

VOLUME XV

NUMBER 2

JUNE, 1991

# ENDLESHAM EMORIES

34TH BOMB GROUP H

4



7

18



391

## OFFICERS

President: Wally Brauks (314) 849-3166  
1st Vice Pres.: Fred Schoch (509) 327-5746  
2nd Vice Pres.: Carl Stemen (614) 569-4214  
Recording Secr.: Paul Anderson (206) 337-4747  
Treasurer: Harold Province (601) 798-2059  
Archivist: L. Douglas Underwood (205) 281-1498  
Past Pres.: Walter McAllister (407) 857-3472  
Corresponding Secr.: Ray Summa (317) 644-6027  
Editor: Eli Baldea (219) 988-4607

## BOARD OF DIRECTORS

Harold Rutka (91) (218) 724-1667  
Sam Wolstencroft (91) (401) 322-7758  
Claude Conklin (92) (319) 444-2503  
Clyde Willis (92) (816) 542-3450  
Earl Maciel (93) (401) 737-6231  
Verbal Holcomb (93) (714) 883-5612  
Gerald Pine (Reunion Chmn.) (608) 836-3939  
Cleveland Romero (Scholarship) (318) 232-0774  
Robert Wright (Reunion) (219) 232-4287  
Sam Baglio (Chaplain) (717) 654-0205

## REUNION '91

Louisville, Kentucky

# MARK YOUR CALENDAR



### Be A Part of the Action!

Let's all get to the Galt  
House Hotel and meet

with all our old friends, make new friends and  
enjoy 3 days of comaraderie. Details inside!

## SEPTEMBER 26 - 29, 1991

## OBSERVATIONS

We've had a beautiful winter in Florida. Unlike last year when we had a lot of either freezing conditions or too hot and humid, this year was most pleasant. If you recall, Christmas of 1989 had a deep freeze hit Florida which ruined a large part of the citrus crop. Winter of 1990-91 was totally different. I can remember only two nights that got cold enough to leave a frost (not a killing one). We did have a bit of rain for which the Floridians thanked the Lord because of the drought they had gone through the previous year. BY AND LARGE, THOUGH, THE WEATHER THIS WINTER WAS MOST DELIGHTFUL. Temperature highs generally were in the upper 70's to lower 80's with low humidity and the lows generally ranged from the upper 40's to the lower 60's. All in all, GREAT!!

Now we're back home in Indiana and waiting for the weather to settle down so we can get going on our spring chores. I want to thank Ray Summa for handling the mailing of the March issue for me. It just cannot be economically handled from Florida so, after the printers are done with it, the finished product is sent to Ray, who for the last couple of years has taken care of the March mailings. Thanks, Ray!

In this issue is all the information and forms you need for our upcoming reunion in Louisville, KY. on September 26-29, 1991. Come on, y-all!! Let's all get there and join old friends, make new ones and have a grand old time. If you've not attended before, TRY IT - YOU'LL LIKE IT!! Many of us try not to miss a single reunion because we do enjoy them so much.

This issue, as directed by the voting membership, is being mailed to all names on our roster, whether paid-up or not. It was decided that, in this way, once a year, we might instill some interest in non-members to become active members. Hopefully this proves to be the case. You non-members who are reading this, please think positively about becoming active. The dues are lower than for most organizations (only \$7.50 per year) and the benefits can be great.

For those of you traveling to our reunions by air, don't forget to check with your various airlines regarding senior citizen fares. I won't repeat last year's rates for they may have changed by now, but almost all airlines have reduced rates for senior citizens. Check with them.

I've rambled enough for this issue. Rose and I are looking forward to seeing you all in Louisville.

Eli Baldea  
Editor

## **—MOVING?????—**

Don't jeopardize receiving your next copy of MEMDLESHAM MEMORIES by NOT telling us of your NEW ADDRESS! The Postal Service WON'T forward copies of MEMORIES! We need your NEW ADDRESS! Please advise HAL PROVINCE, 111 PROVINCE LANE, CARRIERE, MISS. 39426 of your NEW ADDRESS!

## PRESIDENT'S MESSAGE

In the past year I have seen many Bomb Group newsletters. The Mendlesham Memories ranks at the top with the best of them!

We owe a big heartfelt thanks to our editor, Eli Baldea, for the splendid job he is doing. I believe the editor's job is about the hardest, most time-consuming assignment of the 34th B.G. Help Eli in every way we can. Keep the new articles coming in early, give him plenty of lead time to get these items in print.

Our troops are coming home after the "DESERT STORM" war. Peace, it's wonderful.

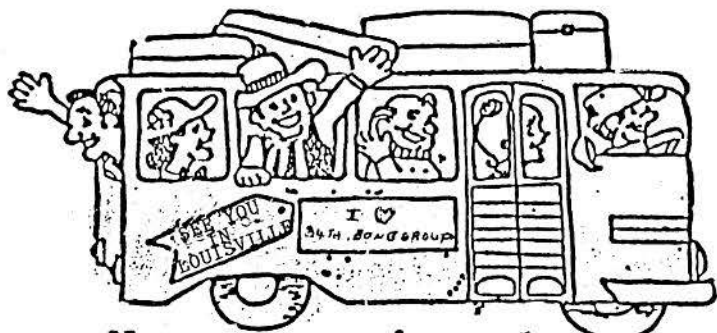
Mark your calendars for September 26 to 29, 1991. The place is Louisville, KY. This is our annual reunion. Plans are made for this reunion to be a great one. It's good to get together with old friends and to make new friends.

WE'RE LOOKING FORWARD TO SEEING YOU THERE!

Wally Brauks  
President



Front L. to R.: Guy Schilling, Claude Dibler, Gerald Green. Rear L. to R.: John Quinnell & John Oliver.



**We are getting closer**  
ARE YOU ON THIS BUS?

Fellow members of the 34th B.G.:

Where, oh where, has the time gone? It seems the March newsletter was just sent out and now it is time to write the column for the June issue.

We had a mild winter here in Indiana til March and then an ice storm moved in. We were among the fortunate few for our electricity was only off about 12 hours, while just across the street from us the electricity was off for 4½ days. Then, in April, the temperature hit 80 degrees and three days later dropped to 32. Who said, "Give me the good old days"?

We had a fun day with Dale and Margie Finley on St. Patrick's Day at Murphy's in Indianapolis. Perhaps others from the 34th might like to join us next year.

The spring meeting and luncheon of the Ind. chapter of the 8th AFHS met in Indianapolis at one of the Legion posts in Broad Ripple. Although we had a small group we had lots of fun and it was very enjoyable talking to members of other groups. I have found out you must stay active in your retirement years.

So glad the Persian Gulf War was over fast. There was a big difference than in other wars. Most people do not know the sacrifices that our POW's made.

By the time you read this we will have been to Charlotte, NC. where Dex and Beulah Jordan had set up a mini reunion for members of the 34th. Then, on our way home, we will have stopped by Richmond, VA. and will have gotten together with Junius and Ginny Cobb and others from the 34th at Junius' son's restaurant. Seems as if we never get tired of seeing others from the 34th and each one telling their stories.

Hope lots of you are planning to attend the reunion of the 34th B.G. at Louisville, KY., Sept. 26-29, 1991. We are looking forward to seeing you all. Gerry tells we are to have a paddle-wheel steamer boat ride on the Ohio River on Friday nite. This is one thing we have never done at a reunion and we should be looking forward to it and the other things that are planned.

Ray Summa

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

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

## **FROM OUR TREASURER**

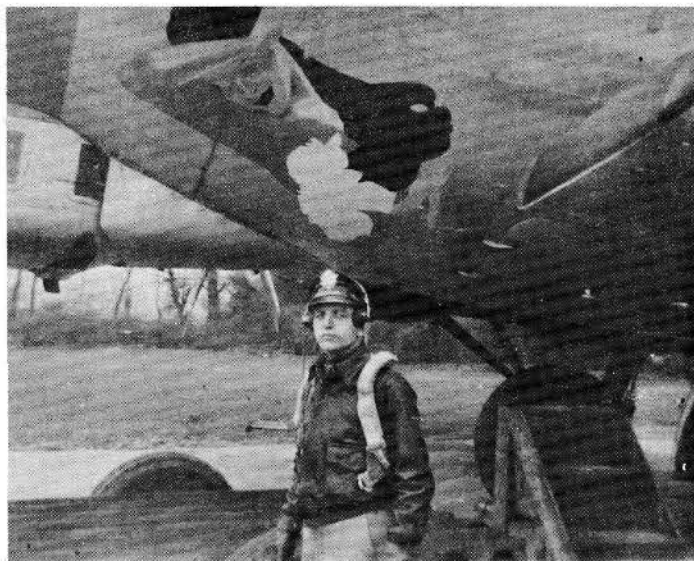
The following is a reprint of items appearing in the March MM and is included for those who have missed it.

**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. 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 included in the ANNUAL ROSTER.

**STRANGE NUMBERS ON THE MAILING LABELS!** For those of you who notice such things. Starting with the March issue we've added a number to the mailing label (or, in some cases, letters). Following your name 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 of which you are CURRENT in your dues. In the past Ray would add this in by hand but now it's added as 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 are indicated by LM and a few may find MM listed on their labels. If you have less than 91 on your mailing label, why not drop your check for \$7.50 in the mail and become an ACTIVE MEMBER of the 34th BG Assn? Be assured of getting future issues of MM.

