$1199 for 1 flight/week on travel to Canada, Caribbean as well as US with a maximum of 3 visits per destination.

DELTA, 800-221-1212 Sr. Program; Cost of Coupons, 4 coupons - \$472.00, 8 coupons - \$792.00; Restrictions on coupon - 2 coupons Alaska, Hawaii.

NORTHWEST, 800-225-2525 Sr. Program; Cost of Coupons, 4 coupons - \$424.00, 8 coupons - \$712.00; Restriction on coupon-2 coupons Alaska, Hawaii.

TWA, 800-221-2000 Sr. Program; Cost of Coupons, 4 coupons - \$396.00, w/fifth coupon which may be used to buy a round trip ticket to Europe for \$449 (Sept. 16-June 15) or \$649 (June 15-Sept. 15). 2 coupons required for flights of more than 2000 miles including Hawaii.

UNITED, 800-241-6522 Sr. Program; Cost of Coupons, 4 coupons - \$420.00, 8 coupons - \$707.00; Restrictions on coupon - 2 coupons required for flights over 2000 miles.

AMERICAN, 800-443-7300 Sr. Program; Cost of Coupons, 4 coupons - \$464.00, 8 coupons - \$776.00; Restrictions on coupon - 2 coupons required for flights over 2000 miles.

PAN AM - Sr. Program offers 10 percent discount for those 62 or over on most full fares or special offer tickets. The 10 percent reduction got seniors to London (RT) for \$268.20 or Amsterdam for \$340.20 (RT) between Jan. 7 and Mar. 14, 1991. You may want to check for current special offers.

Hal Province Jan. 9, 1991

Don't Forget To Send In Your Dues

Mail \$7.50 to: Harold Province
111 Province Lane
Carriere, MS 39426

Life Membership - \$85.00 Dues by Dec. 1

8TH A. F. HISTORICAL SOCIETY REUNION

(Note: Attendance was printed in the December issue - here are the photos)

GALA DINNER



Bill Creer's guest, Earl & Dolores Zesch and Alma Olsen.



Claudia & Seymour Isaacs and Margie Finlay.



Alma & Buck Olsen Ray & Hannah Summa and Bill Creer.



Hannah Summa, Viv & Bill Creer with their guest with Dolores Zesch.

TO ALL 34TH BOMB GROUP MEMBERS

The reunion committee has made arrangements with the Galt House Hotel in Louisville, Kentucky for our 1991 reunion.

We will be in downtown Louisville right next to the Ohio River. The Toonerville Trolley goes by periodically for a free ride about town. We will also be next to the civic center.

Hope to see you all there.

Your Reunion Committee,
Gerald Pine
Harold Rutka
Robert Wright



YOU KNOW YOU'RE GROWING OLDER WHEN:

Your little black book contains
only names ending in M.D.
Your children begin to look middle-aged.
You finally reach the top of the ladder
and find it leaning against the wrong wall.
Your mind makes contracts your body can't meet.
You know all the answers but
nobody asks you the questions.
You look forward to a dull evening.
Your favorite part of the newspaper is
"25 years ago today".
Your knees buckle, but your belt won't.
You're 17 around the neck, 42 about the waist,
and 96 around the golf course.
Dialing long distance wears you out.



UNIT RENDEZVOUS DINNER



Mike Jacobbausk, Eldredge Grimes and Henry Butler.



Margie Jacobbausk, Myrtis Grimes and Bonnie Butler.



Seymour & Claudia Isaacs and Dorothy & Richard Fechko.



Dick Fechko with Fred & Alene Sauermilch.



Ray & Hannah Summa.



Genevieve & Harold Rutka.



Margie & Dale Finley with E.W. "Buck" Olsen.



Buck & Alma Olson with Mike Jacobbausk.



HENRY JURGENS - Smyrna, DE.

Ruth and I spent September on the road - over 7000 miles. We went through several states and stopped for the reunion on Friday night, then took off again.

The ground crew are getting mighty old, but not me. 1912 is not old so I'm working on 105. I don't know if we will go to Florida this winter.

How about pushing the ground crew for the next reunion? We will be there. Also, how about Florida for a reunion? The South East could use one.

JOHN HANSON - Stewartsville, MN.

My uncle, Capt. Oscar T. Hanson was a pilot in the 391st Sqdn. at Mendlesham. His crew was shot down over Halle, Germany on Nov. 30, 1944 on the Merseberg mission. Oscar Hanson and three of the crew were killed by civilians after they bailed out. I was 5 years old at the time and remember my father being notified when he went down. My brother, Jim Hanson, has been in contact with Oscar's surviving crew members. We are both associate members.

DONALD E. MARBLE - Sun City, AZ.

Enclosed I'm sending my new summer address. Thanks for the wonderful job you're doing on the Mendlesham Memories.

MRS. ELAINE (JAMES) WRIGHT - Levittown, PA.

Jim wanted a notice to go to your newsletter. The Hollow Road address is no longer valid. I can be contacted at 55 Oak Ridge Dr., Longhorne, PA. 19047. (Following is the Obituary notice dated October 17, 1990 - edited for space)

State Representative James L. Wright died yesterday in Chandler Hall, Newtown, following a lengthy illness. He was 65.

Mr. Wright was born in New York City and lived in Middletown Township since 1953. His 30 year career in government included 13 terms as representative in the Pennsylvania General Assembly since 1965.

He was a World War II veteran, serving in the Army Air Corps. as a captain - navigator in the European Theatre and was a member of the Lions Club, Jaycees, American Legion, Veterans of Foreign Wars, St. Mary Hospital Authority and the Prevention of Child Abuse Center.

SEYMOUR TULL - Floral Park, NY.

Being a replacement crew, we weren't as familiar with most of those who trained in the states and spent much more time and camaraderie together. We were the crew of the "Mooley Cow" and finished our missions in November of '44.

I think the gentlemen who have worked so hard on the publication and efforts to maintain an active membership are to be applauded. Now that I am retiring in 1991 - my wife and I would like to make a future reunion.

EDWARD J. LONERGAN - Fort Myers, FL.

Just a note to let you know how much we enjoyed the Seattle reunion and to the committee for a great job. Looking forward to Louisville in '91.

Prior to the reunion a group of us went on a cruise to Alaska which was arranged by Fred Schoch. The cruise was great and pictured are some of the happy participants. Look at all those hats!



Ed Lonergan, Clara Schoch, Arnold Prillaman, Fred Schoch, Byron & Mary Sheesley.

PETER STAMPON - Gray, ME.

It was nice being able to see you and the other members of the 34th Bomb Group at the reunion in Seattle. I was especially pleased to be able to meet so many people from the 7th Sqdn. It was a well organized reunion and we enjoyed it immensely. It was our first reunion but it won't be our last. We are looking forward to next year's reunion in Louisville.

We stayed in Seattle for two weeks, able to take in most of the sights. We spent almost a full day at the Boeing Flight Museum. We brought home our share of souvenirs from both the 34th and the Flight Museum. There they had a B-17 on display which brought back many memories for me.

I am so pleased that the 34th B.G. has such a nice organization. I am so glad that I am a member of such a fine group. Keep up the good work with the Mendlesham Memories.

ROBERT R. SCHROEDER - American Falls, ID.

We want to tell you what a fantastic job all of you do to make the 34th Bomb Group such a success. We enjoyed the reunion and hope we can go to more of them.

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Notes From Our Friends

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WILLIAM E. CREER - Las Vegas, NV.

We enjoyed the reunion in Seattle and were happy to be able to visit with everyone there. The distinctive esprit of the members of the 34th (after all these years) is a joy to experience.

We're looking forward to the latest copy of the MM. My personal appreciation for all your efforts on our behalf.

