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# ENDLESHAM MEMORIES

34TH BOMB GROUP H

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# REUNION '93

## Little Rock, AR.



# See You There! Sept. 22-26, '93

## OBSERVATIONS

"Back home again, in Indiana". Some of you may not know it but that's quite some song here in the Hoosier state. And we are, really, back home again for the late spring, summer and early fall seasons. It's good to be home after our winter sojourn.

This issue, by the directive of the Board of Directors of the 34th B.G., is sent to all people on our roster, whether paid members or not. This is done in the hope that it may encourage some non-members to join. Come on, folks, join the crowd.

This issue, also, contains all the information and forms needed for attending the 34th B.G. reunion at Little Rock, AR. in September. Remember, this is the home state of our newly elected president. I wrote him in November, as president-elect, regarding our visit to Little Rock and had hoped I would at least get some response from him or his staff. Alas, as of yet, that is not the case. I have heard nothing and am somewhat shocked at that. A group of veterans, such as ours, deserves at least some written response. Oh well, that's life!!

Little Rock sounds like an excellent site for our reunion. First, we will be staying in one of their major hotels, the Excelsior, which sounds like quite a place. Secondly, we understand there are quite a lot of sight-seeing possibilities. Along with that, we will have a photographer who will see to it that everyone gets into at least one photo.

I know I'm being repetetive, but I must say that those of you who have not attended one of our reunions don't know what you are missing. The camaraderie which exists between all of us old-timers, the activities open to us all, and the possibilities of meeting up with some old-time buddies of bygone days is well worth the trip. And if, as usual, the reunion committee provides a good program at the festive banquet, that's icing on the cake. If you can, by any means, join us, don't let the opportunity pass by. You'll not regret it. Remember, we're not getting any younger. Who knows how many more years we have with the ability to do so.

For those of you who have young relatives of college age, don't let them pass up the chance to win one of our scholarships. Don't forget, the deadline for those submissions is July 15th. There's still plenty of time for them to send in their entries. Get 'em going!!

I'm sure many of you, as am I, are looking forward to reaping the fruits of our labors in the garden. I'm known as the "Green Thumb" of the neighborhood and enjoy the efforts put into it as well as the results. Even though I have a bad back I can handle it if I use a little caution in my approach and it is very satisfying. It is also a form of relaxation for some of us.

That's about all I have for this issue. The deadline for submissions to be printed in the September issue is July 23rd. Please, if you have any item that must appear in the September issue, make sure your material reaches me by July 23rd.

Rose and I are looking forward to meeting you all at Little Rock in September. Until then, we bid you "PEACE".

Eli Baldea  
Editor

## Don't Forget To Send In Your Dues

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

## PRESIDENT'S MESSAGE

Greetings!!

Received the March Mendlesham Memories and, I must say, there was a lot of exciting and nostalgic reading in it, among which appeared the results from the computer phone discs we purchased. A few of the "Lost Sheep" were members of either the flight or ground crews of the B-17 "Gotta Haver". What a great investment put to use by Harold Province and Ray Summa!

I recently returned from Little Rock after meeting with the reunion committee and observing the final preparations for the September reunion. It was an honor to be included. I was very much impressed by the professionalism of this committee. Each have their own area to cover and do so in such a way that the membership can attend with the least amount of expense.. What I observed was only a portion of the time spent organizing and promoting a 34th B.G. reunion. I commend these men and their wives for making them such successful occasions. The most important reason for a reunion is to meet old friends and relive some past memories. With what the Excelsior Hotel and the Little Rock area have to offer we are going to have a great time. We're looking forward to seeing all of you in September.

Bruce Sothern  
President

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## PAST PRESIDENT'S MESSAGE

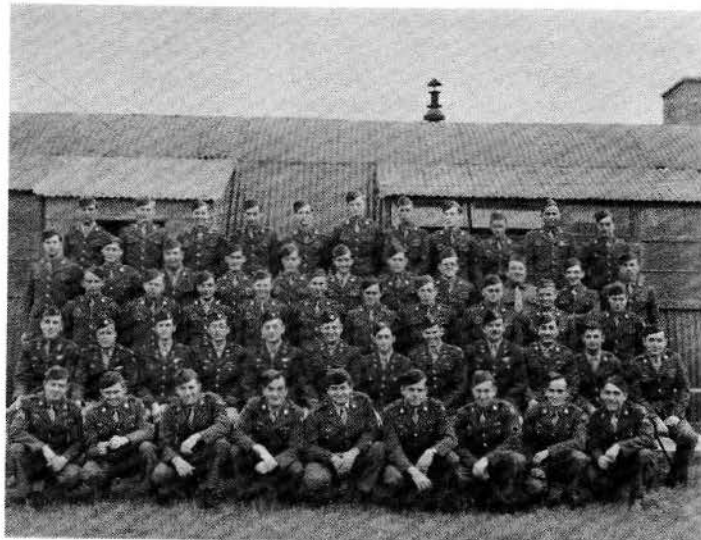
Hello from your past president -

We hope this finds all of our friends of the 34th in good health and enjoying the good life.

As our annual reunion draws near we hope that we will see a lot of familiar faces in Little Rock. This will be the time to relive the past and, for most of us, it will mean almost 50 years. There will be a lot of hard work to plan for all that will take place in those three short days. The clock of time is ticking fast and we should all make the most of what's left.

I see by the newspapers that our friends from the 100th Bomb Group will be at Little Rock in October. The "Square D" from Thorpes Abbots were not so lucky as the "Red Tails" of Mendlesham. We have heard stories of other groups and their misfortunes. Our group had some devout leaders who made our missions go as planned. Enough said!!

\*\*\*\*\*  
Regards, Fred Schoch



34th Bomb Group Medics in 1944.



Ray Summa...

Dear Friends;

Spring, Oh Glorious Spring! It has been a long winter, although here in central Indiana it has not been too bad but, still, the weather was confining. It is great to get outdoors and walk without having to bundle up.

Even after sending out all those letters the first of the year, trying to find some of our lost friends, I am still getting a few letters and phone calls from some of our men who had never heard that the 34th was back together again. Several say they are planning to be at the reunion this September in Little Rock. It is sad that we have found so many who have passed away. Check the TAPS list.

I have finally found two of the men I had searched for all this time. One is Joe Wong, our Chinese buddy, who was a sheet metal worker and repaired the sheet metal of the planes damaged by flak. When I called him he was surprised to hear that the 34th was back together again. He was very enthused and is planning to be at our reunion in September. The other is Robert Sugarman, who was a crew chief in the 18th Sqdn. and whose plane was in the same hard stand as mine.

Our grandson, Scott, was doing his student teaching this past semester in History and Journalism. He was teaching about the Home Front during the war and, naturally, he needed WWII memorabilias, such as Glenn Miller's music, books and articles concerning gas and food stamps to show the members of his class. We were able to supply him with some of the articles.

During the war Hannah was at the Guide Lamp, as a R.N. in the hospital. The Guide made numerous parts of war material, including a machine gun that we called a grease gun because it looked like one. The 34th had a few of these. One man at the factory was accidentally shot and killed by one of these guns.

Basil Gaumer's letter brought back many memories of the flight line. Read his letter in the "Memories" section of this issue.