**CHANGE OF ADDRESS:** From now on, please send any change in your personal data (address, spouse, phone number, marital status, etc.) to Hal Province, 111 Province Lane, Carriere, MS. 39426. Labels are printed a month prior to the month of issue. (Labels were printed the first of May in order to send out this 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 MM will be delivered to the correct address! Deadlines are the first of February, May, August and November.

HAROLD PROVINCE  
Treasurer



Fred Schoch in front of "Asphodel" (Her flowers bloom in the dell.)



# REUNION - '91

## SEPTEMBER 26 - 29, 1991

**ATTENTION - ALL MEMBERS OF THE 34TH BOMB GROUP ASS'N!**

Come one, come all to the Galt House in Louisville, KY. for our annual 34th Bomb Group Reunion. This will be the seventh year that we will meet as an all 34th Family Reunion. I refer to these reunions as Family Reunions, because we are one large happy family. It's hard to believe that this will be the seventh year we've met without the 8th AFHS. As the old saying goes, "Time flies when you're having fun."

The Galt House is located at 4th Avenue and the River in Louisville, KY. The Galt House is a fine hotel that extends Southern Hospitality at its best. Parking is available for those that drive.

Trolleys run on a schedule through the downtown area of the city. They can be boarded in front of the hotel.

Price? - FREE! Nearby is Louisville's Art Center, and across the highway, by a pedestrian bridge, you will be dock side ready to go on the Friday evening cruise and bar-b-que.

Golfers take notice. On the registration form will be a space for you to check if you are going to play golf. Bob Wright has made arrangements at the Iroquois Golf Course. \$16.00 for green fees and cart. Check in early and get in your swings. The registration desk will be on hand to register the early birds.

We would like all that can attend - please do. A good time will be had by all, and you'll make it better.

The 34th Reunion Committee

Gerald Pine

Harold Rutka

Robert Wright





## THE REUNION

written by L.K. Bergee, USMC (Ret.)

What is it that binds combat veterans together? It isn't friendship. We all have friends. You can go to a company picnic or a convention and you will not feel the same emotion in the air as when you attend a veteran's reunion.

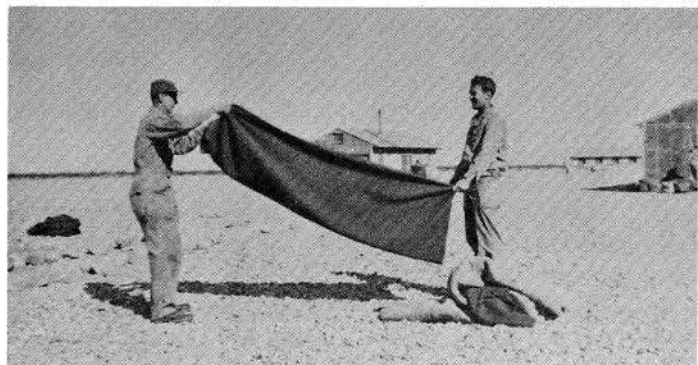
It is something beyond regular friendship. It is the knowing that "you have been to Hell and back." It is a deep-rooted emotion that binds you together. It is the knowledge that when things were tough, you and your buddies stuck it out and lived through it.

You can attend high school reunions, college reunions, company conventions...the whole civilian works, but there isn't the "band of brothers" feeling that is felt when combat buddies get together!

You and your buddies may have less hair on top and a lot more inches around the beltline, but deep within all of you is the same comradeship that you had during those horrible days of war. Whether it is 10 years or 40 years, when combat buddies meet, it seems like yesterday! All of the memories begin to assemble in your mind...memories that you thought had been pushed back into the recesses of your memory bank. "What ever happened to..." and "Remember when..." You try not to let on that these old veterans mean a lot to you, but by the time Auld Lang Syne is played and the flags furled and the station wagon is packed, there is a lump in your throat and a tear in your eye as you part company with the men who once lived and fought beside you.

You tell your wife, "Damn, it was good to see them again." AND IT WAS! Ole Charley might have gained 50 or so pounds, but he sure could fire that machine gun. "Chief" looked almost as young and fit as he did when he crawled up and gave you first aid under fire. "Danny Boy" is still the comedian, although he left both legs over there. "Big John" is now almost bald, but he was quite a sergeant in those days and "Jimmy the Polack" gets around pretty good with one glass eye and one arm.

Yes, memories flood your mind as you head for home. No one knows the feeling except those of us who were there. You wonder if you will ever see any of them again. Combat was hell and you have many terrible memories of death and destruction, but the memory of total camaraderie with men who shared that hell will forever be embedded in your heart. There is no friendship like that of combat buddies. It is something that lasts forever!



A housekeeping ritual at Blythe necessitated by sand, dirt and who knows what, that accumulated between the blankets over time. L. to



GEORGE H. KLINE - Burnt Hills, NY.

Margaret and I have had a good but quiet winter thus far. I have a flag that flew over Washington (given me for 50 years Volunteer Fireman duty) proudly flapping on my flagpole. The people driving by can be reminded that we Air Force men love our country.

We are looking forward to the reunion in Louisville. We missed the last two but were sure glad to join the guys and gals in England. A super time. I hope things will straighten out so the 50th Anniversary in England will be a huge success.

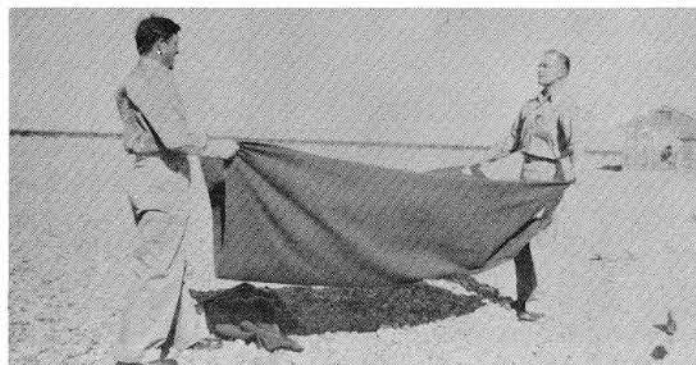
\*\*\*\*\*

RUSSELL SELBY - Orlando, FL.

I believe we should make a concerted effort to locate those former members of the 34th (Lost After Discharge From Service). My plan is this:

1. Publish the names of all who have not been accounted for and ask all current members to research their local phone listings for these missing people. Check with people from the town of last known residence or use the family name which might turn up some leads and info.
2. Supply Ray Summa with whatever positive info we dig up and he might follow it up. I think in this way we might locate some before the Louisville Reunion.

Continued on page 6



R.: Joe Chintella, Walter Sturdivan, Harold Witham & Truman Wingo.

# Notes From Our Friends

Continued from page 5

OTTO R. VASAK - Moraga, CA.

I would like some information re the 34th B.G. Assn. I became a member of the 34th when they arrived at Pendleton Field, Oregon in early 1942. I was a squadron engineering officer. I moved with the 34th from Pendleton to Davis Monthan Field in Tucson and then to Greiger Field in Spokane, WA.

When the 351st B.G. (B-17's) was formed I became a member of the cadre and was a squadron engineering officer. In England I became Group and Station S-4. I am currently active with the 351st B.G. Assn. which holds reunions every year.

\*\*\*\*\*

GEORGE RITCHIE - Swansboro, NC.

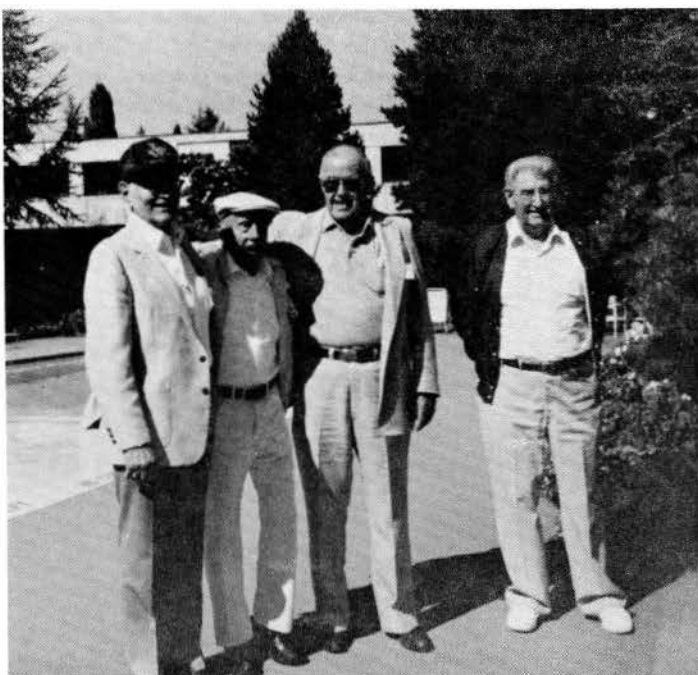
I had a note from Lonnie Crook over the holidays and it contained this paragraph:

"There are now 5 monuments at the 8th A.F. Museum in Barksdale. One is larger than ours only because it has an aircraft propeller salvaged from the North Sea from one of their planes. This propeller was retrieved in recent years and placed on Memorial Walk. Ours is the classiest and still looks super."

\*\*\*\*\*

ROBERT HENDRICKS - Cayucos, CA.

This is one membership dues I don't mind paying at all. We alumni of the 34th are fortunate to have such a great group of officers and directors. Since I've re-discovered the 34th a few years back, Mendlesham Memories has brought back many recollections of comrades and friends, places and events. Special thanks are due Eli Baldea and staff, Ray Summa and many others, who keep the organization special and working for all of us.