PAUL D. ANDERSON - Everett, WA.

Our weather has been rainy and generally miserable for several days. Had five inches of rain in less than 24 hours yesterday, and it had rained off and on today. There has been a lot of flooding in the area. Our house is on high ground, 500 feet above Puget Sound, so we are in no danger. We have had some power outages and several roads have been closed.

We had hoped to leave on our winter migration to Arizona by Dec. 3rd, but Beryl and I both had some abnormalities show up in our annual physicals, so are in a holding pattern now.

HELEN (BEN) DeHAAN - Grand Forks, ND.

Ben was very tired when we arrived home from Seattle, but we certainly enjoyed the reunion so much. Thanks.

FRED MAUNDRELL - Mendlesham, England

We're planning a Memorial Book at the Church. One of our friends has offered to get the Book properly written-up in just the style we want. What we need are the dates these poor chaps went down. We can then operate the Book as those in such places as Lincoln Cathedral. The names are listed on respective date pages and the prayers on that specific day would be for those chaps lost that day. If you have this information please write me at 5, Free-lands, Mendlesham, Near Stowmarket, Suffolk IP14 5TW, England.

MARGE (JOHN) BLOCZYNSKI (Maria - Inside Joke)
Marshfield, WI.

As usual we had a very good time in Seattle. We think the reunions get better every year. We're looking forward to seeing everyone in Louisville.

HOWARD ARENS - Davison, MI.

I'm Al Arens' brother writing to tell you my brother Al passed away on my 70th birthday, April 9th. Al was 75 on March 22nd. It was all quite sudden and unexpected. He was shopping with my older brother Frank. When they finished shopping, Al dropped Frank off at his apartment and went home. He was feeling okay at the time.

Sometime during the night he had a massive stroke and never really regained consciousness. When Frank didn't hear from him the next day, he called and got no answer. He then drove over to Al's apartment and found him in bed. The ambulance took him to the hospital and they did their best for three days, but the doctors said the stroke was too severe.

GEORGE W. MOORE - Phoenix, AZ.

This is to let you know that my son, Rudy Moore, passed away on September 27, 1990 at Travis Air Force Base, California.

JAMES F. MARTIN - Santa Anna, TX.

I am enclosing a picture of a building in Pennyton, Texas, up in the very top of the Texas panhandle. I thought it interesting that they still maintain the World War II painting with the B-17.



A World War II painting with the B-17.

CHARLES J. DULAN - Fairfax, VA.

Health permitting, my wife and I would like very much to attend the reunion at Louisville next September. We also have an adult son who expressed an interest in attending. Is this possible?

WILLIAM O. BROWN - Stone Mountain, GA.

We all enjoyed Seattle. This was the first time the four "Cryptographers" were together since we left Mendlesham. I especially enjoyed talking to Gen. LeBailly in the lobby for about 15 minutes. Many nights in Mendlesham, LeBailly would wait and read the next day's "message" about the mission, then go get some sleep. All messages were in code and had to be decoded.

HAROLD RUTKA - Duluth, MN.

We had an 8 day trip to Seattle with the 34th B.G. Reunion, and 12 days in Las Vegas with the 8th Air Force and visiting with our friends. Genevieve hit the slot machine and walked away after she won \$100.00 on a \$2.00 investment. We wish all of you the best of health and happiness - and that all of us will be in Louisville next September so that we can meet again.

MOLLY (JESSE) GARDNER - Bagley, IA.

Your efforts to keep the 34th B.G. rolling is appreciated more than you ever know. It brings me closer to home (England) and the joy we receive from all the news and pictures are wonderful. I have several I write to who have never been to reunions so I'm trying to make an all-out effort to make the Kentucky Reunion the biggest ever.

Let's have more time to visit without rushing off to buses, a room where we can visit - a black board in the lobby to leave messages on. Thanks to all who work so hard.

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Notes From Our Friends

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STEWART GAMBRILL - Media, PA.

I've heard from his brother, Quade, that Walter "Wally" Jackson is now in the Illinois Vets Home at Quincy, IL. Quade tells me that Wally is fairly lucid and that cards and letters would mean a lot to him. I wish all his friends will write to him. It could mean so much.

HENRY TOBIASON - Remer, MN.

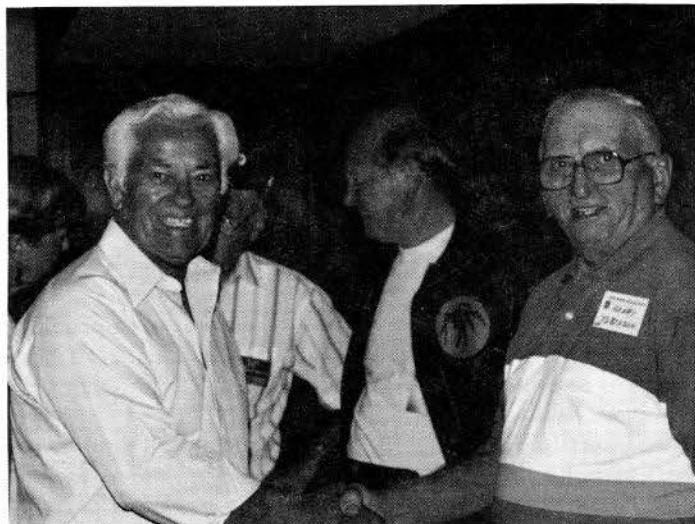
I thought the reunion was very nice - one of the best. The city is so beautiful with all the flowers and water and the weather cooperated so nicely. It was perfect.

Almost 46 years to the day after parting company in Camp Shanks, NY., having completed our missions and returning to the States, Charles Van Kirk and I met again in the lounge of the Seattle Seatac Hotel. In a lobby full of people we knew each other instantly. Chuck was the radio operator and I was the nose gunner on Capt. Bob Simpson's crew. Chuck had not planned to come to the reunion so he had not signed up for any of the events. He and his wife, Jane, had planned a trip driving north from California to Vancouver, but changed their plans so they could meet Audrey and me in Seattle.

Chuck didn't think he would know or remember anybody after all these years, but in a few minutes he was busy talking "radio" talk with Carole Forrister. They were both radio operators in the 4th Sqdn. We had dinner at the hotel and the next morning I got tickets for the Salmon Bake at poolside which we really enjoyed. We spent two evenings talking over old times, both good and bad. So much had happened to our lives since we parted 46 years ago.

I'm sure that Chuck and Jane will make it to the next reunion in Louisville if it is at all possible. They have found out what a really friendly bunch of people gather for the 34th reunions. I know that both Audrey and I have found a lot of new friends over the years and really hate to have to miss any of the reunions.

We also want to let you know how much we appreciate all the work you do on the paper. We both read it cover to cover. It's great.



Charles Van Kirk meeting with Henry Tobiason. Carroll Forrister in rear.

IMOGENE (CARL) FREYSINGER - Cable, OH.

First of all, thanks for another great, successful reunion in Seattle. We were so glad to meet with our 34th B.G. family again. We have met so many who have become our dear friends! We took the Alaska Cruise that the 34th put together for us. There were eight members on "Board Ship". At Anchorage, Vincent Doran had us as guests in his home, all sixteen of us. Wives, too!

Then we were back in time for the Seattle Reunion, where we enjoyed visiting with everyone. There were four members of Carl's crew there. Two of them he hadn't seen for 45 years. He had a great time.

We want to say "Hello" to all our friends, and we look forward to seeing everyone in Louisville, KY.



On the cruise-Arnold Prillaman, Fred Schoch, Eugene James, John Ashburn, Carl Freysinger and Claude Conklin.

PAULINE (WALTER) SUMMERS - Browns Mills, NJ.