We had our yearly St. Patrick's Day date with the Finleys at Murphy's in Indianapolis. The usual bagpipers and drummers were there, along with the accordion player and the singalong. We called ourselves the O'Finleys and the O'Summas. Wouldn't it be great to have a singalong at the Reunion? Viv Creer and Fred Berglund could lead us.

Our bus tour to Branson, MO. was great. We had a good group and enjoyed the tour very much. These bus tours are great for us oldsters. Little Rock is not very far from Branson. Why not stop on the way down or on the way home and enjoy yourselves?

We have several sick friends from the 34th...three that I know of at the present time. Jack Odom, an 18th Sqdn. ass't. crew chief, is at St. Anthony's By The Sea Retirement Home, Singer Island, 1200 Surf Road, Riviera Beach, FL. 33404. Clarence Squires, an 18th Sqdn. crew chief, is at Crestview Homes, Inc., Box 430, Bethany, MO. 64424. Harold Parrish is at home now. His wife is taking care of him. His address is on the roster. Why not drop a card to these men along with a note. I'm sure it will please them.

I had a letter from Pete Gray asking who removed the deicers from the planes when we reached England. Were they removed at the Sub-Depot or did the men on the line remove them? I can't remember. Can any of you?

All you 34thers, wives and sweethearts, make plans for the Little Rock reunion in September and, God willing, we will see you there.

Ray L. Summa



Don Wick, John Hurley & Dale Ganger, 34th photographers.

## FROM THE TREASURER'S COMPUTER

Here it is, the middle of April, and Eli needs copy by the 23rd for the June issue. Thanks to those of you who found the "SPOT OF RED" on their address label from the MEMORIES' March issue and sent in your 1993 dues. And a special thanks to those who have paid past 1993! Your future issues will be delivered to your proper address. The June issue of Mendlesham Memories will be sent to all of those on our roster except those who failed to answer a mailing in 1989. They didn't even answer when we sent them a stamped envelope with which to reply. To those who receive this issue but have not "joined" the ASSOCIATION, we urge you to support the 34th BOMB GROUP (H) ASSOCIATION by sending in the \$7.50 annual dues. Most organizations charge more than we do for annual dues and we think it is a bargain.

We've had a great response in the mailing to names of our "LOST SHEEP" as you will note on the listing of the "NEWLY FOUND". Ray has also been busy with other sources and we have quite a list of "NEWLY FOUND". At this writing (mid-April) I have another 4,800 address labels for Ray to send out in our attempt to find our "LOST SHEEP". Following that mailing there are probably another 1,500 names of support people (those from Blythe who were not on a flight crew) in the Western U.S. to contact. And when those have been contacted we will have exhausted our current source of names of people who had served with the 34th B.G. Unfortunately, we have a large gap in our available records. We have the lists of personnel from Blythe who were sent to England, and we also have the loading lists of aircraft which returned to the USA in June of 1945. For the period after May, 1944 to just before VE day in May, 1945, we know there were crews who were assigned to the 34th, flew their missions, and left. There were also those who stayed in England or were assigned to other units. But we have no records for those people! If you were one of those people, we would appreciate having the names and addresses, if you have them, of those who flew with you or stayed in Europe. Bob Gay told

Continued on page 4



## FROM THE TREASURER'S COMPUTER

Continued from page 3

me that, at any given point in time, we had about 3,000 men on the base at Mendlesham. We're still missing a large number of people but we're still trying to find those "LOST SHEEP". Be sure to check the list of "NEWLY FOUND". You may find a long lost buddy listed!

For the past four years I have been seeking the names of those who were in the various units and have had good response from those who send in their dues. We still need to fill the gap of our missing records. Any help you can supply will be greatly appreciated!

As a follow-up to my March comments about genealogical ties, I found another tie from the PROV-NCE family. Thanks to George Kline, who sent in the Stars and Stripes article about the radio station VTV, we found Bob Provence, who was in S-2 at Mendlesham and our great-great grandfathers were brothers. So Ward Provance, Bob Provence and I are related. I hope we'll be able to get together at Little Rock.

I have received several accounts of personal experiences from some of you when you sent in your dues. I've sent those, which I think would be of general interest, to Eli as possible items for inclusion in future issues of Mendlesham Memories. Some of the more formal presentations, I think, should be sent to the 8th AFHS for archiving by sending a copy to the editor of the 8th AFHS Newsletter. His address is:

JAMES W. HILL, 125 RAMBLEWOOD ROAD, PENNSYLVANIA FURNACE, PA. 16865

The archiving of such records will provide source material for research in the activities of the 34th B.G. and the 8th A.F. The material which Eli selects for inclusion in the Mendlesham Memories will be archived. Mr. Hill also receives a copy of Mendlesham Memories. When the Memorial Center is completed in Savannah, Georgia, all archived material will be deposited there for preservation in a controlled environment. There is NO WAY that your war-time experiences will be preserved for future study unless YOU take the time to record them in black and white. Keep your stories and experiences coming. We appreciate them, but send them to our editor, Eli Baldea

My wife mentioned, just the other day, that we're only five months away from the reunion at Little Rock! She's looking forward to it as I am also. I hope that you are making plans to be with us at Little Rock and that it will be one of your 1993 memories! Hope to see you there!

Hal Province  
Treasurer

## —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!



Crew picture, one of which is Francis Jackovich.

## A DOG NAMED SEX!

From a bit of comic material sent to Ann Landers. Borrowed from the Georgia Chapter of 8AFHS newsletter.

Everybody who has a dog calls him "Rober" or "Boy". I call mine "Sex". He's a great pal, but has caused me a great deal of embarrassment.

When I went to City Hall to renew his license, I told the clerk I would like to have a license for Sex. He said, "I'd like one too!" Then I said, "But this is a dog". He said he didn't care what she looked like. Then I said, "You don't understand. I've had Sex since I was 9 years old". He winked at me and said, "You must have been quite a kid".

When I got married and went on my honeymoon I took the dog with me. I told the motel clerk that I wanted a room for my wife and me and a special room for Sex. He said, "You don't need a speical room. As long as you pay your bill we don't care what you do". I said, "Look, you don't seem to understand. Sex keeps me awake at night". The clerk said, "Funny - I have the same problem".

One day I entered Sex in a contest but, before the competition began, the dog ran away. Another contestant asked my why I was just standing there, looking disappointed. I told him I had planned to have Sex in the contest. He told me I should have sold my own tickets.

When my wife and I separated we went to court to fight for the custody of the dog. I said, "Your Honor, I had Sex before I was married". The judge said, "This courtroom isn't a confessional. Stick to the case, please". Then I told him that after I was married Sex left me. He said, "That's not unusual. It happens to a lot of people".

Last night Sex ran off again. I spent hours looking for him all over town. A cop came over to me and asked, "What are you doing in this alley at 4 o'clock in the morning?" I told him I was looking for Sex. My case comes up next Friday.

# REUNION '93

## LITTLE ROCK IS THE PLACE TO BE IN 1993

The only thing that flies for the 34th Bomb Group these days is time. Seems as though we just got home from the last one and it's time to get things in motion for the next one.