Four members of Hanchar's crew at the Seattle Reunion. L to R.: Jim Spink, Joe Hanchar, Howard Martin and Carl Freysinger.

MARION L. (LAWRENCE) STRAIGHT - Cassadaga, NY.

I am writing this letter to let you know that my husband passed away on March 13, 1991. He was one swell guy and really enjoyed reading the newsletter so much.



L. to R.: Unknown & Lawrence Straight.

JOHN J. FARLEY - Verona, NJ.

Lately I've been "grounded" by some surgery to remove a large tumor from my left shoulder and arm. Although I am right-handed, the procedure certainly curtailed my 34th activities. Also, I'm sorry to learn in the March, 1991, "MM" that you plan to give up your role of Editor. You'll be difficult to replace.

\*\*\*\*\*

BILL GOMBOS - Swansboro, NC.

Sorry to be so late with my dues. We made a major move to North Carolina in October. Then began the painting - curtain rods - new shelves plus outside work I simply forgot and am still buried, but happily. We do love it here - it's called the Crystal Coast.

\*\*\*\*\*

PAL G. HOWARD -

Thanks for the information you sent on the 34th. I'm making plans to attend the reunion in Louisville. I will contact my friend, Jack Bolton, about attending.



# Notes From Our Friends

Continued from page 6

**JACK BOLTON - Santa Rosa Beach, FL.**

Many thanks for your help in locating Capt. Pal G. Howard. I will write him immediately to fill him in on 45 years in the life of his "Lieutenant" whom he had to educate and recycle from a "lost physical" four engine pilot to a semblance of a ground officer. He was very kind, very patient and an all-around good fellow, as a man, of his elder mentors in life.

\*\*\*\*\*

**EARL FRANK - San Mateo, CA.**

Recently, in the Rocky Mt. Newspaper, there appeared a couple of articles about Cecil Neth. He certainly is one hell of a fighter with a strong determination to live. I would like to know if we received any kind of response to the card that was sent to him from Seattle.

\*\*\*\*\*

**MARGO (WILLIAM) BURNELL - Kirkland, WA.**

Bill and I have just read our current issue of MM and, as always, enjoyed it. It was especially great to see the members of Bill's crew that had gone on the cruise to Alaska. We would have loved to go along but had many last minute details to care for before the reunion got underway.

We would like to pass along our thanks to the many 34th members who took the time to write and express their good words about the reunion here in Seattle. Despite the oversight of the plans for Sat. not being included in the June MM, we were pleased to have things work out so well. The gal at Buffy Bus really went the extra mile for us. We are happy to hear so many enjoyed our beautiful Pacific Northwest. If any of the group get back this way on their own we would hope they would look us up.

Bill and I look forward to seeing you all and relaxing and enjoying ourselves in Louisville in September.

\*\*\*\*\*

**ROSEMARY FRYER - El Paso, TX.**

I am enjoying my retirement. Am taking two classes at the University of Texas at El Paso - Literature and Music Appreciation. The professor in Literature takes off his shoes and the Music teacher closes her eyes!

\*\*\*\*\*

**HERBERT MERMELSTEIN - Akron, OH.**

Since I last wrote we have moved and, of course, you have my new address on your list. At the end of the year I retired from Babcock and Wilcox.

A couple of things bother me about "Mendlesham Memories." It seems that a majority of the stories that appear concern the numerous crews and hardly anything about the various support sections within each squadron, like the Communications, Ordnance, Medical, etc. (Editor's Note: We print what we receive. Please refer to the Memories section of this issue).



George Benedict's crew. (no order) E.H. James, Leonard Bialas, Hubert Massey, Jerome Langsam, George Benedict, Jack Erlandson, James Childers, Charles Cogburn, John Janes.

**WILLIAM G. SHOVE - San Diego, CA.**

We received your welcome letter and were glad to hear from you. We are hoping to get to Las Vegas in '92. That will depend on what is going on at that time. At present, we are planning on attending.

\*\*\*\*\*

**IAN L. HAWKINS - Stowmarket, England**

Many thanks indeed for the book of "Mendlesham Memories, 1985-89" that arrived safely this morning. It is very impressive and will make a valuable addition to my WWII library alongside your "Mendlesham Memories, 1979-85".

I would like your permission to use excerpts from both books in my future 8th A.F. books and "Framlingham Times." Full credit as to the source of research will be given in the excerpt.

Many people just don't realize that it is damn hard work to compile each separate issue of the newsletter. I know from first-hand experience of doing the "Framlingham Times" since 1981.

\*\*\*\*\*

**MARTIN A. WEGENER - New Orleans, LA.**

I was very much surprised a few weeks ago seeing a notice of the 34th Bomb Group annual reunion in the local paper - Times Picayune. Never before had I known there was a reunion - let alone an annual one.

Although I will be unable to participate in the reunion at Louisville, I surely would appreciate any correspondence you will be sending out between now and then. And, if possible, a roster of those in attendance, particularly from the Headquarters Unit.

Continued on page 8

# Notes From Our Friends

Continued from page 7

AL SADOWSKYY - Boca Raton, FL.

I read the "Mendlesham Memories" from cover to cover and anticipate the next edition as soon as I have finished reading the previous edition.

I am making plans on attending the reunion in Louisville in Sept. Please keep me posted as I don't want to miss this joyous occasion. I have spoken to Alf Johanson and, hopefully, we will see each other again after 45 years. My memories with the "34th" will live with me forever and my heart is saddened by those members who have passed away.

I must commend you and all the others who have perpetuated this wonderful organization.

\*\*\*\*\*

RICHARD F. JENKINS - Vancouver, B.C.

We came to the reunion at Seattle and stayed only one night. We attended the dinner Friday night. One of the Barber Shop Quartet was retired from my company. He was the only person we met that we knew.

We happened to have been in the UK the prior May and met, quite by accident, the whole 34th group that went to Mendlesham. One of them, Wally Brauks, talked to us about the Seattle reunion and we agreed to go.

The only people we knew at the Seattle meeting were Wally and Doris and he was so busy we only had a few words with him. At any rate we went to the poolside dinner on Friday night but it was not too much fun for us. To tell the truth - I felt like an outsider. We found out that those reunions are not for us. We were strangers to the whole event with little in common. The old-timers knew each other and took everyone for granted. Those who didn't know us just thought we were friends with others. Maybe it was partially our fault, too?

(Editor's Note - We're sorry to hear about the above situation. Rose and I, as well as many others, try to introduce ourselves to as many new faces as we can at reunions. It's unfortunate that Richard and his wife were neglected. We hope they'll try again and, if nothing else, ask to meet Rose and me. We'll look forward to it).



Groundcrewmen in England. Front L. to R.: Chas. E. Smith, Kal Schonthaler, Francis Schmidt. Rear L. to R.: Lou Selman, Salvatore Savarese, Romeo Therrian & Frank Smith.

FRED BERGLUND - Englewood, FL.

We were always so thankful for the crews who serviced our ships so good and kept the engines running so smoothly. The Pope should love them too because we never had many abortions.

We are leaving sunny Florida for a fishing lake in Minnesota called Mille Lacs Lake. We live in a coast to coast campground there and Paul Mueller, a 34th BG pilot, stopped by and saw us last summer. There are about five thousand fish houses on the lake in the winter and 500,000 lbs. of walleye pike are caught there every year. Hope I catch a few.

\*\*\*\*\*

JOHN ZELENESKI - Lowell, MA.

Just received my Mendlesham Memories and enjoy every word in it. I was on Emery Ralls' crew in the 18th Sqdn. I haven't met any of the crew since we left England but M.M. keeps me in touch. I've been back to Ipswich several times and have visited the old base on my own. After the war I worked for 2 years in Ipswich and Mannington Essex for a chemical company and Crane's in Ipswich. I married a girl from Ipswich but, unfortunately, she passed away 3 years ago.

\*\*\*\*\*

FRED MAUNDRELL - Mendlesham, England

On the matter of the 34th memorial book for the church, I met with Maldwyn Williams (as you know, he's offered to make it for us), and had discussions with him. Fortunately the information the Reverend Gray received from Ray Summa last July gives the dates, etc, and covers all the men listed in the format you sent the Church originally. Maldwyn can now go ahead. The book will not be as I had originally intended. That would have been too great a task and, as Maldwyn offered the book and to do the work, one could, I felt, not be too predant and say one wanted this or that. The book will be about 9" x 16", leather bound, and the goat-skin vellum will give it a life of 300 years. He intends to place the American eagle on the front with suitable lettering. This will be in gold-leaf and will make this a very presentable memorial book. It will be Maldwyn's gift to the 34th and the Church. I will try to send you photographs of the finished item.

\*\*\*\*\*

TOM BELLUM - Alaska

Looks like I missed out on some neat reunions. I was unaware of the association until very recently. I have intended to travel to Mendlesham for at least the last 10 years but, like most of my projects, I just set it aside.

I am looking forward to meeting with you in Louisville this September.

\*\*\*\*\*

FRED SCHOCH - Spokane, WA.

Thanks for the P.R. on our cruise to Alaska. We really enjoyed the time with our 34th comrades. The memories of our visit with Vince and Jean Doran will not be forgotten. Tell Rose we enjoyed her "Corner" article from Imogene. She was so enjoyable on our cruise.

We are looking forward to Louisville in September.

Continued on page 9



# Notes From Our Friends

Continued from page 8

GORDON BREEDING - Alpena, MI.

My grandson and I visited the Yankee Air Museum at the Willow Run airport in Detroit. This is where the Ford B-24 was built. They are restoring all these old war birds. It's very interesting. We spent more than two hours there. People who live in and around Detroit or are planning a visit there should stop and visit this museum.