We were so sorry not to be at the reunion again this year. We were hoping we might get there but my dear husband had a massive heart attack followed by a stroke on June 5th. It was touch and go for a time. He was hospitalized 6 weeks, then, August 19th, he had another small attack and was in the hospital again for 2 weeks. On September 8th he had an attack of diverticulosis and was in the hospital another week. He was unable to have angioplasty as his arteries are too badly blocked. Also a by-pass is too risky. He has severe coronary artery disease. I thank God for each day. Poor Bob, he has really had a rough time. He can't use his right hand or arm but is having therapy. He walks quite well and his speech improves each day. We hope all goes well and we can be at the reunion in 1991.

VINCENT J. DORAN - Anchorage, AK.

It was great to see and talk to everyone again at the reunion in Seattle, but there wasn't enough time. We think of the 34th B.G. and their wives as our extended family.

MRS. JOS. D. CLARK - Wintersville, NC.

Sorry to be late with the dues but Joe had his right lung and part of his heart removed with cancer. He is slowly improving. He was operated on Dec. 10, 1990. Our Christmas was great just having him home and knowing Jesus as our Saviour.

Hope you all have a great year.

Notes From Our Friends

Continued from page 8

FRED SCHOCH - Spokane, WA.

We are in a deep freeze here in the Inland Empire. How about 3 inches of snow and more on the way? Temperatures in the low 20's and a northeast wind from the arctic.

We want to express our thanks to the 34th B.G. for electing me to the Board. I sure hope I can contribute and make our association memorable. Clara and I look forward to each issue of MM.

We had a very enjoyable Christmas with our children in Seattle and Olympia. Our mail brought cards from our group who were with us on the cruise to Alaska before the reunion in Sept. Our good friends, Jean and Vince Doran, did themselves proud with a wonderful evening at their home in Anchorage.

We have had our local Air National Guard unit activated. They all left just after Christmas. It's a KC-135E refueling squadron and had been supporting "Desert Shield" with crews for 15 days active duty. Now they are gone for 6 months? Let's hope they all come back. I was with them for 19 years.



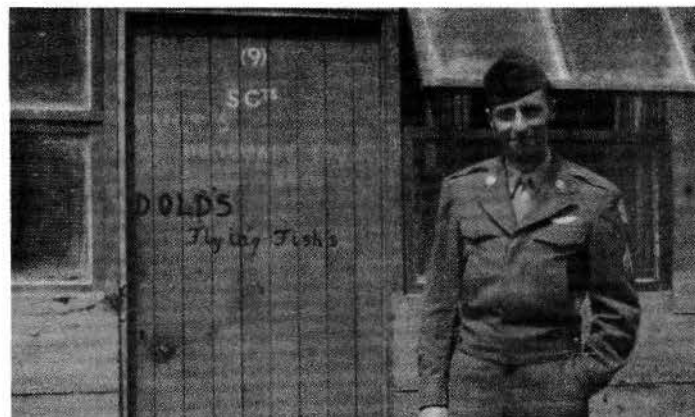
Group enjoying the hospitality at the home of Vince and Jean Doran in Anchorage, AK.

EDWARD (EARL) ZESCH - Banning, CA.

Dolores and I especially enjoyed attending our first 34th B.G. reunion in Seattle. The festivities were great. We met and made friends with so many attendees. They all were so warm and friendly. We're planning to attend all future 34th B.G. reunions.

We also attended the 8th AF reunion in Las Vegas as well as the "Horned Toads" reunion, also at Las Vegas. As you probably know, the "Horned Toads" are those who went through, or were associated with, the Flexible Gunnery School at Las Vegas AAF, now Nellis AFB. Although both of the last two reunions were enjoyable, neither compared with the memorable time Dolores and I spent with the 34th B.G. members (and their ladies) at Seattle.

In the last newsletter, I found something rather interesting. On page 21, there is a picture of the "Flying Fish" crew. If you will look carefully at the accompanying photo, you will see me in front of my "home" at Mendlesham. You'll also see "Dold's Flying Fish's" on the door. This quonset hut was also the home of Dold Erickson's enlisted air crew members.



Earl Zesch and his home in the 7th sqdn.

NEWS FROM HERE AND THERE

From a Mr. Jay Ingle we have the following:

I am an ex-gunner from the B-36 and B-52 era and a member of the Air Force Gunner's Association Membership Committee. We are having our 3rd Bi-Annual Reunion in Las Vegas in June of 1991. For more information, please contact: Jay E. Ingle, Membership Committee, 818 West Floradora, Fresno, CA. 93728.

From a Mr. Geoff Nowell we have the following:

As an ex-member of the R.A.F., having served on bases from which "Forts" and "Libs" were operated, and being a freelance artist, I am offering to your members drawings and watercolour paintings executed to order at realistic prices depicting aircraft of the Group and other subjects of personal interest. Remembering the days when those Wright Cyclones roared over the fields frightening the birds from the hedgerows and looking forward to hearing from interested members, with best wishes to all. Contact: Geoff Nowell, 70 Worlebury Hill Road, Weston-Super-Mare, BS22 9SZ, England.

GENUINE LEATHER A-2 FLYING JACKETS!

Made by COOPER, the WWII manufacturer and currently the sole supplier to the USAF. The COOPER A-2 Jacket is the actual jacket issued to USAF pilots today - not a reproduction. Premium handstitched goatskin is lightweight, soft and rugged ensuring long wear. Available in sizes 38 through 52, regular or long.

Price is \$175.00 each which includes shipping, handling, insurance and a \$5.00 donation to your association. Add \$7.50 for sizes 50 and 52 long.

Send checks to: George Hoidra, Lt. Col., USAF (Ret.), 4206 Weldon Drive, Temple Hills, MD. 20748-4917. PH.: 301-423-0036

From Air Force Magazine we have two interesting items:

1. Seeking information on the crew members of a B-24, "Madam Shoo Shoo", of the 34th Bomb Group, 8th Air Force in Europe during WWII, Contact: R.C. Harris Jr., 4813 Burton SE, Albuquerque, NM. 87108-3419.

2. Seeking reminiscences, letters, and photos from GIs who served in Britain between 1942 and 1945. Contact: Juliet Gardiner, 92 Malden Road, London NW5 4DA, England.

Continued on page 10

NEWS FROM HERE AND THERE

Continued from page 9

From Roger Freeman we have the following:

I am seeking colour photographs of Second World War 8th Air Force subjects - people, aircraft, combat, scenes around the bases, GIs in Britain, etc. for a fourth, all-colour volume of the Might Eighth series. Colour was the exception rather than the rule in those days but a surprising amount was shot by individuals, usually on 35mm transparencies - which is what I am after.

I will be pleased to pay for duplicate transparencies or will copy and return the originals. Full name credit to the photographer will be made against each reproduction in the book. Please contact: Roger A. Freeman, May's Barn, Denham, Colchester, Essex, C076EW, England.

The Eighth Air Force Historical Society
has informed us that the
1991 REUNION IN NEW ORLEANS
HAS BEEN MOVED TO:
SEPTEMBER 18-22, 1991

Any questions, ideas, etc. relative to reunions should be sent to: Murray Fein, c/o MRF Services, P.O. Box 1304, Hallandale, FL. 33009-6536. Phone: (305) 456-2260

Also, the 8th AFHS is looking for new members. Any of our members who are not members of the 8th AFHS and would like to join can do so by sending \$10.00 payable to 8th AF Historical Society to: 8th AF Historical Society, P.O. Box 7215, St. Paul, MN 55107

Include the following information:

Your Name
Address
Your Unit Name
Dates of service in Europe
Where you served in Europe



"WHO ARE THESE GUYS?"