This year we will meet in Little Rock, Arkansas on the 23rd to the 26th of September at the Excelsior Hotel. In this issue of Mendlesham Memories you will find two registration forms. One of these forms is for your rooms at the Excelsior Hotel. Fill this in and send it to the hotel. The other form is for your food and activities while attending the reunion. Fill this form in with your choices and send it to: ROBERT WRIGHT, 411 PARKOVASH AVE., SOUTH BEND, IN. 46617.

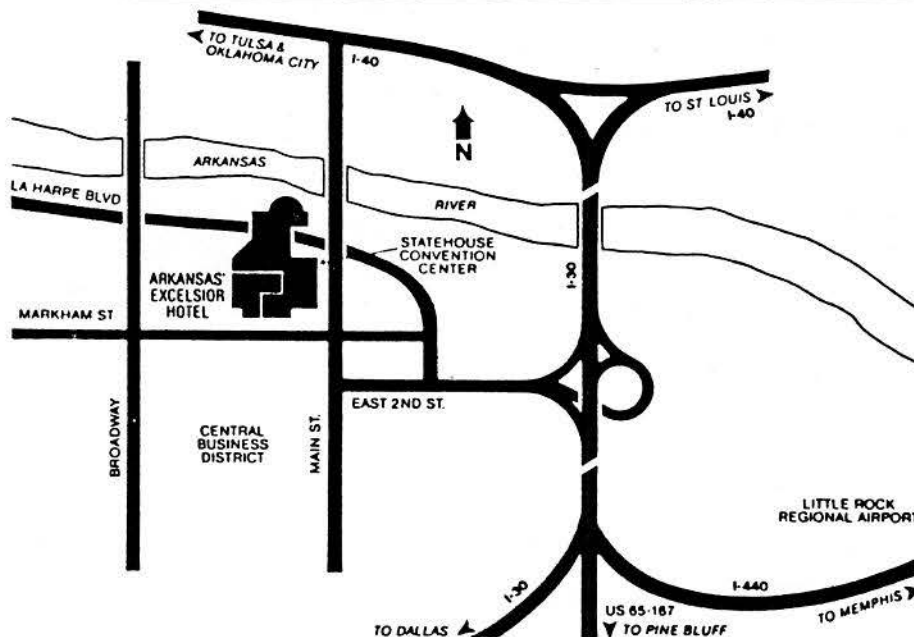
If you are flying to Little Rock for this reunion, you will be provided with complimentary transportation from the airport to the hotel. If you choose to drive the map below will direct you to the hotel from every major highway leading into Little Rock.

P.S. The Board of Directors Meeting is scheduled for Thursday, September 24th at 10:00 a.m.

The Reunion Committee  
Gerald Pine  
Harold Rutka  
Robert Wright



Harold Rutka, Gerry Pine and Bob Wright at the Excelsior Hotel in Little Rock.



### MORE REUNION NEWS

The 34th B.G. will have a proposal and a flyer at the Little Rock reunion in September regarding the 1994 trip to England. Tamarac Travel will be present to answer any and all questions that anyone has. I haven't heard any proposals as to when we should go or what we should see. Give it some thought and let me know. Peter and Sylvia Gaskin will be in Little Rock and, for those who haven't heard of them, they are "Friends of the Eighth" from England. Peter and Sylvia have joined us at our England reunions. Also, Peter is a superb guide at Duxford and the Bomber Command Museums.

The 8th Air Force reunion will begin several days after ours at Little Rock, ends. Why not take a leisurely trip north to Chicago and take in the sights of the Windy City. We will be at the Hyatt Regency and our room will be available for unit meetings.

Harold Rutka



Manuel Lopez, Bill Sherman & John Krebs.

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## CLARIFICATIONS

From Homer Brown, Charles Metz and Jean Bouliane we have received the names of those men depicted on the lower right corner of page 17 in the March, '93 issue. This was the 7th Sqdn. Headquarters group.

They are:

FRONT ROW, L. TO R.: Cpl. Grist, S/Sgt. Jackowitz, T/Sgt. Shanley, S/Sgt. Schnittgrund, Capt. Smith, Maj. Cook, Capt. Metz, S/Sgt. Wilson, and Pvt. Bannon.

MIDDLE ROW, L. TO R.: Cpl. Martin, Cpl. Brown, Sgt. Glickmann, T/Sgt. Hammond, Lt. Col. Tavasti, Lt. Col. Fandel, Capt. Arteel, Capt. Wright and M/Sgt. Burcham.

BACK ROW, L. TO R.: Sgt. Messmer, T/Sgt. Dilworth, Sgt. Knudsen, Capt. Crook, Maj. Smith, Cpl. Smythe, and S/Sgt. Rhodes.

We hope some of you will recognize yourselves.

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Rod McColl has written us with identification of two of the people of Coupland's crew on page 3 in the March issue. They are: standing on the left: Rod McColl and standing in the center: Lt. Coupland. Can anyone identify the others?

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In the March issue Ray Summa asked how many knew the location of the radio room on a B-17. William Donlon obliged with two photos as shown below. On the left is the radio room looking towards the waist. On the right is looking from the waist into the radio room. In the right photo you will notice the radio equipment on the left side.



B-17 radio room looking toward the waist.



B-17 waist looking toward the radio room.

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## NEWS FROM HERE AND THERE

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From a Mr. Bill Dugger we learn that he is an award-winning silversmith with 27 years experience. He informs us that he has created a set of a buckle and bolo-tie for the 34th Bomb Group. They are handmade of German silver with a jeweler's bronze overlay, engraved. They have a lifetime guarantee and will be replaced or repaired at no cost to you. There is a colorful flyer which he will gladly mail to you if interested. Write to: Bill Dugger Jewelry, P.O. Box 714, Green Valley, AZ. 85622.

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From Dane Hansen Productions we are informed that they have just completed a VCR tape on the real story of the bombardier in World War II. It is called "BOMBARDIER: THE REAL STORY". It shows today's viewer just how perilous life was for the bombardier and how crucial his role was in our nation's victory. The tapes sell for \$29.99 plus \$4.00 shipping and handling each. If interested write to: Dane Hansen Productions, 3405 Penrose Place, Suite 103, Boulder, CO. 80301 or call 1-800-243-7111, Ext. 397.





PEARL (JOSEPH) McMAHON - Orange, Ca.

In response to your request for a recent photo of Joe to put in the "Then & Now" section of Mendlesham Memories, I must tell you that he passed away on Oct. 27, 1989. I am so sorry that I neglected to inform you of this sooner. Please accept my apology.

\*\*\*\*\*

MOLLY (JESSE) GARDNER - Bagley, IA.

My "Gabby" (of war days) has passed away, quite suddenly in the end. He was at home - he loved his home. I hated it because he could not get out and do anything. He loved simple things in this life and was very bright mentally to the end. He was a Christian and it made it easier for me to see him go. He was spiritually ready. God took care of him in "HIS" time. As George Kline wrote at Xmas, there must be a special place for us old warriors. What a lovely thought. God bless all. (Editor's note: See our "Memories" section.)

\*\*\*\*\*

ED LONERGAN - Ft. Myers, FL.

All is well and healthy with the Lonergans. We're looking forward to the Little Rock meeting. As volunteer chairman of the golf committee, I think I'll contact "Man Of The People" Bill Clinton for his recommendations of courses to play while conventioning in his city. With that "joke" I'll close.

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BETTY (GEORGE) MUELLERSCHOEN - San Marino, CA.