\*\*\*\*\*

ROBERT STONEHAM - Tiffin, OH.

I'll be thinking of all the 34th as I visit my relatives in England this summer. I always try to dash up to Mendlesham when I am over there. Unfortunately, I am never over there when the group makes the trip. Perhaps the timing will be better in the future.

\*\*\*\*\*

ALF T. CONNELLY - Oak Ridge, TN.

In 1985 I had a visitor from England. She is Mrs. Olivia Cobble who, when I left England, was 10 year old Olivia Finbow. Several of us from the 34th visited the Finbow family often to be again in a family atmosphere away from the military base.

They were so kind to us. They would make us feel so welcome. We used to go there and we'd always take them goodies - chocolates, popcorn and gum. They didn't have much back then. The British suffered terribly during the war.

When I learned that she had planned a trip to the U.S.A. I invited her to visit me. It was a fine weekend reunion. Her visit helped me to remember a lot. It felt as though I had been there recently. I just thought some of my buddies who also visited the Finbows would be interested.



Alf Connelly with Mrs. Olivia (Finbow) Cobbold in 1985.

WALTER JACKSON - Quincy, IL.

Just a note to let you know I'm O.K. I like my new home in the Illinois Veteran's Home. It's like a hospital. They have nurses on duty 24 hours a day. I'm O.K. now and all is well.

\*\*\*\*\*

CLEVELAND ROMERO - Lafayette, LA.

I wish to express my disappointment in the number of participants in the scholarship program. It seems that we should have many more participants considering the number of members in the 34th B.G. Association. I hope all the members are aware that their children and grandchildren are eligible to participate in the scholarship program and that they should encourage them to do so.

I've been down with pneumonia for the past two weeks and just went back to work. I was glad to get out of the house after two weeks and Henrietta was just as glad to see me out also. Hope to see everyone in Louisville.

\*\*\*\*\*

HUGH CHESI - Pueblo, CO.

I plan to send in my dues on a regular yearly basis, not "hit and miss" as I have been doing for so long. Things are much better now for me.

\*\*\*\*\*

JOHNNY L. FISHER - Cold Springs, TX.

The idea of putting the date that we are paid up to on the address labels was a great one. Keep up the good work. With this kind of thinking we will go far, just like our great unit did so long ago.

\*\*\*\*\*

BERNARD GARFINKEL - Redlands, CA.

Thanks for the contact. I appreciate the work all you guys do in pumping out the "Mendlesham Memories." Despite the fact I don't know too many of you, I enjoy hearing from you.

\*\*\*\*\*

DONALD K. FILLMAN - Des Moines, IA.

Recently I read parts of the 8th AAF book telling of our bomb group. Told of high emphasis on close formation flying and the likely reason we weren't jumped on over the continent.

Right after D-Day we lost some ships right over our base. Does the 34th B.G. book tell of this day? Let me know which of the books do the best job of telling the whole story.

I couldn't afford to go to Seattle but hope to get to the next one at Louisville. I do appreciate all your work.

\*\*\*\*\*

## NEWS FROM HERE AND THERE

From a Mr. Ken Stone we have the following:

Video Cassette: "HOT SEAT ON A BOMBER"

Fly with Ken Stone as he relates his training and combat experiences as a ball-turret gunner on a B-17 Flying Fortress with the 8th Air Force. Reminisce with him as he describes the battle action on the Schweinfurt mission... August 17, 1943...one of the costliest and bloodiest air battles of World War II. Cost is \$29.95 plus \$2.40 shipping handling. If interested contact:

Ken Stone, 12112 Arkley Dr., Garden Grove, CA. 92640.

\*\*\*\*\*

From a Mr. Dave Lande of Appleton, WI. we have the following:

Book: "FROM SOMEWHERE IN ENGLAND"

This book is comprised largely of quotes from 8th Air Force veterans who related their experiences. It also features color photos that include the 34th memorial at Mendlesham. The text offers the viewpoint of a wide variety of participants...including ground crews, air-crews, British observers, Red Cross staff and loved ones from the home front. Also included are letters and diary excerpts written by those silenced forever during the war. If interested the book should be available at most major chain bookstore outlets or can be ordered now through Zenith Books by calling toll-free 1-800-826-6600.

\*\*\*\*\*

From a Mr. Chas. L. Feay we have the following:

Let me explain why I am writing. I am in the twilight of my collecting life and I'm now trying to construct a memento to my life of collecting. I'm putting together a book, really not for publication, but as a remembrance of my library of unit histories.

What I would like is paper; any pamphlets, books, or anything that tells the history of your organization. I am trying to put between the covers all the odd-ball things that have happened to the outfits, wherever they were.

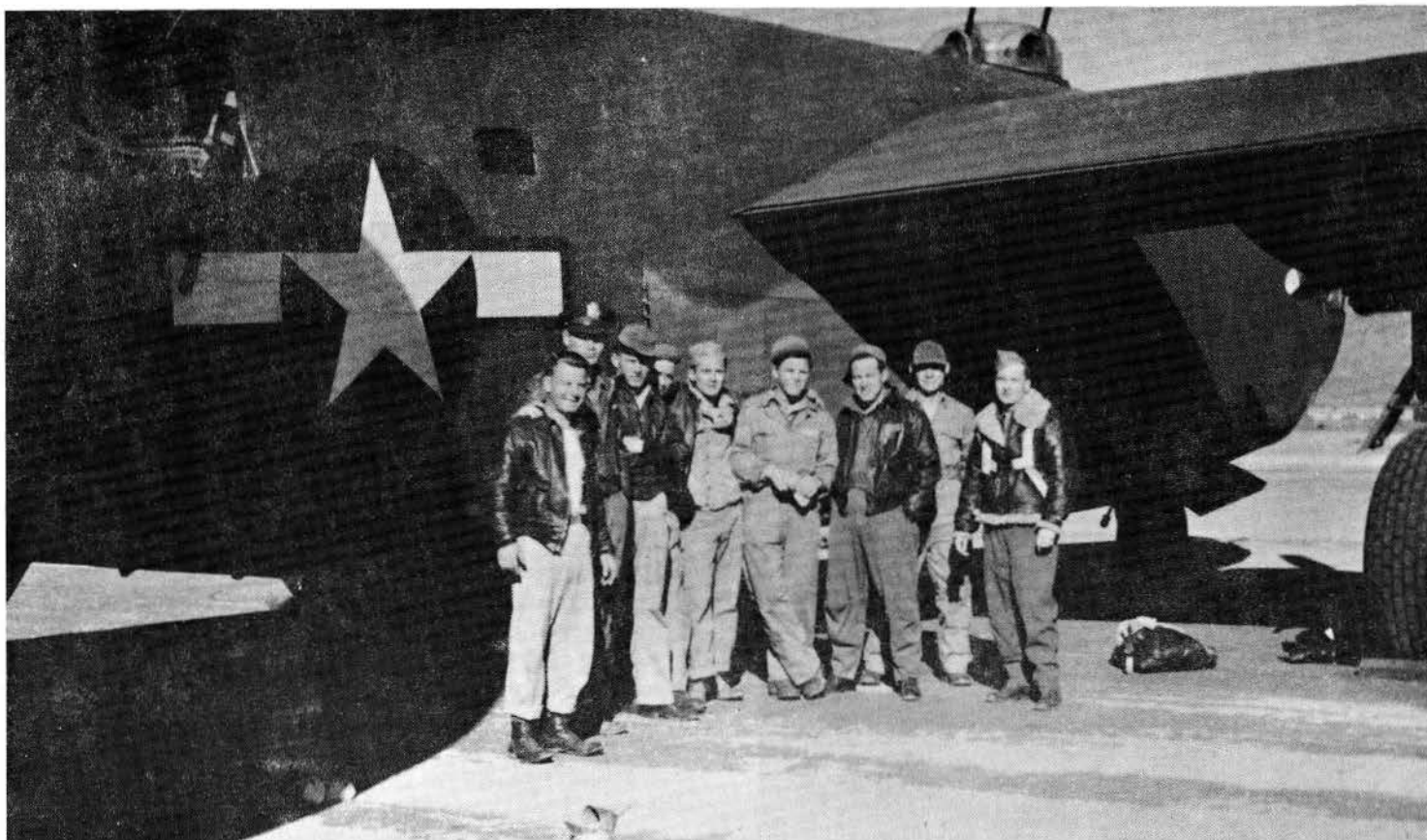
I will pay and reimburse for whatever I receive. I am not asking for free-bees, but I will be most grateful if I am able to share with you any of those experiences that should be shared for the sake of friendship, even though we will never meet. Please mail your items to: Charles E. Feay, 2863 - 114 th Lane, N.W., Coon Rapid, MN. 55433. Thank you.

\*\*\*\*\*

From a Col. Clyde W. Bradley Jr. we have the following:

During WWII I flew B-17's with the 303rd Bomb Group. On my last scheduled mission I was hit by flak - lost two engines - crash landed - captured by Germans. They took my A-2 flight jacket. Six years ago I saw a replica of the A-2 in a local store. The price was exorbitant!!! Through my son, who is in the textile business, I made arrangements with a leather factory to obtain A-2 jackets at a reasonable price. If you are interested in an A-2 jacket write to me at: Bradley Associates, 3713 Everest Drive, Montgomery, AL. 36106. For each order I will donate \$10.00 to your organization.