ROSE'S CORNER

Hi, Y'all!

This is a southern greeting from Florida and I'm hoping that this finds y'all feeling good after the Holidays.

We received many, many beautiful cards and notes from y'all and we wish to thank everyone of you for thinking about us during such a hectic and busy time of the year. In my mailbag I found a letter from Imogene Freysinger which could be made into an intriguing movie. This could have happened in many factories in America and I'm grateful to Imogene for sharing this with us. Thank you, Imogene. Here it is:

I was just seventeen, out of high school, when Carl, at eighteen years old, flew off to England in a B-17 to fight for his country. I was waiting for him so I got a job at a factory known as Robbins & Meyers in Springfield, Ohio. They made electric fans before the war, but quickly converted to making one segment of the "Norden Bombsight". It was very secret and we had to be fingerprinted and have our security checked. It was one very large room, and had row after row of benches where all the women worked in assembly. Behind us was a machine shop where men, old men, 4-F's and disabled men, ran the machines.

One day we were all working away (and, I might say, we were very careful and precise about putting our parts together. Who knows, maybe Carl was using one of them in his B-17.) Anyway, we saw two men enter the door. They were dressed in dark suits and ties and had sun glasses on. They walked by us, back to the machine shop, where they spoke to the foreman. The foreman took them over to a man who worked on a drill press. They spoke for a while and left in a few minutes with the drill press operator between them!

Of course, everyone was curious and tried to find out what happened. No one knew. In the next few weeks some of his friends tried to find him. He never came back to work and, from then 'til Carl came home, no one ever heard from him again. He completely disappeared! Was he a spy? Did they jail him or execute him? No one knows. One of the "Mysteries of WAR"!

The End

If you ladies had a similar happening during the war years, please share it with us because we are all very interested.

Bye for now and may God bless y'all abundantly! See you in Louisville.

Rose

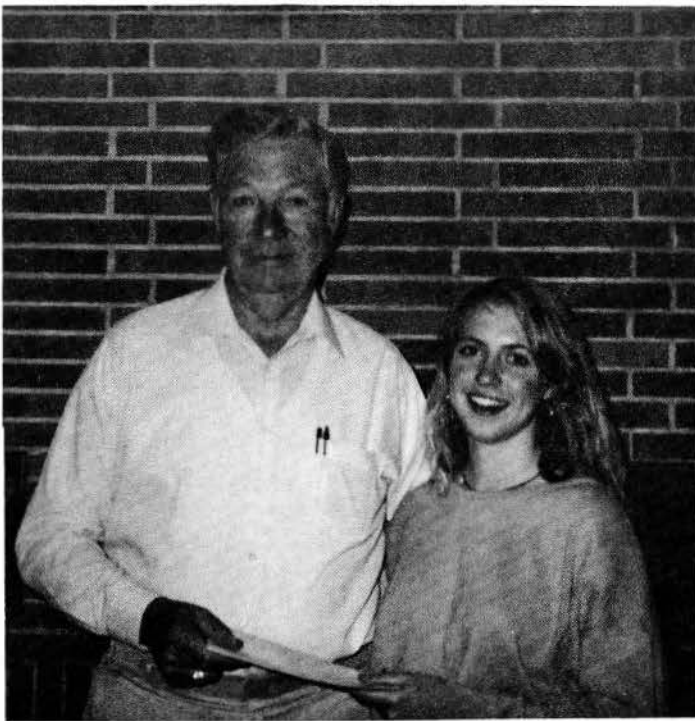
OVERHEARD IN SHREVEPORT

Tail Gunner: "We had a fabulous Cajun dinner on the way up from New Orleans."

Navigator: "Great! We're heading that way. Where'd you eat?"

Tail Gunner: "Howe's Bayou."

Navigator: "Fine, thank you. Where'd you eat?"



Paul Shull and granddaughter, Lisa with the 34th B.G. Scholarship Award.

TO THE 34TH BOMB GROUP:

THANK YOU for the scholarship! I was thrilled to receive it. It will definitely help me obtain my degree and continue my education. I may even be able to study abroad in England next year!

Thank you so much,
LISA SHULL

CLARIFICATIONS AND CORRECTIONS

On page 13 of the September, '90 issue was a picture of the 18th Sqdn. Ground Crew. Hank Jurgens has sent us the names of those pictured as follows (left to right):

Kneeling in front: Sugarman, Adkins, Cooney, Johnson, Lauby, Baker, Hendrie, Towa, Patrick, Jennings & Cesinat.

Standing in front: Perkins, Long, Tressler, Summa, Anderson, Farley, Russo, Bourguin, Jerow, Mitchell, Santiserio, Okrasinski, Shubert, Dybsetter, Lotz, Link & Dick.

Prop Hubs: St. Pierre, Hudelson, Martin & Spelic.

On the Wing: Brandmeir, Scannel, Robinson (seated), Langerin, Rowan, Ryan, Odom, Pratico (seated), Woodruff, Roberts, Allen, Cessna, Cobb, Rogers, Unknown, Carrol, Sinnott, Jurgens (standing), Burgner (seated), Logan, Aska, Breedlove, Schneider, Enney, Skinner (standing), Setzer, Pierce, Harkless, Logg, Scholl, Wong, Squires, Reynolds & Kenney.

Correction: On page 11 of the December issue, the names of Bennett & Miriam Richmond and Earl & Dolores Zesch were under the wrong pictures. They should be reversed.

Correction: On page 14 of the December issue Bob Caldwell's and Bill Brown's names are in reverse order in the lower right hand photo.

THE RAGGED OLD FLAG

Heard on an old Johnny Cash album

I walked through a county courthouse square.
On a park bench, an old man was sitting there.
I said, "Your old courthouse is kind'a run down".
He said, "Naw, it'll do for our little town".
I said, "Your old flag pole is leaned a little bit,
And that's a ragged old flag you've got hanging on it".
He said, "Have a seat", and I sat down.
"Is this the first time you've been to our little town?"
I said, "I think it is". He said, "I don't like to brag,
But we're kind'a proud of that ragged old flag".
"You see, we got a little hole in that flag there
When Washington took it across the Delaware".
"And it got powder-burned the night that Francis Scott Key
Sat watchin' and writin' 'Oh Say Can You See'".
"And it got a bad rip in New Orleans,
With Pakenham and Jackson tuggin' at its seams".
"And it almost fell at the Alamo,
Beside the Texas flag, but she waved on, though".
"She got cut with a sword at Chancellorsville,
And she got cut again at Shiloh Hill".
"There was Robert E. Lee, Beauregard and Bragg,
And the south wind blew hard on that ragged old flag".
"On Flanders' Field in World War One,
She got a big hole from a Bertha gun".
"She turned blood red in World War Two".
"She hung limp and low a time or two".
"She was in Korea, Vietnam ---
She went where she was sent by her Uncle Sam".
"She waved free from our ships upon the briny foam,
And now they've about quit waving back here at home".
"In her own good land here she's been abused".
"She's been burned, dishonored, denied, refused".
"And the government for which she stands
Is scandalized throughout the land".
"She's getting threadbare, and she's wearing thin,
But she's in good shape for the shape she's in".
"Cause she's been through the fire before,
And I believe she can take a whole lot more".
"So, we raise her up every morning".
"We take her down every night".
"We don't let her touch the ground,
And we fold her up right".
"On second thought, I do like to brag
'Cause I'm mighty proud of that ragged old flag!"



Standing: Stewart, Korf, Barbera & Cerna. Kneeling: Charboneau, Unknown & Rodriguez.