We look forward to Mendlesham Memories. Thanks for the good job you do. We recently attended the Las Vegas "Reunion" but were unable to stay for the dinner - to meet people. We hope to be able to attend again.

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CARL TRAUERNICHT - St. Louis, MO.

Please accept my sincere gratitude for the job you are doing as editor. The publication is most interesting and I always look forward to reading it when it arrives. In fact, all of our officers in the Association do the rest of us a wonderful and much appreciated service! Eggleston, Ashwood, Peczkowski and I hope to be able to attend the next reunion.

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BYRON E. SHEESLEY - Oneonta, NY.

It is so beautiful here in the far north. The ground and the hills so white and clean looking. I don't have to think about outside work. The fireside and a good book and good memories is all that fills my time.

Mary and I are leaving for an Elderhostel week in the "Northern Kingdom" of Vermont. We will hear lectures in the afternoon and x-country ski in the forenoons. We hope to see you in Little Rock.



Conway Couse's Crew-"Ride'n Hi"-unidentified except lower left corner is Milt Hanson.

AL SWENSON - Amelia Island, FL.

Amelia Island is the northernmost barrier island in Florida. You may have read about the oceanfront erosion because of the frequent storms. Our house is not oceanfront property so we have no worries on that score.

The reunion in Las Vegas provided me with a welcome addition to my crew. John Moreno and I had the pleasure of welcoming our navigator, Sam Swanson, to the 34th B.G. family. We three decided to take our wives to Little Rock, which will be much better than attending alone.

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FRED MAUNDRELL - Mendlesham, England

Thank you for putting the suggestion forward that I be made an honorary member of the association, though I most certainly do not deserve this. My endeavours were so small in getting the Memorial Book underway. Maldwyn did the main and important work and provided the special materials.

Just read the book, "They Led The Way", a very important report on 156 Squadron "Pathfinders". It brought home to one the immense losses involved in "Bomber Harris's" ideas on bombing Germany. I still feel the bombing method ideas were as bad as the idiot ideas of the 1914/18 war of "going over the top". Identical principle and little, in fact no, thought for the men who were having to do it, Americans in daylight, R.A.F. at night, day after day, night after night, almost without respite.

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LOUISE (CLIFFORD) THOMPSON - Lincoln, NE.

My husband, Clifford, died on November 16, 1992 at Aguanga, CA. He thoroughly enjoyed his association with you folks and we had a wonderful time at the Las Vegas Reunion. I would appreciate your continuing to send me Mendlesham Memories.

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MARY (HARRY) CHERRY O'NEIL - Venice, CA.

I think the Harry Cherry you are looking for was my husband. He was in the 34th B.G. of the 8th A.F. and was stationed in England during the war. He got diabetes in mid-life and complications from this disease caused his death in September, 1990. I'm sure he would have been interested in hearing about the group if he were still here. I have since remarried in May of 1992.

Continued on page 8

# Notes From Our Friends

Continued from page 7

JOHN WOOTEN - Adelanto, CA.

We sure enjoy Mendlesham Memories and look forward to each issue. So far we have not been financially able to attend any of the 34th reunions. We still enjoy reading about the things that took place and to read about many of my former buddies from the service.

Sure hope we can get to the 34th reunion at Little Rock, but doubt very much if we can. We have not been back to Ohio for family reunions for six years. We usually have it the first week of August. Lenora's mother will be 90 years young in February, '93. We would love to be there for her birthday.

\*\*\*\*\*

DON FILLMAN - Des Moines, IA.

I recently received a note from the daughters of James C. Riley of Danville, VA. saying that both parents died in early 1992. He was in the 18th Sqdn. as a ball gunner on Russ Paulnock's "Belle of the Brawl". He was a replacement gunner and served very well. Emphysema and cardiac problems were his enemy.

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TOM WRIGHT - Murphysboro, IL.

Sorry to have missed such a nice gathering in Las Vegas. I received a first-hand report plus photos from Fred Schoch and others on our crew. I know everyone had a great time. Hopefully Little Rock!

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BASIL MAUK - Denison, TX.

I was really surprised to open up the Dec. '92 issue of MM and find my air crew's picture of our B-24 plane, "Bambi". I was the ground crew chief of that plane. I really enjoy getting my Mendlesham Memories.

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RICHARD E. TURPIN - Asheville, NC.

I have been a little Puny and now I have fallen and banged up my right hip, but we'll make it! I'm sending in my dues and dues for a "lost sheep", James A. Chambers, who also lives in Asheville. He was in the same pyramidal hut with me in England, so he must be in the 391st.

\*\*\*\*\*



Joel Friedman in a frosty British field.



B-17 on hardstand in winter '44-'45.

CARL B. STEMEN - Breman, OH.

Peg and I celebrated our 50th anniversary recently. You should have stayed up north this winter. Here in central Ohio in mid-February we have had no snow or bad weather yet.

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LOUISE (HOWARD) ANTHES - Moscow Mills, MO.

You are correct that Howard did serve in the 34th Bomb Group as a pilot of a B-17 and was stationed in Ipswich, England from March, 1945 to around October, 1945. Unfortunately, Howard died from cancer in May, 1981. It's nice to know that there are those still interested in the happenings of so long ago.

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PETER STAMPON - Gray, ME.

Lucille and I didn't make the reunion in Las Vegas but we are planning to see everyone in Little Rock in 1993.

In 1991, just before the reunion in Louisville, I had a colon cancer removed. However, I was able to go to Louisville. When I returned home my doctor put me on chemotherapy treatments. I didn't tolerate the chemo very well so, consequently, I had a bad year. A few months ago I had a catscan and it came back clean so my doctor took me off chemotherapy treatments. I am feeling great. I eat well and I have gained back most of my lost weight.

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JOSEPH MAYNE - Centerville, MA.

You have located one of the "Lost Sheep". I would be interested in hearing about the 34th Bomb Group Association.

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ALFRED A. SWANN - Tampa, FL.

It was very interesting to hear from you. This is the first time I have heard from anyone in the 34th B.G. in a very long time. A couple of years ago I talked to Paul Rylander on the telephone. I had hoped to see him sometime but haven't worked that out yet.

My wife and I have been married almost 47 years. We have two grown children, a son and a daughter, and one granddaughter. Both of us are still working every day. My wife is a social worker with the elderly and I am a practicing CPA.

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## Notes From Our Friends

Continued from page 8

CONRAD L. RICKER - Oklahoma City, OK.

You will be pleased to know that you have found one of the "Lost Sheep". I was in the 7th sqdn., a member of Capt. Ralph Bush's lead crew (I was the radio operator). I had not been in touch with any of my crew since 1950, but recently both Bush and DeSantis have called me. They both agree with me that we should try our best to meet at Little Rock in September.

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RICHARD R. STOUFFER - Urbana, IL.

Well - there is a 34th Bomb Group Assn. after all. I often wondered what happened to everyone after things were shut down at the end of the war. I received the Dec. issue of Mendlesham Memories and I surely appreciate it very much. I note Cleveland Romero on the masthead as Scholarship Chairman. He was flying with Leslie Carter's crew the day I saw them shot down. I will write to him directly after all these years.

\*\*\*\*\*

BILL GUMM - Racine, WI.