Continued on page 11



L. to R.: George Johnson, Dan Stringham, William Blackman, unknown, Richard Hayes, John Tolbert, Joseph Hardison, Rabun Price & Charles Metz. Missing is Walter Shore.

Continued from page 10

From a Mr. Leonard E. Rose we have the following:

I am trying to locate all Ex-prisoners of war, WWII Germany, Stalag Luft IV & VI. Stalag Luft IV was a camp for enlisted air crewmen, at the town of Grosstychow, railroad station of Kiefheide, in the Pomerania sector of Northern Germany, which is now part of Poland. The camp was south of the Baltic Sea where the meridians cross on the globe 54° x 16'. Before the Germans walked us out in Feb., 1945, there were 10,000 plus POW's. Stalag Luft VI was in Hydekrug in East Prussia.

We have a reunion each year and wish to contact all XPOW's from Luft IV & VI. If interested please write to:

Leonard E. Rose, 8103 E. 50th St., Indianapolis, IN.  
46226.

\*\*\*\*\*

From Wally Brauks we have the following:

Congress has authorized a new medal which will honor Pearl Harbor survivors during 1991 - the 50th anniversary of the attack. Survivors as well as widows or other relatives of the servicemen who served at Pearl Harbor are entitled to the medal. Individuals must apply for the commemorative medal to receive it.

To apply, persons should call, toll-free, 1-800-545-4052 and request DD Form 2567. The form should then be filled out and returned. Current plans are to award the medal in December. (Editor's note: There may be a few of our members who were stationed at Pearl Harbor prior to service with the 34th).

\*\*\*\*\*

From a Mr. Virgil Falkner we have the following:

I am a volunteer with the Pima Air Museum in Tucson, AZ. and act as contact man for B-24 matters. I undertook a project to restore a B-24 we have here in Tucson. We've also started a memorial hangar fund to house the aircraft.

I meet many former B-24 people at the airplane and ask each one if they are a member of their group's association. If the answer is in the negative, I give them the name of the contact man for their group.

If your group would like the opportunity to again sit in a B-24 try Tucson for a reunion. Our B-24 is more complete than the "All American." I know that as a fact having had the opportunity to work on that aircraft besides having furnished some of the parts which helped put it back in the air.

\*\*\*\*\*

From a Mr. Keith Miller we have the following:

I am searching for those who may have knowledge of my brother, Lt. Kenneth E. Miller, whose B-24 went down and apparently exploded on impact on July 21, 1944, on a mission to Kempton, Germany.

The plane, apparently, went down as a result of a near mid-air collision with another plane in the formation. The plane crashed near the town of Erlenbach, Germany. The crew consisted of Mathew Barbier, Franklin Zahn, George Kirkland, Morton Prussel, Grosshople, and Earl Keyes. Others I'm not sure of are Arthur McCoy.

David Bickerton and William Herchenroder. If anyone has any information please write to: Keith Miller, 4160 Jade St. No. 102, Capitola, CA. 95010.

(Editor's note: Write also to Ray Summa. He's been following this up and would like to hear from you also.)

\*\*\*\*\*

Ray Summa has received a letter from a Mr. Stevin Oudshoorn of the Netherlands regarding a watch issued to American aircrews flying missions over Europe in WWII. It seems an American bomber crashed near the town of Dussen in the Netherlands. A sightseer recalled that the complete crew managed to bail out. The watch was found on the crashed aircraft attached to the radio set. It was taken and hidden from the Germans. Now, years later, the holder of the watch would like to find the crew member who owned it, feeling that the original owner would like to have it back.

Ray has contacted the crew of John P. Terry, who went down that day. Their radio operator was Louis A. Zakaib who was shot in the head by a German when he landed. One man of that crew has not been found. His name is Kenneth Halgreen, the co-pilot. If someone knows of him, contact Ray Summa. It sure would be interesting if the watch did belong to Zakaib. It could make a wonderful story for a later issue of the MM.

\*\*\*\*\*

From Harold Rutka we have the following:

The AIR FORCE GUNNERS ASSN. will have a reunion in Las Vegas at the RIVIERA HOTEL AND CASINO, 30 June to 4 July, 1991. Phone: 1-800-634-6753.

The 8TH AIR FORCE HISTORICAL SOCIETY will have a reunion in New Orleans at the MARRIOTT HOTEL, 18 to 22 Sept., 1991.

There have been several inquiries on 1992 Reunion back to England. The 34th B.G. has not decided on putting one on..Tamarac Travel has one scheduled to include the Memorial Day Services at Madingly Cemetery. Dick D'Amato can be contacted at 1-800-228-9690.

The Rutkas will attend the Gunners and 8th A.F. Reunions so will see any of our members that will attend these reunions and we will be registered at the Convention hotels.

There will be a mailing in the near future requesting funds for the 8TH AIR FORCE HERITAGE CENTER. WATCH YOUR MAIL! Contribute if you want to assist in its construction.

The Preacher came the other day and said I should be thinking about the **HEREAFTER**. I told him I do, every day. No matter where I go, basement, kitchen, living room, or bedroom, I always ask myself, "What am I here after"?

Sven: "Olson got a bicycle for his wife."

Trygve: "How in the world could he make such a lucky trade?"

During a game of chess:

Wife: "This reminds me of when we were dating."

Husband: "We never played chess."

Wife: "No, but it took you two hours to make a move."





# ROSE'S CORNER

Having been accused of having terminal "running off at the mouth", I find it strange that today there's not much I can find to discuss with you. Oh, we could talk about all the movies we saw while in Florida and where all the good restaurants are in Orlando...and I could tell you about what joy there was when McAllister and Baldea bowled a 243 game each.

Yes, I could go on about how people lack pride in their work, like clerks who panic when the computer register goes out and office help who don't follow thru on what is a simple job. Where are the basics of the good ole days? Don't they teach them anymore?

Well, enough of this discussion and on to where I can tell you about a recipe which I found this winter and tried on the family. They all approved and wanted to know what I used, so here it is. I do hope that you'll make a big hit with your family and friends when you bring this to the table.

## CASSEROLE TAKEOFF ON STUFFED CABBAGE

1 lb. ground beef	¼ tsp. thyme
½ lb. bacon	2 cans tomato soup
½ cup chopped onion	1 sm. can V-8 juice (spicy)
½ cup raw rice	1 bag sauerkraut
¼ tsp. pepper	1 small head of cabbage
2 cloves garlic-minced	chopped dill (if desired)
½ tsp. salt (if desired)	

Brown beef until it loses its color. Drain. Brown to crisp the bacon. Drain and crumble, then add to beef. Mix in the onion, garlic, rice and seasonings. (I don't use the salt because the bacon seems to add enough to taste.)

Rinse the sauerkraut unless you wish the dish to be a little sour. Squeeze it a little dry. Chop the cabbage and spread it on the bottom of a casserole or 9 x 13 baking pan. Layer ½ the meat mixture over the cabbage, then a layer of ½ the sauerkraut. Finish with balance of meat and top with balance of sauerkraut. Sprinkle with a little chopped dill.

Mix tomato soup with water and V-8 juice until smooth. Pour over casserole and add more water to be ¾ of the way to the top. (Sprinkle with cheese, if desired). Cover.

Bake for 1 to 1½ hours in a 350 degree oven. (The larger the amounts of ingredients, the longer to bake.)

This really is low-calorie yet very hearty. I serve this with corn-meal mush made on the thick side spread into a baking pan, sprinkle with cheese, cover, then bake until browned on top. Mashed potatoes can be use as accompaniment. You'll enjoy this dish and it's really simple to make! Bon Appetit!

Louisville reunion plans look like a lot of fun and hoping none of you will miss it. I know that we will miss you if you're not there, so try and be a visible part of our 34th family.

Love - Rose



John Janes at Mendlesham.

## A FUNNY THING HAPPENED ON THE WAY TO THE WAR



In Boise City, Oklahoma, the residents want former crew members of a B-17 that bombed their town during World War II to help commemorate the event.

"I guess no one really wants to admit to being on that plane," Boise City attorney Stan Manske said. "They shouldn't worry about it. No one around here is mad... anymore."

On July 5, 1943, an Army Air Corps training unit stationed at Dalhart, Texas, set out for a lighted practice field roughly 20 miles northeast of Dalhart. The unit's navigator made a mistake and took the lights in the Boise City courthouse for the target.

The plane dropped six 100 pound practice bombs, loaded with four pounds of dynamite and 90 pounds of sand, on Boise City. "They did pretty darn good," Manske said. "Although none of the bombs hit the courthouse, all of them were within 93 feet."

The town of about 1,700 is raising money to put a monument to the bombing in the courthouse square. The chamber of commerce is planning a 50th anniversary celebration and is looking for addresses to which it can deliver invitations to the B-17 crew.

"We've done our best to locate these guys," Manske said. "I guess they are a little reluctant." "We'll have quite a shindig out here," he said. "Sure wish those guys would come on out."