ADDRESS CHANGES

(As of 1/25/91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
ANDERSON	PAUL D.		Zip Code Should Read			98208
BASINGER	JIMMY	391	5821 FAIRVIEW RD., SUITE 113	CHARLOTTE,	NC.	28209
BAUCUS	JOHN	7	Zip Code Should Read			59601
BEAVER	DUANE		Zip Code Should Read			48350
BOEHMLER	BART	4	RT. 44, BOX 4	HAMPTON,	IA.	50441
BROWN	TOULMIN	18	619 E. 2ND STREET	PASS CHRISTIAN,	MS.	39571
CALDWELL	ROBERT D.	7	7528 313TH AVE. N.W.	STANWOOD,	WA.	98292
CASEY	OPERCY E.	18	1000 LISCOMB DR.	AUSTIN,	TX.	78734
CHRISTENSEN	H.A.		City Should Read	MYRON,	MI.	
COATS	EARL J.		Zip Code Should Read			21044
COLE	STANFORD		Zip Code Should Read			71275
CRISP	HAROLD N.	7 (LM)	20820 TIMBER ROSE	GARDEN RIDGE,	TX.	78266
DAVIS	KEN J.		Zip Code Should Read			59102
DELOYE	ROBERT B.	HQ.(LM)	93 SUMMER STREET	LANESBORO,	MA.	01237
DES LAURIERS	ROBERT		Zip Code Should read			91941
DWELLY	DONALD		City Should Read	SCITUATE,	MA.	
FUELLING	RICHARD	7 (LM)	227 BRIARWOOD LANE	DECATUR,	IN.	46733
GRAHAM	ALAN A.	18	11456 BENTON ST.	LOMA LINDA,	CA	92354
HANSEN	DUANE	7 (A)	645 SKYVIEW PLACE	MADISON,	WI.	53713
HANSON	JOHN		City Should Read	STEWARTVILLE,	MN.	
HEAD	FRANCIS T.	7	4602 TAFT ROAD	WEST LAFAYETTE,	IN.	47906
HEIKKILA	HAROLD		City Should Read	ROSCOMMON,	MI.	
HOBAN	ROBERT C.		City Should Read	CHANHASSEN,	MN.	
HUBERT	DOUGLAS	(A)	6511 MARSH ROAD	SNOHOMISH,	WA.	98290
JACKSON	KENNETH G.		Zip Code Should Read			37939
JACKSON	WALTER G.	18	ILL.VETS HOME,1707 NO. 12TH STREET	QUINCY,	IL.	62301
KINNEY	JACK A.	7 (LM)	1042 HYLANDS CIRCLE	PRESCOTT,	AZ.	86303
KLIER	HERB		City Should Read	SUNNYVALE,	CA.	
KOHR	CHARLES W.	7	5851 JAQUI LANE	FRANKLIN,	OH.	45005
LIPSCOMB	LINDSEY L.	391 (LM)	13 WOODLAKE SQ. #177	HOUSTON,	TX.	77063
LOWENTHAL	F.A.		Zip Code Should Read			02720
LUSCHER	RAYMOND	391	200 FREDERICK RD.	WAYLAND,	MI.	49348
LYONS	JOHN T.	18	9718 MILL CREEK DR.	EATON PRAIRIE,	MN.	55347
MANN	DONALD	18	109 1ST AVENUE	VAUGHN,	MT.	59487
MARBLE	DON	18-GRP	12657 FORDNEY RD.	CHESANING,	MI.	48616
MARTOF	LEONARD	4	115 WILEY BRIDGE DR.	WOODSTOCK,	GA.	30188
MASON	IRWIN L.	391	P. O. BOX 657	DURANGO,	CO.	81301
McCARRICK	KEN		Zip Code Should Read			07981
McCOLL	RODERICK	18	P. O. BOX 1296	EAST ORLEANS,	MA.	02643
MEIER	GEORGE		Zip Code Should Read			59840
MILLER	CORDELL		MOVED - NO KNOWN ADDRESS			
MILLS	J. O.	7	2302 LIBRA STREET	SHAWNEE,	OK.	74801
MOORE	GEORGE W.	391	540 E. PORTLAND APT. 2A	PHOENIX,	AZ.	85004
NASS	MELVIN	18 (LM)	726 ROYAL AVE., APT. 31	MEDFORD,	OR.	97504
PRITZ	JOHN	18	3801 E. GALBRAITH RD.	CINCINNATI,	OH.	45236
RUZZI	ERMINO V.	7	18 HAZELTOP DR.	SICKLERVILLE,	NJ.	08081
SADOWSKY	AL	4	17266 BOCA CLUB BLVD. #1601	BOCA RATON,	FL.	33487
SARGENT	MRS. CLARA		Zip Code Should Read			47129
SCHMITT	HALLARD	7	Zip Code Should Read			32119
SCHOMMER	PAUL C.	7	52075 BELLE ISLE DR.	RUSH CITY,	MN.	55069
SIEGAL	HOWARD		Zip Code Should Read			07924
SMEDLEY	CLIFF		City is:	FALL CITY,	WA.	98024
SMITH	FRANK		4720 WRENWOOD LANE	COLUMBIA,	SC.	29206
SMITH	RALPH K.	7	138 E. MAIN STREET	SOMERSET,	PA.	15501
SPARKS	JAMES		Zip Code Should Read			07470
STOUT	KENNETH		3785 SOUTH 3100 EAST	SALT LAKE CITY,	UT.	84109
STUTTERS	JAMES		Zip Code Should Read			34293
THOMPSON	JANE	18	859 W. NORTH BEND RD. #512	CINCINNATI,	OH.	45224
WACK	HELEN		8260 KNAUF RD.	CANFIELD,	OH.	44406
WESTENHOFF	JOHN H.		City is:	RESTIN,	VA.	
WOODWARD	FRANCIS L.		City Should Read	ILION,	NY.	

NEWLY FOUND

(As of 1/25/91)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
BROWN	WILLIAM A.		13221 TAMARISK DR.	SANTA ANA,	CA.	92705
DULAN	CHARLES J.		5112 COLERIDGE DR.	FAIRFAX,	VA.	22032
EVANS	REESE G. SR.		P.O. BOX 241, 53 STOWBRIDGE AVE.	MT. TABORS,	NJ.	07878
FRUIT	ALPHONSE J.		100 FRONT ST., APT. 308	WOONSOCKET,	RI.	02895
GILLESPIE	GEORGE		500 LEWIS DRIVE	FAIRBORN,	OH.	45324
HUNTER	THOMAS G.		238 MELROSE DR.	NO. SYRACUSE,	NY.	13212
JAGUA	BILL		1717 WINDSOR PLACE	FINDLEY,	OH.	45840
LEWIS	WILLIAM		620 WYCLIFF WAY	ALEXANDRIA,	LA.	71301
MACCARNI	ISVENO		1838 MULINER AVE.	BRONX,	NY.	10462
MILLER	ED		37 ARCTIC SPRINGS	JEFFERSONVILLE,	IN.	47130
MORLOCK	JAMES	7 (LM)	78 WINDING WAY	BOOTHWYN,	PA.	19061
NASH	HERB	391	653 HIGHLAND	SALINA,	KS.	67401
ORF	JOSEPH E.		73 DUNN ROAD	HAZELWOOD,	MO.	63042
PARROTT	RODNEY		400 N.E. 142ND ST.	SILVER SPRINGS,	FL.	32688
PHELAN	THOMAS		122 WINNEBAGO	WALLA WALLA,	WA.	99362
RAMINEZ	JULIAN M.		2449 - 2ND STREET	LA VERNE	CA.	91750
SHILKETT	LLOYD		1059 S. HOUGSTON	SOMERSET CENTER,	MI.	49282
STARR	JOHN J.	391	133 DAWN BROOK LANE	WILLIAMSVILLE,	NY.	14221
STURROCK	JAMES D.		1400 NORTH LAKEWAY	PALM BEACH,	FL.	33480
SWARTHOUT	ROBERT K.		1313 NICOLET PLACE	DETROIT,	MI.	48207
VASAK	OTTO R.		131 WALFORD DR.	MORAGA,	CA.	94556