Yes, I was with the 34th Bomb Group in the 7th Sqdn. at Mendlesham. We were, perhaps, one of the last group of crews to join up with the outfit, coming over in February or March of 1945.

By the time we were ready to go operational after the preliminary training period the Germans were just about ready to quit. So we ended up flying French prisoners to Paris and dropping food to the Dutch. I enjoyed being in England and have been back once in 1962 with a tour group. I have lost track of my crew members.

\*\*\*\*\*

HYMEN CHAUSOW - Highland Park, IL.

I am the man you were looking for. I served at Mendlesham from October, 1944 to the end of the war as a lead navigator.

I had an opportunity to visit Mendlesham several years ago. The sign is still out in front. The runways are still there, covered with weeds. The tower was converted into a museum. The owner keeps a log of all former airmen. The quonset huts were converted into pig barns...a very exciting place.

\*\*\*\*\*

C. J. MANKIN - Brookings, SD.

I did serve with the 34th B.G. in England. We arrived in May, 1944. I was navigator/bombardier on 27 missions by about mid-September. I was then ordered back to the U.S. in late November and re-assigned to San Angelo, TX. as an instructor. I have often wondered about what happened to members of my crew. I am glad you have contacted me.

\*\*\*\*\*

CALVIN B. OLSEN - Onalaska, TX.

It was quite a pleasant surprise to receive your letter about my service with the 34th Bomb Group. I am the man you are looking for. I was co-pilot on the crew of Joseph Novicki in the 18th Sqdn. We completed 18 combat missions and flew four food drops to Holland and three French POW release missions.

My sincere thanks for your letter. It brought back so many great memories and moments. I'm sure all members of the 34th share my feelings.

\*\*\*\*\*

CHARLES RISCH - Cherry Valley, CA.

Glad to hear from you. Yes, I was in the 34th Bomb Group at Mendlesham in 1944 and 1945 as a navigator. Through the years I have lost contact with my crew and would like to be in touch with them. Thanks again.

\*\*\*\*\*

ERNIE SISNEY - Yale, OK.

What a surprise! I received your letter through the postmaster and my sister who lives in Stillwater. When my crew returned from England in 1945 we all scattered to the four winds and I have not heard from any of them. I am very interested in attending the reunion in Little Rock this fall. Thanks for finding me and I will look forward to meeting you.

\*\*\*\*\*

RAMON T. MARTIN - Dumont, NJ.

Thank you for your letter. I was with the 34th B.G. in Mendlesham, England from May, 1944 to July, 1945. I would like more information about the 34th B.G. Assn.

\*\*\*\*\*

JEANNE (JOHN) HENDERSON - Bloomingdale, IL.

My husband, John, deceased Feb., 1988, was in the 7th Bomb Sqdn. His discharge papers read that he left the states in March, '45 and returned in June, '45. He was a radio operator.

\*\*\*\*\*

ELMER A. WILEY - Somerset, KY.

I am the man you were trying to locate. I was on the plane piloted by Charles Daniels. We were in England from May, '44 through October, '44. Five of our crew are deceased. They are Charles Daniels, Bill Bagus, Chuck Brannon, Edward Iverson and Leonard Coletta. Kenneth McLennan is in a nursing home in Atlanta, GA. Morris Wender lives in Oak Hill, W. VA. We lost track of Henry Bennett and W. F. Terry over the years.

\*\*\*\*\*

Continued on page 10



Members of 3rd Air Divn. Mobile Radio Team somewhere in Germany.

# Notes From Our Friends

Continued from page 9

WARREN E. MORRISON - Washington, D.C.

I'm one of your "Lost Sheep". I flew with Lt. Lincoln Baker in the B-17G "Beverly" as bombardier/navigator. We flew 34 missions with the 34th B.G. Thanks for digging me up! You've brought back a lot of memories.

\*\*\*\*\*

EDWIN C. DIETZ - Lufkin, TX.

Thank you very much for pursuing the location of this "Lost Sheep". Your recent letter was a welcome surprise since I have wondered from time to time whether any organization existed of the 34th B.G. I served with the 34th at Mendlesham from February through June of 1945. Of course it was an experience I have nurtured to this day. I am especially interested in the members of the crew I served with of which I have had no contact since our return to the states.

\*\*\*\*\*

IRA D. MANSFIELD - Tiburon, CA.

I am the man you were looking for. I was with the 34th Bomb Group (H), 391st Sqdn. and Col. William H. Creer was the C.O. I started my tour in November, 1944 and finished my "34" sometime in April or May of 1945.

\*\*\*\*\*

DIRK GOMBERT - Boise, ID.

I've decided to become a life member. I'll probably not outlive the \$85.00 but the 34th can always use a little help.

You and the others working for the "Group" are doing one very great job. I wish to thank you one and all and, hopefully, Dorothy and I will be seeing you in Arkansas.

\*\*\*\*\*

JOHN BOYSUN - Great Falls, MT.

Sorry we didn't make the Las Vegas reunion but my wife got sick in June and didn't recover until November. She's O.K. now. We hope to make the Little Rock reunion and hope to see you all in September.



Bob Wright with reunion golf outing chairman, Ed Lonergan and Roy Ballantyne at the Wauchula, FL. Country Club in February, 1993.

FRED BERGLUND - Englewood, FL.

Had a wonderful time at the Las Vegas reunion. I had the good fortune to meet the waist gunner from Paul Roscher's crew. He flew Bruce Sothorn's ship, "Gotta Haver". They were shot down on the Stendahl mission. Paul Roscher was badly burned before he bailed out and remained in a German hospital. The co-pilot, Roger Revay, was soon after rescued by Gen. Patton's 3rd Army. He had been badly beaten, especially on his face, by the German civilians with clubs.

I met Paul at the 1984 8th AF & 34th BG reunions at Los Angeles. He said he has never seen any of his fellow crew members since they went down in April, 1945.

That 1984 reunion was really something. A featured speaker was Gen. Adolph Galland, the German Luftwaffe commander in WWII. He said the 8th A.F. was not too smart when they flew missions by clockwork every day. The German fighters could remain on the ground, saving fuel, until a precise hour and minutes arrived.

\*\*\*\*\*

WILLIAM GARRETTSON - Port Huron, MI.

On looking through the March issue of Mendlesham Memories I was quite surprised to see a picture of my plane, "The Shadrack", along with our groundcrew. The missing name was Robert Simpson.

The rest of our crew was Raymond Brown, pilot, Jean Bouliane, Bill Ingram, Ed Mayer, Ken Revander, Eugene Tanking, Jim Higgason, Joe Mathieu, Wayne Garman and myself as co-pilot. I'd love to go back to England but fear age and health will not allow that to happen. Thanks for showing our plane.

\*\*\*\*\*

JOSEPH J. HARRISON - Pittsfield, MA.

Give my regards to Hal Province and tell him I wrote a letter about the Chowhound Missions flown by the 34th B.G. to Aad Neeven in the Netherlands. I had gone on all five of those missions with the 34th and gave Mr. Neeven whatever information I could. I have already received a thank you card from him.

I got over to England too late to meet most of the crews and I'm sorry about that. I do enjoy reading Mendlesham Memories and think you do a wonderful job in publishing it.

\*\*\*\*\*

CHESTER D. GAVRYCK - W. Sand Lake, NY.