# NEW LIFE MEMBERS

(Total 198 as of 4-26-91)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>ST.</u>	<u>ZIP</u>
BELLEAU	THOMAS R.	391	3770 TERRACE DRIVE	ANCHORAGE,	AK.	99502
HOAG	DAVID C.	HDQ.	N. 6222 LINCOLN	SPOKANE,	WA.	99205
SCHMIDT	FRANCIS C.	7	BOX 421	FORSYTH,	MT.	59327
SMART	MARCUS	7	P. O. BOX 505	STEPHENS,	AR.	71764
WIMER	DANIEL C.	18	3627 MAINFLEET DR.	RICHMOND,	VA.	23235



## TAPS

(As of 4-26-91)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>ST.</u>	<u>ZIP</u>
ADAMS	BUFORD JR.	7	1017 MADISON AVE.	NEW YORK,	NY .	10017
BALDWIN	JAMES R.	391	1438 9TH STREET NORTH	FARGO,	ND.	58102
BILLMAN	ROBERT E.	7	2010 BRAEWICK DR.	AKRON,	OH.	44313
BOSAK	JOHN	7	UNKNOWN			
HALLGREN	KENNETH R.	18	214 AUGUSTA AVENUE	DEKALB,	IL.	60115
MERWIN	THEODORE D.	4	UNKNOWN			
MORRIS	JAVA			BENTON,	KY.	42025
O'GRADY	HARRY	7	1917 LEISURE WORLD	MESA,	AZ.	85206
RATCLIFF	DAVID W. SR.	18	1117 PROSPECT AVE.	PULASKI,	VA.	24301
STRAIGHT	LAWRENCE	7	R2, BARD RD. EXIT	CASSADAGA,	NY.	14718

# NEWLY FOUND

(As of 4-26-91)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
ARTEEL	LEONARD J.		16664 WATERS EDGE COURT	FORT MYERS,	FL.	33908
BELLEAU	THOMAS R.	391	3770 TERRACE DRIVE	ANCHORAGE,	AK.	99502
CAMDEN	WILLIAM	4	P. O. BOX 203	LOVINGSTON,	VA.	22949
CORRIGAN	PETER H.	18	13422 CLIFTON BLVD.	LAKEWOOD,	OH.	44107
EBERT	EDWARD F.		830 NOTTINGHAM COURT	EVANSVILLE,	IN.	47715
HANKEN	ERWIN W.	7	BOX 803	PARKER,	SD.	57053
HOWARD	PAL G.	HDQ.	P. O. BOX 199	BENTON,	KY.	42025
KUTCHER	PAUL A.		812 ROSE LANE S.W.	NORTH CANTON,	OH.	44720
PENTADOS	ANTHONY W.		P. O. BOX 817	HAZELHURST,	MS.	39083
WEGENER	MARTIN A.	HDQ.	4862 CERISE AVENUE	NEW ORLEANS,	LA.	70127

# ADDRESS CHANGES

(As of 4-26-91)

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZIP
CORBIN	BOBBIE J.	4-391	P. O. BOX 544	GROOM,	TX.	79039
DEAL	MARQUIS	7	15486 MARJORIE DRIVE	BATON ROUGE,	LA.	70819
DIETERLE	MARCUS	7	P. O. BOX 271	FOREST HILL,	MD.	21050
DOUGLASS	HUBERT	A	GENERAL DELIVERY	EVERETT,	WA.	98201
FRIEDLANDER	GILBERT	391	MOVED FROM VAN NUYS, CA.	NEED CURRENT ADDRESS		
GEOHAGEN	ED	7	12760 HWY. 410	NACHES,	WA.	98937
HAM	ROBERT E.	7	P. O. BOX 222	RAMSEUR,	NC.	27316
HENDRIE	HUGH	18	P. O. BOX 926	CANYON,	TX.	79015
HILL	ALLEN P.	4-7	RT.1, BOX 63, HWY. 14E	JANESVILLE,	WI.	53546
JAHNKE	WESLEY	18	3300 NE 164TH ST. N2	RIDGEFIELD,	OR.	98642
LINDIA	JOSEPH F.	7	101 BRITAIN STREET	HERNANDO,	FL.	32642
LIVSEY	RALPH	7	1281 COUNTY ROAD #36	MAPLEVILLE,	AL.	36750
MATHE	CLYDE J.		Zip code should be			31088
McCLOSKEY	REID	7	1007 N. ALAMEDA ST.	CARLSBAD,	NH.	88220
NASS	MELVIN H.	18 (LM)	1248 PAULITA DRIVE	MEDFORD,	OR.	97504
NICHOLS	CARL O.	7	5300 NO. COLONIAL AVE.#101	FRESNO,	CA.	93704
QUINN	EDWARD H.	391	32 GROVE LANE	LEVITTOWN,	NY.	11756
RATHBUN	EDGAR H.	7	14 CEMETERY ROAD	EAST WINDSOR,	CT.	06088
REED	JOHN A.	7	Zip code should be			29803
RUZZI	ERMINIO	7	18 HAZELTOP DRIVE	SICKLERVILLE,	NJ.	08081
SMITH	JAMES C.	7 (LM)	17554 CORRALINA DRIVE	CAPE CORAL,	FL.	33991
SMITH	RALPH K.	7	138 E. MAIN STREET	SOMERSET,	PA.	15501
SPENCE	BERNICE	391	6701 DAIRY RD. B-10	ZEPHYRHILLS,	FL.	33540
SPROUL	CRANSFORD	391	413 OAK STREET	SEBASTIAN,	FL.	32958
STRAWDER	EARL	7	2600 GEORGIA AVE. #1507	SANFORD,	FL.	32773
STURROCK	JAMES D. JR.	391	ONE REDBIRD CIRCLE	LAKE TOXAWAY,	NC.	28747
STUTHERS	JIM A.	18	Zip code should be			34293
STUTTS	CHARLES B.	391	615 SUSANNE ST. EXT.	CRYSTAL SPRINGS,	MS.	39059
TROUP	JAMES H.	7	115 SADDLEROCK CIRCLE	SEDONA,	AZ.	86336
WEEKS	WAYNE	18	2692 N. IBIS COURT	SAINT JAMES CITY,	FL.	33956
YOTHMENT	ROBERT	391	P. O. BOX 31554	TUCSON,	AZ.	81554

## CORRECTIONS AND CLARIFICATIONS

from Harold Rutka we have the following:

Corection to the minutes of the Board meeting, 13 Sept., 1990.

TRIP TO ENGLAND - Harold Rutka reported the total cost to the 34th B.G. would be \$273.60. The trip was open only to Unit Contacts, Ray Summa, representing the 34th B.G. and Harold Rutka, representing the Minnesota Chapter. Neither of us took the trip. The trip was for five days from J.F.K. Airport, NY. and was sponsored by the East Anglia Tourist Bureau and the British Overseas Airlines.

\*\*\*\*\*

From Roland Beach we have the following:

On page 27 of the December '90 issue, lower right is a picture of two men at Blythe. The man of the left is Fred Messmer, who had an accordion and gave small informal concerts. The second man is still unknown.

\*\*\*\*\*

From Robert Maggioletto we have the following:

In the right hand corner of page 11 in the March issue, the unknown person next to Charbonneau is me. I'm also wondering if anyone knows if James Stewart is still alive.

From Clyde Sudderth we have a clarification of the crew of the "Missbehaven Raven" shown on page 10 in the March issue. This was the crew: Richard Iverson, Walter Schutte, James Meadow, Albert Pruett, M.G. Yates, Robert Millford, John Funk, Dale Finley, J. Hughes. Their locations are not known in the photo. But kneeling in the photo third from right is Clyde Sudderth and second from right is Chester Antkowiak, both ground crewmen. (See below!)

\*\*\*\*\*

However, from John Polivka we have the information that those in the picture of "Missbehaven Raven" are:

Standing, L. to R.: MacTaggart, Vanderworp, Sandord, Cesare, Barker and Holt. Kneeling L. to R.: Finley, Reed, Gary (unknown), Otis (unknown), and Polivka.

(Editor's note: I think this needs clearing up).





# *Then and Now*



## **Miguel G. Lopez**



**1943**

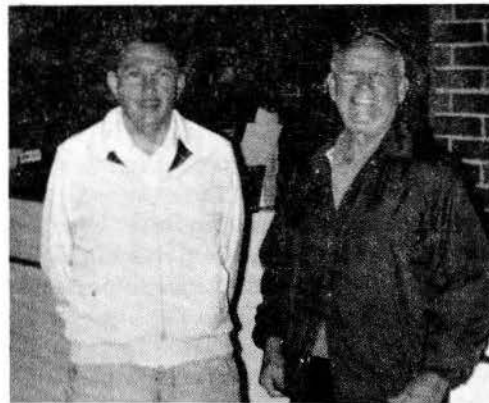


**1990**

## **Wensey Marsh & Norman Reed**



**1944**



**1989**

## **James F. Martin**



**1944**



**1986**

# Memories

## THE GREEN CREW

by Carl Stemen

We had finished training at Ardmore Air Base in Ardmore, OK, and were sent to Lincoln, NE, to pick up a new plane to fly to the U.K. We checked out the plane, found the fluxgate compass wasn't working, had it repaired and we were off. Before we'd gone too far we found that it still wasn't working, so we landed at Bangor, ME, where they repaired it again. There they told us not to worry about it for we had other compasses and navigational aids. Next stop was Goose Bay, Labrador. Our first time ever to land on snow. BIG snow banks on both sides of the runway. The green crew was doing just fine. The next morning at briefing we were warned about not trusting our radio compass, for a German sub had been sending signals stronger than ours and leading planes off course. Then they'd stop transmitting and the planes were lost at sea.

When we were lined up for takeoff a plane ahead had frozen brakes. We were told to keep our engines running for the runway would soon be cleared. (We could see our precious fuel going to waste.) At last we were off for our eventful flight to merry old England. We were flying at 12,000 feet on instruments, in an overcast sky. The first fear that we had was when I turned on my radio compass and, instead of pointing straight ahead to England, it pointed about forty-five degrees southeast. I asked the navigator, Lee Tandy, if he was sure we were on the right course. He checked and rechecked and said he was right and it must be the German sub transmitting.