NEW LIFE MEMBERS

(As of 1/25/91)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
BLOCHYNSKI	JOHN	18	612 SO. CHERRY AVE.	MARSHFIELD,	WI.	54449
COOMBS	PHILIP H.	391	1133 NO. FOURTH ST.	BANNING,	CA.	92220
CRISP	HAROLD	7	20820 TIMBER ROSE	GARDEN RIDGE,	TX.	78266
GRIFFIS	WILLIS W.	4	90 COMMONWEALTH CT. APT. 2	VERNON HILLS,	IL.	60061
JONES	EDDIE K.	391	108 NORTH MAIN STREET	NORWOOD,	NY.	13668
MORLOCK	JAMES	7	78 WINDING WAY	BOOTHWYN,	PA.	19061
SCHMITT	GEORGE	7	1017 BURKHARDT RD. SO.	EVANSVILLE,	IN.	47715
SUMMERS	WALTER R.	391	1019 HANOVER BLVD.	BROWN MILLS,	NJ.	08015
VAUGHN	ROBERT E.	4-391	2107 WAYNEWOOD DR.	PICAYUNE,	MS.	39466



TAPS

(As of 1/25/91)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
ARENS	ALVIN K.	7	22471 CHESTER COURT	FARMINGTON,	MI.	48024
BROOKS	REV. FREDERICK	391	2614 - 23-1/2 AVENUE	ROCK ISLAND,	IL.	61201
DURBIN	ED	4	4725 VINCENT ST.	GRANITE CITY,	IL.	62040
HAUSLE	THEODORE		DIED JUNE 16, 1989			
MALAMED	MORRIS		Died 3-12-88	PHILADELPHIA,	PA.	
MOORE	RUDY	391(A)	P. O. BOX 284	ATWATER,	CA.	95301
MULCHAY	JOHN					
PARKINSON	FRANK W.		2108 - 163RD ST., S.E.	MILL CREEK,	WA.	98012
TALBOTT	ROBERT			DOUD,	IA.	
WRIGHT	JAMES L.	7	116 HOLLOW ROAD	LEVITTOWN,	PA.	19056



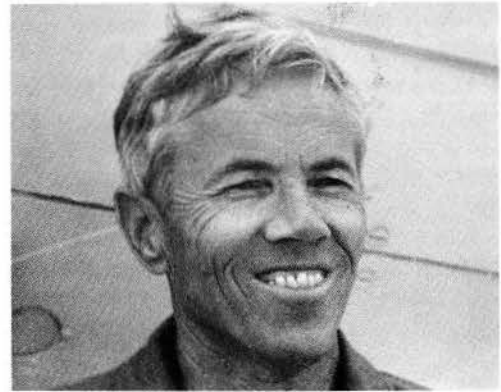
Then and Now



Michael Jacobbauski



1944



1988

John Kantorak



1944

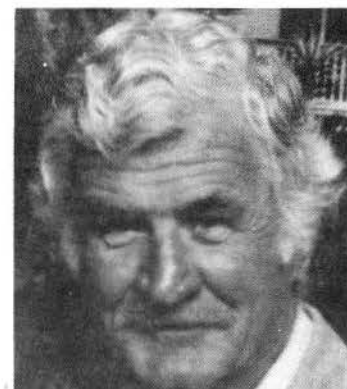


1987

Warren J. Kiley



1944



1988



Then and Now



Emmet E. Klusmeyer



1945



1989

A. Ray Kubly



1946



1988

James C. Langdon



1944



1989

SERIOUS THOUGHTS OF AN 18-YEAR OLD ON HIS WAY TO WAR

1939 - 1945 WAR RULES FROM: THE GOLFER'S HANDBOOK 1953, PAGE 534

During the Battle of Britain, players on golf courses were attacked by German Bombers. To meet the conditions, the following "rules" were written by Major G. L. Edsell, Secretary of St. Mellons Golf & County Club, and generally adopted:

1. Players are asked to collect bomb and shell splinters from the fairways to save these from causing damage to the mowers.
2. In competitions, during gunfire or while bombs are falling, players may take cover without penalty for ceasing play.
3. The positions of known delayed-action bombs are marked by red and white flags placed at reasonably, but not guaranteed, safe distances from the bombs.
4. Shell and/or bomb splinters on the greens may be removed without penalty. On the fairways or in bunkers within a club's length of a ball, they may be moved without penalty and no penalty shall be incurred if a ball is thereby caused to move accidentally.
5. A ball moved by enemy action may be replaced as near as possible to where it lay, or if lost or destroyed a ball may be dropped not nearer the hole without penalty.
6. A ball lying in any crater may be lifted and dropped not nearer the hole, preserving the line to the hole, without penalty.
7. A player whose stroke is affected by the simultaneous explosion of a bomb, or shell, or by machine gun fire, may play another ball from the same place. **PENALTY ONE STROKE**

Jefferson Barracks, MO

November 11, 1943

Dear Dad,

I received your letter yesterday and was glad to hear from you. I wonder what you were doing this morning at 11:00 o'clock? I just stood at attention and did some serious thinking. I got to thinking about why I was here learning to KILL, why I must learn this? I wondered if my children, if I ever have any, would have to go through the same sort of thing I'm going through now?

I wondered how all those Mothers felt when they heard they would never see their sons again. Only this time their daughters were also included in the mess. I guess it used to be that only men were in wars. Next women became nurses and now, women are taking up arms and KILLING just the same as men are doing. Will men ever stop KILLING? Can't they see that no one is any better than the other? Can't they profit by other men's mistakes?

You'd think by now that man would know that there's someone who will stand for no nonsense such as world domination! Caesar tried it, Napoleon tried, Kaiser tried, and now Hitler. Can't someone stop men like these before they even get started?

What good is it for men to invent things. Take the airplane, for instance. It could have done man a world of good. But no, he had to take it, put guns on it, and load it with bombs and go out and KILL. What good does medicine do? It saves a man on the battle field who later sends his son right back out to the same thing. I'd rather have all girls for children than to have to send my son to war. I realize now why men don't talk about battles and conditions they have gone through.

But, as usual, it's the ones who start it that are miles away from the front lines. If only the ones who start it were put into the ring and they fought it out, I doubt there would ever be a thing such as war. I only wish that those who make the big money, those who want war just to grab a fortune, could be put through the experiences that some of the soldiers have to go through.

I guess this is GOD'S way to punish us who have been sinful and wicked. If only the Mothers could be spared the pain and torture they go through. Some of our politicians in Washington ought to give more time to winning of the war instead of "POST WAR PLANNING". We'll have to win it before such plans can work.

I hope everything is OK with you.

Love,
Your Son



Standing l. to r.: Hughes, Smith, Whited, Brown, Parsons, Barnes.
Kneeling l. to r.: Rossow, Emberton, Swzec, Gowland.



WE SUPPORT OUR TROOPS!



Crew and ground crew of Lt. R. Blum's aircraft of the 391st Sqdn.

DEATH AND TAXES

Tax his cow, tax his goat.
Tax his pants, tax his coat.
Tax his crop, tax his work.
Tax his tie, tax his shirt.
Tax his chew, tax his smoke.
Teach him taxes are no joke.
Tax his tractor, tax his mule.
Teach him taxes are the rule.
Tax his oil, tax his gas.
Tax his notes, tax his cash.
Tax him good and let him know,
After taxes, there's no dough.
If he hollers, tax him more.
Tax him 'til he's good and sore.
Tax his coffin, tax his grave.
Tax the sod in which he lays.
Put these words upon his tomb:
"Taxes drove me to my doom."
And after he's gone, he can't relax,
They'll still be after inheritance tax!