Just a note and an FYI for anyone interested. In the 1988 34th B.G. book, on page 34, upper right hand corner, there is a picture captioned "Fast Company", showing an Unknown", Lou Cohen and Roland R. Bedch. Well, I'm the unknown and also the artist that painted "Fast Company".

\*\*\*\*\*

CHARLES F. METZ - New Port Richey, FL.

I know it's impossible to keep up with my unpredictable comings and goings lately between Long Island and Florida, but some serious family problems have upset our usually rigid annual timetable. Consequently, I have missed one or more issues of Memories. I'd rather miss a copy of that famous Sports Illustrated than miss Mendlesham Memories. The last issue I received is the September, '92 issue. I hope replacements are available.

\*\*\*\*\*

RUSSELL REED - Duarte, CA.

Things have been going pretty well for Martha and I even though I had heart bypass surgery in November. In January Tom Campbell, who was bombardier of our crew when we first got to Mendlesham, came to California to visit his sister. We all got together for an excellent visit at his sister's home.

Tom has never attended one of our reunions, although he has been a member from the start. I hope he will come to our next one and, again, a good part of Israelsen's crew can be together.



# Notes From Our Friends

Continued from page 10

**JACK E. BOLTON - Wayne, IL.**

Thanks to good help from you and other association "activities", I was able to effect a reunion with Capt. Leonard Arteel, 391st Exec. He sure looked good, especially alongside me. Through him I learned the location of a squadron adjutant I knew in Blythe, John D. Mayor, a fine officer. Hope you can get him to join up.

I have a question: Does the 34th B.G. History list the various Provisional Groups which were attached to the group for training in 1943 and 1944? I remember a Harrison group and one with an Irish name I'd like to find personnel from. Thanks for any help.

\*\*\*\*\*

**WALTER STURDIVAN - Stockton, CA.**

I've just finished reading the M.M. for March, 1993. As usual, I read it through without stopping. I'm always fascinated by the articles and stories as well as the photographs. M.M. gets better with every issue.

\*\*\*\*\*

**ROBERT ALVES - Olmstead Twp., OH.**

I would love to attend the reunion but I just don't travel any more. I was playing golf with a friend last September. We had played nine holes and I was ready to put my clubs in the car when, all of a sudden, I blacked out and fell to the ground on my back. I was rushed to a nearby hospital by ambulance. There were two problems. I had fibrillation of the heart (rapid heart beat) and then my heart would drop down to 40 to 45 beats per minute. The result, a pacemaker was implanted in the upper left side of my chest, just below the left shoulder. They tell me it will last 8 to 9 years. I told my doctor that should do, considering I am now 82. If I make it to June I'll be 83. I keep asking myself, "Where did all those years go?" I am anxious to find out if my heart will tolerate golf.

\*\*\*\*\*

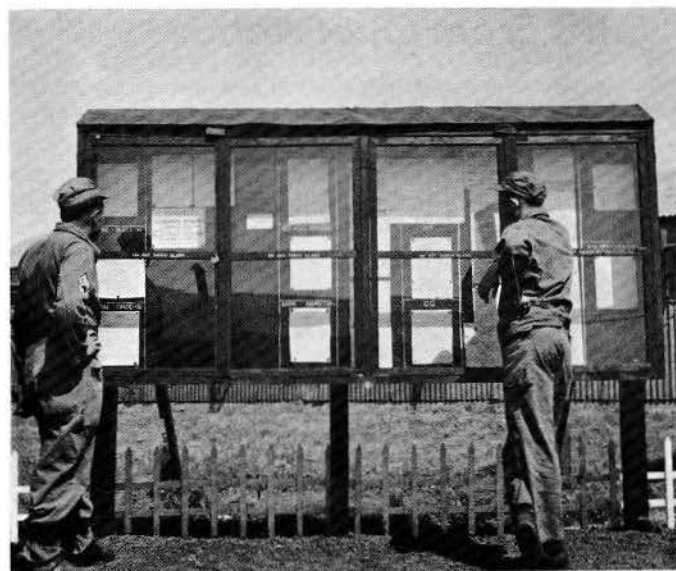
**WALTER POTAK - Hicksville, NY.**

It's a shame that no one could find me all these years. I've lived at this address for 30 years. Haven't seen anyone from the group other than Richard Lagodny in over 40 years. It would be nice to hear about others with whom I had served.

\*\*\*\*\*



Lt. Bice and the crew of "Picadilly Tilly".



Leland Smith & John Miller checking out the bulletin board at Mendlesham.

**KENNETH W. REUMAN - Seminole, FL.**

Having been out of the country for several months, I finally got around to the mail that was not a bill. I am the former member of the 18th Sqdn., 34th B.G., that you were looking for.

Not having had contact with anyone from my service days for many years, and having retired to Florida some 18 years ago, I had almost given up on any contact with anyone.

\*\*\*\*\*

**BEA ODOM - Palm Beach Gardens, FL.**

I've missed seeing everyone. Jack has had Alzheimer's Disease for the last 2 or 3 years. I had been caring for him until I broke down and had to have an "Open Heart Triple". We were fortunate to find a nursing home for him. It just breaks my heart. We celebrated our 50th Anniversary last April 13th.

I'm doing O.K. from my surgery. I just find it hard to accept what's happening. I always thought I could handle anything as I was taught "There's always a way".

\*\*\*\*\*

**JUDY RICHMOND - Denver, CO.**

I am the daughter of Joseph J. Schmidt. I'm sorry to say that dad died in a single car accident last May 9, 1992. He was coming home from the Colorado D. A. V. Convention when his car hit a guard rail and ran into a highway pole. He died instantly. Dad was so proud to be with the 34th B.G. and fly all the missions.

\*\*\*\*\*

**GERALDINE WIRTHLIN - Dolan Springs, AZ.**

I am very sad that your letter didn't come before Jay "Bob" died. He would have been very happy to hear about those he served with.

\*\*\*\*\*

**WARD S. PROVANCE JR. - Joplin, MO.**

You have no idea how surprised I was to receive the newsletter and roster of the 34th Bomb Group. I have often wondered how to contact some of my old buddies. I've seen a few names I recognized, especially Albert M. Johnson, one of my closest friends in the service.

\*\*\*\*\*

**ROBERT N. PROVENCE - Charlotte, NC.**

I'm glad the group finally located me. I'm looking forward to a personal visit in September in Little Rock.

Continued on page 12



## Notes From Our Friends

Continued from page 11

JOHN G. VERES - Montgomery, AL.

It's been good to hear from you. I am the John Veres who was with the 34th B.G. I have heard that many of the groups have an annual get-together and I would like to know where and when the 34th will meet. I'd like to get to see some of my old buddies.

\*\*\*\*\*

ALFRED J. KONTE - Willowick, OH.

Thank you so very much for sending me the MM's that I missed plus the roster of the 34th B.G. I do appreciate it.

\*\*\*\*\*

WILLIAM J. DONLON - Pine Island, FL.

I always read Mendlesham Memories from cover to cover and, then, when I reach the last page I just wish there were a few more pages to read. Memories from those war years are always present. There were good times, there were bad times, but, most of all, there was a fellowship among all of us that will go on forever.

\*\*\*\*\*

IAN HAWKINS - England

Thank you very much for sending the latest issue of "Mendlesham Memories", another outstanding newsletter which reflects great credit on everyone involved.