The next minor incident happened after we had reached the point of no return. Our numbers 2 and 3 engines started to act up. My aerial engineer (best in the ETO, I thought), Stephen Kopacz, kept checking on them and told me to keep them running, but to ease back a little. When we finally saw the coast of England Lee said, "The plane is all yours. I'm going to finally get a bite to eat." Surprise!! Would you believe that England was a solid overcast? I was ready to call in my position and get instructions when all the radios on the plane went dead. Our radio operator, Cliff Greiman, said his were also dead. I even punched IFF to no avail. We knew we were over England so I thought I would try to let down below the clouds to see where we were. (Bad decision) As I started down through the soup a plane flew directly below us, so back up to 12,000 feet. The fuel was getting lower and lower. We tried to fly in a circle, to figure out what to do next. Two fighters came up and I said, "Good, they'll guide us down." WRONG! They only tipped their wings and were off before we could shoot a flare at them.

At this point the fuel was getting very low, so I rang the alarm bell 3 short blasts to tell the boys to get on their chutes, in case we had to leave the plane. Several minutes later Cliff called on the intercom and asked, "Do you want me to bail out?" I said, "No, we won't leave until we are out of fuel." He said, "The alarm bell is ringing and three men in the back have already left the plane." The alarm bell had stuck in the ON position.

The Good Lord was watching over us, as a ball of lightning struck the plane and all of the radios came on at Page 16

once. The ground control gave me a heading to fly and cleared a path for me to descend. I told them that I had three men out in the general vicinity. As I came down through the clouds I saw a field straight ahead. I informed them that I was going to land because I was afraid I didn't have enough fuel to go any further. I shot another flare and proceeded to land. We found that it was an English glider base and they cleared the field for us.

After we landed the base Commander came to us and told us that they had already located two of the boys, Don Burbridge, tail gunner, had a broken leg, and Don Kruger had a sprained ankle. They took us to the Mess Hall to get us something to eat (first in 24 hours). I'll never forget what it was...a piece of toast on which was a fried egg, ham, and then, baked beans. Very good for hungry men. They apologized for it not being mess time. The C.O. came in and informed us that they had found the other man, Rex Carothers, our ball turret gunner in Wales.

Our co-pilot, Chuck Davis and I went to see Don and Don in the hospital. They were both hit pretty hard by hail as they made their parachute descent. The wind jerked their chutes around. Burbridge was sent back to the states and Kruger rejoined the crew.

Rex Carothers' story was different, as he was our crew character. When he rejoined us at the base he told us that he pulled a delayed jump because he wanted to see where he was going to land. He said that he popped his chute after he came out of the clouds, then was on the ground in a second. All he got was a scratch on his chin where the chute caught him as it opened. He said that farmers came to get him. Since no one spoke English some of them went to town to find someone who could. They took him to the farm house where he was left in a room with a good-looking young girl. He said he looked at her and commented on how nice she looked. She smiled and said, "I do understand English." When the farmers came back she said something to them in Welsh and they all looked at him and laughed. He never did find out what they said.

As for the airplane, I still owe approximately \$300,000.00 plus interest on it. They were to send me a receipt for the plane when it was returned to the pool, but I never got the receipt.

Maybe the Lord felt that I had had enough bad luck, for I flew all of my combat missions with no bad luck. I only had to abort one mission, Bremen, which is the city after which my hometown is named.

This is my story, as best as I can recall it. If any of the crew has a different version, they can correct me.

Continued on page 17

---

Dr. Ben deLuinen, of the University of California at Berkeley, has spent the last two years on a project that could make people feel more comfortable about eating good-for-you beans. He's trying to make them gasless, or, as he says, "cancel out the flatulence factor."

His line of work is not without its hazards. "Here I am, struggling to make it so that people will eat more of this healthy food, and what do my children's friends call me? A f\_\_\_ doctor."

---

# Memories

Continued from page 16

## THE SWEET LIFE

by Leonard J. Reiss

When Delmar Dunham, our pilot moved out of the 391st and became a lead pilot, I stayed behind and served with two or three crews who were short a navigator. In the course of that service I not only managed to finish my 35 missions but, on two occasions, when the lead plane had to turn back or was shot down, I was in the plane that took over the lead. The first instance was over Merseberg. The second time was in a maximum effort to Berlin, when the lead plane of 500 B-17's was forced to turn back over the Channel. I effectively became the lead navigator for the chaff section of the second group of 500 planes (out of a total of 1500) that bombed the center of Berlin that day.

I finished my missions early in March, 1945, and soon thereafter, while on a short trip to London, I called the Air Transport Command and inquired as to whether there was in their European stations a need for a navigator. I told them I wanted to see Europe before going home. They said that they would like to have me so that they could rotate home some of their navigation and briefing officers, but that the paper work could take a few weeks. They advised me to return to Mendlesham and await new orders from them. I already had orders to proceed without delay to Stoke on Trent for transportation back to the States. But the ATC said they would try to get my new orders through as soon as possible.

I went back to the base and, without telling anyone what I was really up to, which was delaying my response to the orders to go home, I volunteered for work at group headquarters. On one occasion this involved getting data from wing headquarters in the middle of the night about the upcoming mission that day and translating the navigation data into what would be given the navigators for that mission. It was high pressure duty that night because I was alone and the mission would be influenced by my data (about which I wasn't always so sure and I had nobody close at hand to check my work). Anyway, it turned out all right but I wasn't anxious to do that often because, while safer than flying missions, for me it was nerve-wracking.

After almost four weeks of ignoring orders to go



RAF Lancaster at Mendlesham Airdrome.



Front L. to R.: Fred Schoch, Gene James, Tom Wright, & Bill Burnell. Rear L. to R.: Bill Crook, Jack Ashburn, Gordon Spilker, Arnold Prillaman & Henry Cross.

home, I received new orders from the ATC to go to Wales for training in my new work. I reported to Col. Creer's adjutant, Bob Gay. I told him about my new orders and asked him to cancel my old ones. Looking at the date of my month-old orders, which read proceed without delay, he scratched his head and said, "I guess I'll have to cancel the old orders or court-martial you for your delay." He cancelled my old orders.

This time I did proceed without delay to Wales for six weeks of training, which ended on VE Day. Then I was transferred to Rome where I once again saw the fine style in which ATC personnel lived. I was put up in a deluxe room at Rome's most elegant hotel, The Hotel Hassler. Doris Duke, then a Hearst correspondent, had the room under mine and heads of state flowed in and out of the ATC run hotel. Breakfast on the Hassler roof could include eggs under glass and lunch and dinner was regularly accompanied by a small string orchestra. Combat duty was nothing like that! My duties (I soon became head of the briefing section at the Rome airport) included briefing pilots on how to get to newly opened airports all over Europe and how to avoid local hazards including anti-aircraft guns that were officially silenced but still in place.

Since those duties were not very pressing, except that they did start at daybreak (several of us rotated on this early shift), I was able to respond very happily to my official job description ("you shall regularly familiarize yourself with the airfields to which you clear aircraft"). In so doing I was able to travel as far north as Copenhagen and as far southeast as Athens and Cairo and include such other cities as Milan, Florence, Marseilles, Paris, Belgrade and Vienna.

While in Rome a Distinguished Flying Cross for the two assumptions of lead finally caught up with me. It was presented by the American Ambassador to Italy, Alexander Kirk, in his palatial 17th century residence and was covered on the front page of the local Stars and Stripes. What had been a routine matter in our combat outfit was big stuff in non-combat Rome.

As you might guess, with duty as sweet at this, I viewed the surrender of Japan with mixed feelings. But I did, in October of 1945, go home to resume my civilian life.

Continued on page 18



# Memories

Continued from page 17

## NO MILK RUN!! by Charles F. Metz

In a recent copy of "Memories" I was enjoying Roy Tavasti's account of "The Milk Run" when I suddenly sat bolt upright and felt a rush of goose bumps. For there, near the end of the story, I read, "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 emergence landing on a temporary landing strip" THAT WAS MY CREW!

Unmentioned in Roy's article, probably because he was unaware of it, was the tense drama that took place in our airplane just after we dropped our bombs. Lt. Hardison and Sgt. Blackman were both hit by AA fire. I knew about Blackman because, from my position as navigator, I looked up to see blood spattered on the inside of the plexiglas turret. As I got up to see if there was something I could do for Blackman, Danny Stringham, our co-pilot, called me on the intercom to ask me to come up to the flight deck to help Hardison whose head was slumped over his chest. Everything I had been taught about first aid drained out of my head. I couldn't see any blood and all I could think of to do was to take the kink out of Joe's oxygen line to make sure he was getting air. That's when Danny, who was driving the plane in a general direction toward England, said to me, "Charlie, see if you can tell where I was hit. I can't see right. Everything is fluttering up and down."

I checked him out and couldn't find anything, so I clapped him on the shoulder and said, "You look OK to me, Danny. Let's go home." As it turned out, a piece of shrapnel had creased Danny's temple right through his flying helmet, but it made such a fine cut in the helmet that it wasn't readily visible.

By this time I had been away from my instruments so long that I could not accurately pinpoint the area of England that we were approaching. I remember looking out the window for the emergency landing field said to be somewhere in southern England, when Danny spotted a fighter taking off from a small air base with a metal landing strip. He lined up with the runway as the crew fired red flares indicating that we had wounded aboard and landed the airplane like he was carrying a load of eggs. Unknown to us, however, was the fact that the nose strut had been hit and, as the weight of the plane went down on the nose wheel strut when the brakes were applied, the strut gave way and we skidded along that metal runway on the nose and the main gear, tail high.