ANGURNEY

(By Dan Harrison of Canadian Army
Submitted by Bill Orton)

From where I sit a tragic view
Of slate grey stone assails my eye
While overhead a whitening mist
Tells of the bombers flying high.

The slated roofs are tossed and torn
Like sightless eyes the broken windows seem
The ragged hole was a doorway yesterday
Now love and laughter here is but a dream.

All seems dead in the war wrecked street
Save a boy with his tears now dried
Mid the scream of the shells that had killed this place
The youth in the boy had died.

He'd crept to his bed as a whimpering lad
To the crash of the shells and then
Rose at the dawn with the heart of a man
Never to cry again

Tis not true that the village is dead
Though wrecked and ravished its streets
For as long as there is life in the heart of the boy
The heart of the village still beats.



"There's an American for you. Always in a hurry."

Memories

GOOD OLE' AIR CORPS

By Vince Doran

On that summer morning in 1942, I stood on the bank of the Naknek River in remote Alaska, and watched the hundreds of Army infantrymen come up the river in flat-bottom wood barges commandeered from fish canneries in Bristol Bay. They swarmed ashore and milled around, not knowing what to do, creating a quiet chaos. They had come to establish a new base; there had never been any military activity here before. Never been any human activity here; this was virgin tundra. There was an urgency because the Japanese had already invaded Alaska, occupying Kiska and Attu in the Aleutian Islands to the southwest. They had also bombed Dutch Harbor, 500 miles away. The Army came to this particular place, later named King Salmon, to guard an airfield just finishing construction. It was being built by the Civil Aeronautics Administration, and was to be turned over to the military for the duration of the war.

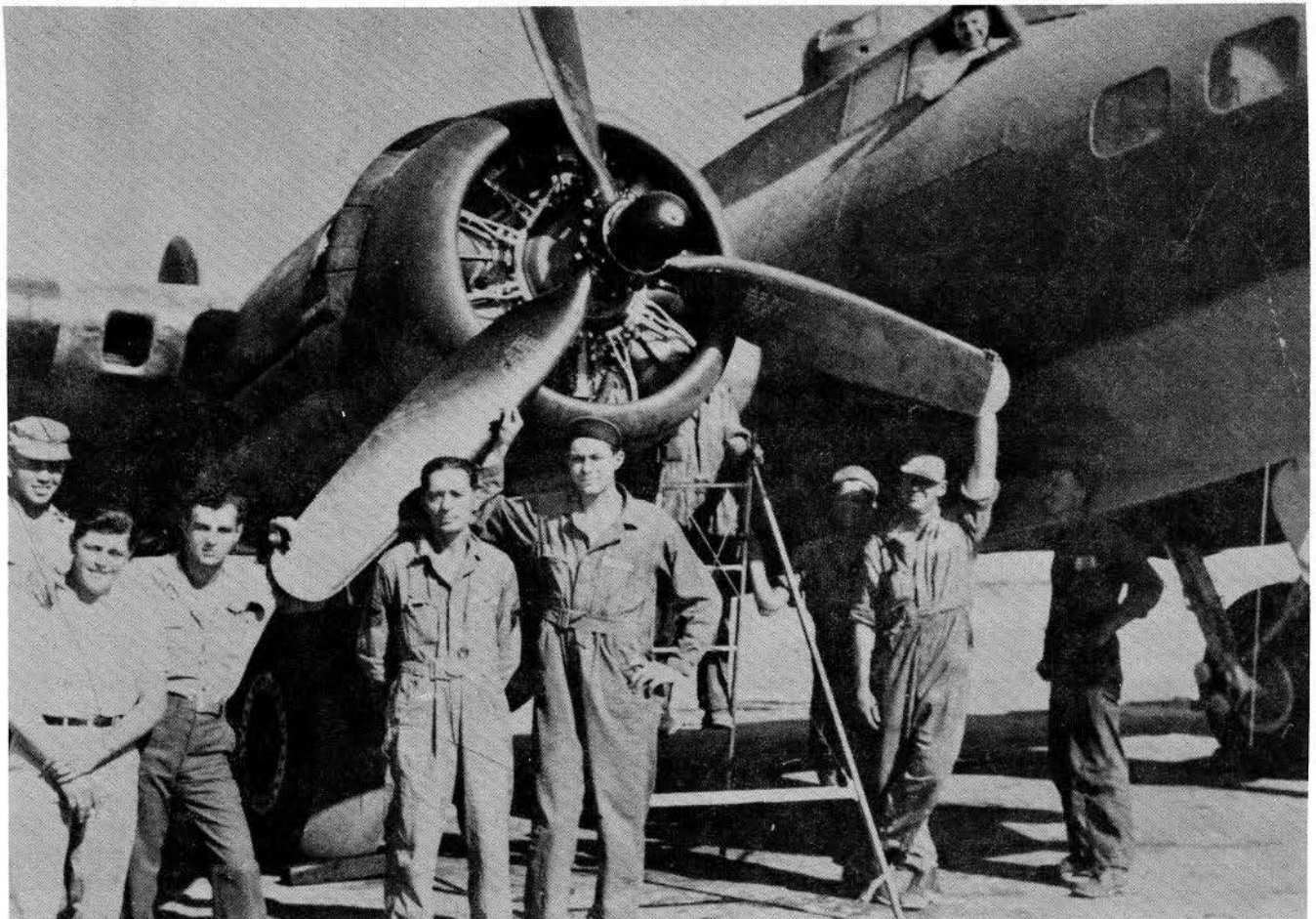
There was an urgency here too that morning. Before they could sleep that night they were scheduled to unload barges, set up tents and a field kitchen, dig latrines, and prepare and serve two meals. But the troops were new and untrained, and their officers were young and inexperienced. It was bedlam; nothing in their backgrounds had prepared them for anything like this. They did not know where or how to select a site for the cantonment, or how to begin orderly activities. They accomplished very little in the next

few days. The men slept wherever they could make their own shelter, and they subsisted on C rations.

I observed them closely because I was going to join some military organization in about a month, as soon as we finished here. I was a surveyor for the CAA. I knew Alaska construction workers would soon be frozen to their jobs for the duration. I planned to sign up somewhere before that happened. Would the infantry be a good outfit to join?

About this same time the Army Air Corps moved in and occupied the airfield itself. They grabbed the new civilian housing we had just finished and made themselves right at home. The first use of the base was to refuel airplanes on their way out to war in the Aleutians. Since they needed close support from the main Alaskan base, Fort Richardson, in Anchorage, they were assigned a C-47 for transportation. Whenever they needed parts, they would fly in and get them, like booze, steaks, and fresh vegetables. Now this was my kind of army.

For a few days after our construction camp closed I had to eat with the infantry. The Air Corps wouldn't feed me, the selfish bastards. This was my first introduction to spam, powdered potatoes, powdered eggs, and KLIM (powdered milk). I didn't care for them. I kept thinking of the steaks and mushrooms, and real potatoes the Air Corps were eating. I hitchhiked a ride to Anchorage in the C-47 on their next booze run. I didn't even leave the airfield, but went right to the recruiting office and signed up for the aviation cadets.



Do you know these fellows?

Memories

THE MILK RUN

By Roy Tavasti

(Continued from last issue.)