I noticed the 34th B.G. veterans are planning to visit Mendlesham again in May, 1994 and their plan to visit the Normandy beachhead, then propose to spend three days in Paris, France (the "rip-off" capital of Europe). When the 390th B.G. veterans visited Paris several years ago I received several letters from some who felt that they'd been so badly treated that one irate veteran expressed the view "We should have bombed the hell out of Paris when we had the chance!!..."

However, there were some very courageous Frenchmen and women in the French Resistance who assisted both British and American airmen along the route to Spain. But the present-day hotel and cafe staff in Paris couldn't care less about who fought and died for their freedom in 1939-1945. I respectfully suggest that the 34th B.G. consider the possibility of a visit to the "Battle of the Bulge" museum at Diekirch, Luxembourg. The 34th participated in the largest mission of WWII on Dec. 24, 1944, supporting Allied troops during the "Battle of the Bulge".

\*\*\*\*\*

BILLIE C. ROUTH - Easton, MO.

I am Clarence Squires' cousin. He enjoyed your letter so much. I'm sorry to have to tell you he has suffered a massive stroke. The middle of his brain is dead and the rest is dying. He has been blind for several years. He is not paralyzed, but is very weak and in a wheel chair. Needless to say, he is very confused. He recognizes people when we speak to him, but he forgets as soon as we leave.

I know he would like to receive the 34th B.G. newsletter. I can read it to him and the people who work at the nursing home are very good to him and could also read it to him.

\*\*\*\*\*

# REUNION '93 LITTLE ROCK, ARK. SEPT. 22-26

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## ROSE'S CORNER

Did you know that:

It was March 3, 1931 when the Star Spangled Banner became the official national anthem of the U.S. by an act of Congress.

Also, the custom of standing when the national anthem is played or sung began with Daniel Webster. He attended a concert featuring the famous Swedish singer, Jenny Lind. The great statesman rose to his feet when the Star Spangled Banner was sung and most of the audience also stood until the end.

These two facts are associated with my favorite game of baseball and there's always a lump in my throat when I watch the hoisting of Old Glory and the anthem is properly sung. Here's hoping you are all Chicago Cub Fans!!

For the recipe of the June issue, here is Audrey Gibbs' entry which will be most welcome when October, November and December roll around.

### PUMPKIN DIP

2 cups powdered sugar  
1 8 oz. pkg. cream cheese  
1 tsp. cinnamon  
1 can (16 oz.) canned pumpkin  
1½ tsp. ginger

Mix together all ingredients until very smooth. This is delicious served with Mrs. Allison's Ginger Snaps (Brown Bag).

Thank you, Audrey, for your recipe and we are looking forward to more Holiday dishes from the rest of you out there!

We wish you all a beautiful summer and a lot of determination to make each day a better one.

With love,  
Rose



Rear, L. to R.: Clyde Colier, Charles Van Kirk, Marion Baker, Joseph Starzec, Volney Snyder & Henry Tobiason. Front, L. to R.: Seaman Jones, Robert Simpson, James Byrd & Thomas Hogan.

## INFORMATION PLEASE!

I am presently engaged in writing a history of the former Ephrata (Washington) Army Air Base. According to the official history of the EAAB, the 34th Bomb Group arrived and departed that station in December, 1942. I would like to have knowledge of any activities the group had at this base...whether the group actually trained at Ephrata, only took on replacements, or why the unit left so quickly, etc.

I would like to get in touch with anyone who was stationed at the Ephrata Army Air Base during that period. Please write to: Patricia J. Dunston, 97 Road 18.5 NE, Soap Lake, WA. 98851.

\*\*\*\*\*

On behalf of the Goleta/Santa Barbara Air Heritage Museum, I am interested in contacting surviving crew members of a B-24E that crashed in the Santa Barbara back country on July 4, 1943.

This aircraft was part of the 7th Bombardment Sqdn., 34th Bombardment Grp., which joined the 8th Air Force in Mendlesham, England in 1944-45. It was on a training mission out of Salinas AAB, California, when engine trouble developed. Two crew members bailed out over the ocean and did not survive, but the other eight safely parachuted into the Los Padres National Forest.

Any help received on this matter would be appreciated very much. Write to: Robert A. Burtness, The Goleta/Santa Barbara Air Heritage Museum, 601 Firestone Rd., Goleta, CA. 93117.

\*\*\*\*\*

I'm researching information about an old friend, Elmer Reitman, regarding his service with the 34th B.G. I'd like information such as what squadron he was in, names of other members of his crew, and specific information regarding his last flight on Jan. 2, 1944, after which he was reported missing in action. Also, if anyone has a picture of his crew I would sure like to have a copy. Any information will be appreciated. Please write to: Elmer F. Ruschman, Mary Ingles Highway, Melbourne, KY. 41059.

\*\*\*\*\*



Photo Lab Personnel-Front, L. to R.: Papaleo, Funk, Peveroff, Milliken, Haggerty & Hartman. Rear, L. to R.: Ganger, Hurley, Wick, Carlson, Meadows, Thomson, Nelson, Barghman, Stanton & Kolton.

## THE FORGOTTEN MAN

(Author Unknown)



Through the history of world aviation  
Many names have come to the fore.  
Great deeds of the past in our memory will last  
As they're joined by more and more.

When man first started his labor,  
In his quest to conquer the sky,  
He was designer, mechanic and pilot  
And he built a machine that would fly.

The pilot was everyone's hero.  
He was brave, he was bold, he was grand.  
As he stood by his battered old bi-plane  
With his goggles and helmet in hand.

To be sure these pilots all earned it.  
To fly then you had to have guts.  
And they blazed their names in the Hall of Fame  
On wings with baling wire struts.

But for each of our flying heroes  
There were thousands of little renown.  
And these were the men who worked on the planes  
But kept their feet on the ground.

We all know the name of Lindbergh,  
And we've read of his flight into fame.  
But think, if you can, of his maintenance man.  
Can you remember his name?

And think of our wartime heroes -  
Gabreski, Jabara and Scott.  
Can you tell me the names of their crew chiefs?  
A thousand to one you cannot.

Now pilots are highly trained people  
And wings are not easily won.  
But without the work of the maintenance man  
Our pilots would march with a gun.

So, when you see the mighty aircraft  
As they mark their path through the air,  
The grease-stained man with the wrench in his hand  
Is the man who put them there.