Be it remembered that our co-pilot, Lt. Danny Stringham, wounded as he was in the head, brought his airplane and his crew safely back to England that day. In due time Dan was awarded the Purple Star and assigned to another crew, as were the rest of us. Sadly, Dan was killed in a mid-air collision over Kassel some months later. His rent flying helmet still hangs in my garage/workshop along with other treasured WWII memorabilia.

Continued on page 19



Ground personnel in England. Standing L. to R.: Eli Schlesinger, unknown, & Clairborne Clark. Kneeling L. to R.: Odel Pegram & Francis Schmidt.



## FREEDOM IS NOT FREE

Submitted by Rosemary Fryer from the El Paso Times

I watched the flag pass by one day,  
It fluttered in the breeze.  
A young marine saluted it,  
And then he stood at ease.

I looked at him in uniform,  
So young, so tall, so proud  
With hair cut square and eyes alert,  
He'd stand out in a crowd.

I thought how many men like him  
Had fallen through the years?  
How many had died on foreign soil?  
How many mother's tears?

NO, FREEDOM IS NOT FREE!

I heard the sound of "Taps" one night,  
When everything was still.  
I listened to the bugler play  
And felt a sudden chill.

I wondered just how many times  
That "Taps" had meant "Amen".  
When a flag had covered a coffin  
Of a brother or a friend.

I thought of all the children,  
The mothers and the wives.  
Of fathers, sons and husbands  
With interrupted lives.

I thought about a graveyard  
At the bottom of the sea.  
Of unmarked graves in Arlington  
NO, FREEDOM IS NOT FREE!



# Memories

Continued from page 18

## RECOLLECTIONS

by Fred Berglund

When, in the March issue, I saw the picture of the famous 7th Sqdn. ship dubbed the "Missbehavin Raven," it all came back. I wonder if one of the men pictured was the bombardier who tried to bail out and died in the front lower hatch? I always went down to the runway to watch the returning ships come back from missions. We were a new replacement crew and the old vets would encourage us by saying, "The Jerries are going to get you!" and other like macho remarks. No wonder one of our replacement crew buddies went into a spin on their first two missions (right over our base). Most of the guys bailed out both times and the chute riggers were kept very busy. After the second spin they landed the ship down wind and ran off the runway into the mud and we heard that the wing was bent. Does anybody remember what ship that was?

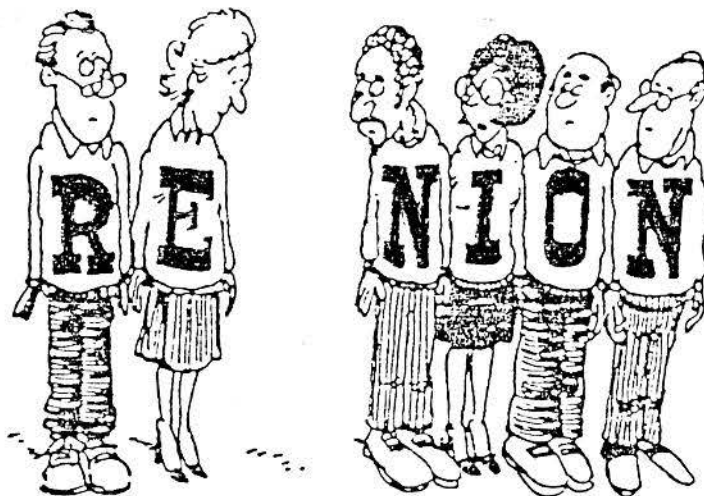
We saw "Missbehavin Raven" land with a chute open under the belly in the spring of 1945. I guess the 7th Sqdn. crew patched the torn hatch opening and Bob Schwartz's crew (ours) were assigned to her. We flew this ship on several missions until it was shot up pretty bad on either the Gustrow or Stendahl missions.

On the April 7th Gustrow mission, we saw the German Air Force suicide kamikaze attack on the yellow-tailed B-17 group immediately in front of us. I saw two 109's dive and collide with two B-17's within one minute of each other. All that was left of four planes was two big black puffs of smoke (which we flew through). When I reported this suicide to our intelligence de-briefing officer he didn't believe me. I knew it was deliberate because one fly-thru collision was possible but not two within one minute.

When I think of it, I believe "Missbehavin Raven" got shot up the most on April 10th at Stendahl. The flak was real heavy and I believe it was "Gotta Haver" which almost fell on us as it was going down that day. The flak, as it hit our wings and belly, sounded like a speedboat hitting sharp waves. The co-pilot of "Gotta Haver" came back to Mendlesham with his face all beaten to a pulp by the German civilians. Patton's 3rd Army rescued some of the crew. I met the pilot of "Gotta Haver" at a reunion and he had been badly injured and stayed at a hospital in Germany. He hadn't been able to contact any of his crew. Has anybody ever heard from the co-pilot?

Dold Erickson, pilot of "Flying Fish", and I used to meet in the Officers Club after missions and talked about many things (like seeing Big Ben in London, who had the longest short snorter and other mundane things). We listened to the Jewish Chaplain for the rest. Sure would like to hear from Dold and the story of the ditching of his crew. I wonder if he was ever contacted?

Continued on page 20



IT WON'T BE THE SAME WITHOUT U!

### YOU KNOW YOU'RE GETTING OLD WHEN...

Borrowed from the AERO MED EVAC ASSOC. newsletter

Everything hurts and what doesn't hurt doesn't work.  
The gleam in your eyes is from the sun hitting your bifocals.  
You feel like the night before, but you haven't been anywhere.  
Your little black book contains only the names ending in M.D.  
You get winded playing chess.  
Your children begin to look middle-aged.  
You finally reach the top of the ladder and find it leaning against the wrong wall.  
You join a health club and don't go.  
You begin to outlive enthusiasm.  
You decide to procrastinate but then never get around to it.  
Your mind makes contracts your body can't meet.  
A dripping faucet becomes an uncontrollable bladder urge.  
You know all the answers but nobody asks you questions.  
You look forward to a dull evening.  
You walk with your head held high trying to get used to your bifocals.  
You turn out the lights for economic rather than romantic reasons.  
You sit in a rocking chair and can't get it going.  
Your knees buckle and your belt won't.  
You regret all those mistakes resisting temptation.  
You're 17 around the neck, 42 around the waist, and 96 around the golf course.  
You stop looking forward to your next birthday.  
After painting the town red you have to take a long rest before applying a second coat.  
Dialing long distance wears you out.  
You just can't stand people being intolerant.  
The best part of your day is over when your alarm clock goes off.  
You burn the midnight oil after 9:00 p.m.  
A fortune teller offers to read your face.  
Your pace maker makes the garage door open up when you watch a pretty girl go by.  
The little gray-haired old lady you help across the street is your wife.  
You sink your teeth into a steak and they stay there.

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

NON PROFIT ORG.  
 U.S. POSTAGE  
**PAID**  
 Crown Point, IN  
 Permit No. 417



## Memories

Continued from page 19

### THE WAY IT WAS by Herbert Mermelstein

In the 391st we had a very close knit squadron and I would like to contribute some memories, especially those with the Communication section.

Not too many of the various ground crews remember that, after V.E. Day, the squadrons were putting the various personnel packets together, because we were shipping home to begin training for B-29's. Names with needed MOS for Army of Occupation were taken out and shipped out first. No volunteers, just you and you and you. I was one of those guys. That is why my name doesn't appear on the list of personnel returning to the states. I finally returned in November and got discharged in December, 1945.

However, back to the Communication Section of the 391st. I noticed that our sergeant, Clarence Heasty, is on our list and, of course, the second-in-command, Hugh Kester, who you traced down, has passed on. I noticed on our list some fellow teletype operators, A.M. Johnson, who was also called "Buddy", Wilfred Oldenburg, and Moon Mullins as well as James Metzler, Bev. Johnson, Paul Jennings and Don Johnson. Missing is Thomas M. Kelly from PA., V.V. Briggs, William Olson from Chicago and Bob Montana (He used to cut our hair.)

The eventful night that the JU-88 followed our group back I pulled night shift with Heasty at the radio shack located on the apron of the field and we were buzzed by the JU-88. We hid in some wooden crates, but he passed over us and then pulled up.

What squadron had a Day Room that served beer in the evening? Why, the 391st, of course. Who managed it in the evening on their off duty? A guy by the nickname "Mert" (that is me) and "TINY" (from the Medical Section) Tiny weighed about 300 lbs. plus and had no trouble lifting the barrels onto the bomb cradle that was used so that the hops would settle. On pay-day a fellow ran the



Get-together at Richmond, IN. L. to R.: Carl & Imogene Freysinger, Carl & Peg Stemen, & Ray & Hannah Summa.

crap table and set up a barrel of beer. I can't recall the fellow's name. Once a month, from the proceeds of the bar, we had a squadron dance at the base rec. hall near the base mess hall. We served free beer and the Red Cross got girls from Ipswich and, of course, our local village girls.

Do you recall the once-a-week village dances? They were held in the village hall, across the way from the church. They served tea, lemonade and pastries. I recall, it was either the butcher's daughter or the baker's daughter (her name was Pam) who made sure that there were lemon tarts for me. Does anybody recall Hill Farm? This farm was run by Mr. Crysell. In fact, his daughter did our wash. If Don Johnson remembers, he and I bought a bike from Mr. Crysell for twelve pounds on June 6, 1944. I still have the receipt! We had the bike until Don wrecked it coming home one night.