We were all set up on our second try, gear and flaps down, approaching the runway when, out of the blue, another landing B-24 cut in just ahead of us, almost exactly as had happened previously. This time, however, we continued our approach and landed essentially in formation with the B-24 ahead of us. Fortunately we had enough hydraulic pressure for the brakes from the still windmilling No. 3 engine. As soon as possible Mac swerved on to the grass strip to the right of the runway. There he brought our beast to a halt. Needless to say, none of us wasted any time getting out of the airplane and shedding our gasoline soaked flying gear. I don't know about the rest of the troops, but I was ready for the medicinal brandy.

Later, Mac and I had an opportunity to review some of the weird and wondrous circumstances related to this "milk run". The first, of course, was our simultaneously leaning forward to shut off the auto-pilot a micro-second before that high velocity piece of flak penetrated Mac's side of the cockpit. If we had been in our normal seated positions, we surely would have suffered some minor injury like losing a goodly chunk of our respective spines.

The second, of course, was the 88mm round that came through the cat-walk in the bomb bay and failed to detonate until it went through the top of the airplane. If that round had not malfunctioned, the plane would have disintegrated instantaneously.

The third was the loss of our operating engines on the go-round at Mendlesham. We could only conclude that when all electrical power was cut off after we were hit leaving the target, the turbo-supercharger waste-gates were locked in the closed position. During the hairy go-round, neither Mac nor myself were paying attention to the manifold pressure when the simultaneous failures of engines No. 1 and No. 4 occurred. As I mentioned before, there is no explanation for my impulse to retard the throttles to bring the manifold pressure into operational limits and recover power for the go-round. I will, however, be grateful for the PW R-1830 engines for not disintegrating under the abuse of such over-boost. As a matter of passing interest, those engines were later torn down and exhibited no evidence of damage whatsoever.

I knew McAllister was a "fair to middling" B-24 driver, but his two-engine go-round was actually a remarkable feat. We were within seconds of touching down when that go-round was initiated so we were at relatively low speed with gear and full flaps down plus the windmilling No. 3 engine causing additional drag. I still wonder how we made it. Ironically, one could attribute it in some degree to the excessive power we were inadvertently pulling out of No. 1 and No. 4 at a time the gear and flaps were being retracted until we lost all power. Those few critical seconds may have given the extra boost we needed. It could well be that an emergency two-engine go-round in a B-24 under identical conditions had never been accomplished before or since.

I had an opportunity to read George Ritchie's version of this mission from his diary and there was actually a fourth item that could have loused things up more than somewhat. After we left the formation we were alone and obviously disabled (inboard engines feathered). We would have been a tempting target for even a single Luftwaffe fighter. Our



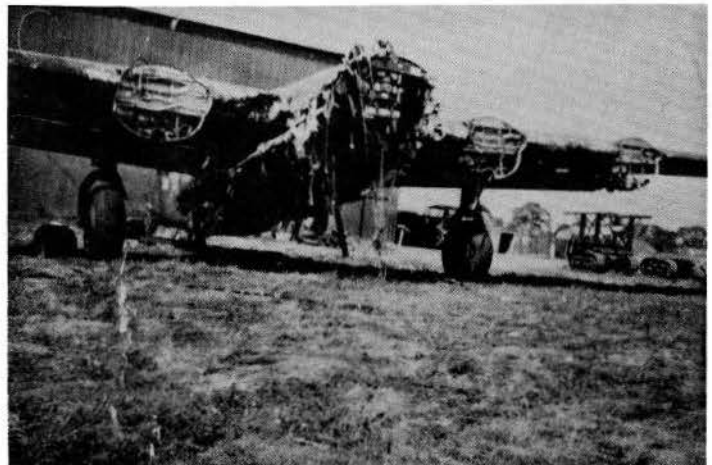
Junior Craft in August, 1943.

aircraft was saturated with potentially explosive gasoline fumes so if we had tried to defend ourselves, we could have "jolly well" self destructed when the first gun was fired.

Ritchie also noted in his diary that we were not the only ones clobbered over the target that day. Joe Hardison and his top turret gunner "bought the farm" and his flight engineer, George Johnson, was instrumental in bringing back their crippled B-24 for an emergency landing on a temporary PSP (pierced steel plank) landing strip. Holmes and McDermott also did not make it back to Mendlesham but recovered safely at other airfields. Their problems were just as interesting as ours but, in Joe Hardison's case, unfortunately catastrophic. Ritchie mentioned a fourth aircraft, perhaps from another squadron, that did not make it home, but recovered safely.

All in all, I have to classify our first crack at a "No-Ball" target as "One Helluva Milk Run!"

Years later General Creer, philosophizing on the "fortunes of war", suggested that perhaps the element of luck was often paramount to skill, training, discipline, and other factors during some of our missions. In retrospect, I have to agree wholeheartedly. This particular "milk-run" could very well have been more than a minor fiasco without that element of luck.



A B-24 that had its gear raised a little too soon. Rumored that Pat McKeon was in the nose section.

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

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Memories

CREW REUNION

By Francis Jackovich

During the week of April 25, 1990, part of our bomber crew held a reunion at the home of Bill and Eula Lewis in Alexandria, LA. Bill was our airplane commander. (That's a title reserved for those lily white Navy boys.)

Those who attended were Herb Klier, our co-pilot with his wife Rita, George Gillespie, our navigator (call me Colonel), and me, Frank Jackovich. This is the first time we've met since September, 1944, when we finished our tour of duty in England. We started looking for the crew in October, 1989. Since our reunion we have found three gunners. Two we are still looking for.

During our reunion we visited Englund Air Force Base, located near Alexandria. We were escorted around the base by a retired B-26 pilot - gray haired and serious. We watched jet fighters taking off and landing.

Then we went on a fishing trip - very successful, we didn't catch any. (You don't have to clean them.) We spent some time at Bill Lewis' camp. He is the owner of one of the largest fishing lure companies in the U.S. Bill says if you don't catch any fish he knows where you can buy plastic large mouth bass, up to 9 lbs., mounted.

We had a great time and are planning another reunion in the future.



L. to r.: Frank Jackovich, Bill Lewis, George Gillespie, and Herb Klier.

REMEMBERING

By Wally Brauks

Some months ago, when I went to Germany, I met Mr. and Mrs. Johannes Buschmeier. They visited me here in St. Louis a short time ago. I received a letter from them with a newspaper article in it which they had translated into English. Here it is:

(Translation of an article published in
 "Hovelhof Review", Sept., 1984)

On Sept. 22, 1984, 40 years have passed since the crash, of 2 American bombers at Alkenbrink (a small hill) and in Hovelriege. One plane exploded in the air. Its thousand pieces hit the ground in the Alkenbrink meadows. The second fell on a farmhands house of Ramselhof-Henkemeyer in Hovelriege.

Surely many Hovelhof people will remember this crash, for before it hit the ground and exploded, it flew some wide circles without its tail. Some members of the crew saved their lives with parachutes. Some people thought that the plane was shot from a German plane. Others thought of secret weapons.

The simple truth is that the 2 planes collided in the air. To get exact information K.H. Brake and H. Reddeker collected the reports of several eye-witnesses and sent them to several organizations in America. The report was also published in a paper edited by "The Eighth Air Force Historical Society". On Aug. 18, 1984, a letter from Henry K. Lambert from Spotsylvania, Virginia, USA arrived. He wrote:

"I am one of the air-men who parachuted from the tail-less bomber." He says that 5 of the 9 crew members were saved. All of them are still living. The letter ends: Reading your report I think it was only yesterday, the event lying back in the past 40 years ago. Let's hope that in the future there will be no reason for a correspondence like this. I have good friends in Germany and would like to visit them some time, only as a tourist "armed" with a camera only."

Some questions to eye-witnesses: Who has more fotos? Who contacted the parachuted air-men? Were the names of the dead registered? Please contact H. Reddeker or K.H. Brake.