# ADDRESS CHANGES

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP
BARFIELD	GRADY	7	152 COOPER ROAD	ROCK SPRINGS,	GA.	30739
CASTLE	RICHARD D.	A	1355 BRANDYWINE RD.	CROWN POINT,	IN.	46307
CLARKE	MARSHALL J.	4	5325 SEDONA COURT	CARMICHAEL,	CA.	95608
DAY	GEORGE W.	4	4 WORDEN LANE	SARATOGA SPRINGS,	NY.	12866
GAVRYCK	CHESTER D.	18 LM	RTE. 150, P.O. BOX 427	WEST SAND LAKE,	NY.	12196
HILL	ALLEN	4-7	7812 EAST U.S. HWY. 14	JANESVILLE,	WI.	53546
HUMPHREY	CLYDE B.	391	2728 FLY ROAD	SANTA FE	TN.	38482
JONES	DAVID P.	391	8670 DEL REY COURT	GILROY,	CA.	95020
KOPACZ	STEPHEN A.	7	348 SILVER LAKE ROAD	BLAIRSTOWN,	NJ.	07825
LUX	CHARLES W.	391	317 VILLAGE WALK DRIVE	MACUNGIE,	PA.	18062
McCLELLAN	VAL J.	391 LM	1808 RIVER DRIVE	NEW BERN,	N.C.	28560
McKINNIE	DWIGHT	4 LM	201 S. GREENFIELD RD. #336	MESA,	AZ.	85206
NEEDER	PAUL R.	7	246 CENTER DRIVE	CHICORA,	PA.	16025
MEEHAN	JAMES B.	7	2912 MANNS AVENUE	BALTIMORE,	MD.	21234
MILLSTONE	MARTIN A.	391	1424 SOUTH FARRELL DRIVE	PALM SPRINGS,	CA.	92264
MORRELL	EILEEN	4A	600 AMERICAN AVE. C-506	KING OF PRUSSIA,	PA.	19406
RICKER	CONRAD L.	7	5804 N.W. 86TH STREET	OKLAHOMA CITY,	OK.	73132
SCHUETZ	R. SCOTT	391 A	RR 3, BOX 184B	LOVETTSVILLE,	VA.	22080
SLUTZKER	LOUIS		11 JAY STREET	BINGHAMPTON,	NY.	11932
SMITH	JAMES C.	7 LM	17554 CORALLINA DRIVE	CAPE CORAL,	FL.	33991
SWANN	ALFRED A.		P. O. BOX 3051	TAMPA,	FL.	33601



## TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZIP	DIED
ANTHES	HOWARD P.		5133 METTE RD.	MOSCOW MILLS,	MO.	63363	MAY, 1988
BAGUS	WILLIAM						
BALZER	FRANK		6075 SOUTH 53RD STREET	GREENFIELD,	WI.	53221	6-8-89
BARRY	WILLIAM J..	7	RD. 253A	STANFORDVILLE,	NY.	12581	
BOULDIN	JAMES E.	18 LM	5395 S.E. ORANGE STREET	STUART,	FL.	34997	3-3-93
BRANNON	CHARLES						
CHERRY	HARRY C.				CA.		SEPT., 1990
CORMIER	TILMAN		15 MAIN STREET	SOMMERSVILLE,	CT.	06072	
DANIEL	CHARLES		428 JAMES STREET	ROME,	NY.		
DUNCAN	GARLAND			BOWLING GREEN,	KY.		
ECKLER	WALTER	18		ST. CHARLES,	MO.		
GARDNER	JESSE	7	P. O. BOX 214	BAGLEY,	IA.	50026	FEB., 1993
HEATH	WILLIAM						
HOPKINS	DAVID		1401 LAWRENCE STREET	TRENTON,	NJ.		
LENTNER	GEORGE W.		6455 YORK AVENUE SOUTH	ADENA,	MN.	55435	8-12-74
MANASCO	BENJAMIN			BROOKSIDE,	AL.		
McMAHON	JOSEPH	7	386 SO. GARDNER DRIVE	ORANGE,	CA.	92666	10-27-89
MILLIKEN	JOSEPH L.	490 BG	1433 TAMARACK	SPRINGFIELD,	OR.	97477	
PIMBLIN	HERB	4					1977
POLINSKI	FRED			WORCESTER,	MA.		
QUINN	EDWARD H.	391	32 GROVE LANE	LEVITTOWN,	NY.	11756	3-11-93
RILEY	JAMES C.	18	311 CUMBERLAND DRIVE	DANVILLE,	VA.	24541	1992
SCHMIDT	JOSEPH J.	4 LM	2921 S. SIDNEY COURT	DENVER,	CO.	80207	5-9-92
SHERMAN	WILL			WYOMING,	RI.		
SHOVE	WILLIAM G.	7-GRP.	4906 LA CUENTA DR., APT. 116	SAN DIEGO,	CA.	92124	10-20-92
THOMPSON	CLIFFORD	391	2231 "B" STREET #3	LINCOLN,	NE	68502	11-16-92
TIMBLIN	HERBERT	4	11639 18TH AVE. S.W.	SEATTLE,	WA.	98145	1977



# NEWLY FOUND

(As of 4-23-93 + indicates found thru phone disk recently purchased)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
BEARD	CLINTON L.		5141 N.W. 8TH DRIVE	PLANTATION,	FL.	33317
BERRY	EDWARD G.	7	614 SWANEE DRIVE	BENTON,	AR.	72015
BOARMAN	WILLIAM	391	5604 BOXBOROUGH COURT	GREENSBORO,	NC.	27497
BRUEN	JAMES P.	391	16 EUCLID ROAD	LYNN,	MA.	01904
BRUNNING	MERLIN *		512 WASHINGTON STREET	CARROLL,	IA.	51401
CHAMBERS	JAMES A.	391	2041 COUNTY HOME ROAD	ASHEVILLE,	NC.	28806
CHAUSOW	HYMAN *	4	2836 ARLINGTON	HIGHLAND PARK,	IL.	60035
COLLINS	DONALD C. *	391	6110 POPPLETON AVENUE	OMAHA,	NE.	68106
DIETZ	EDWIN C. *	391	905 MOCKING BIRD LANE	LUFKIN,	TX.	75901
GILLILAND	GLEN C. *		5 JUNIPER LANE	WILLIAMSON,	NY.	14589
GLASS	JAMES M. *	4	4055 TOWNSHIP ROAD	COLLEGEVILLE,	PA.	19426
JOHNSON	JOSEPH O.	7	15 SOUTH STREET	SKOWHEGAN,	ME.	04976
JUNE	RAYMOND G.		913 EAST 1300 ROAD	LAWRENCE,	KS.	66047
LANDERS	JOSEPH L.		116 WOLF AVENUE	MALVERN,	NY.	11565
MAC TAGGART	DOUGLAS *		70 STUYVESANT AVE.	RYE,	NY.	10580
MANAKIN	CLEON J.		202 LEGEROS DRIVE	BROOKINGS,	SD.	57006
MANSFIELD	IRA D. *	391	4 SOUTH RIDGE EAST	TIBURON,	CA.	94920
MAYOR	JOHN	18	12916 GREENWOOD ROAD	MINNETONKA,	MN.	55343
MOOR	THEODORE C.	4	615 FLINT RD., APT. 1	BRIGHTON,	MI.	48116
NELSON	ROBERT C. *		P.O. BOX 374	MINDEN,	NE.	68969
POTAK	WALTER *	7	105 SPINDLE ROAD	HICKSVILLE,	NY.	11801
PROVENCE	ROBERT O. *	391	7210 BENITA DRIVE	CHARLOTTE,	NC.	28202
REDDING	JOHN L. JR. *		20521 EASTWOOD AVENUE	TORRANCE,	CA.	90503
REUMAN	KENNETH W.		10997 88TH AVENUE NORTH	SEMINOLE,	FL.	34642
RISCH	CHARLES *		41124 ROUND HILL COURT	CHERRY VALLEY,	CA.	92223
SCHADLE	WARREN C. *		5764 GREENVALLEY ROAD	CHAMBERSBURG,	PA.	17201
SCHEINOST	WILLIAM *		504 NO. 8TH STREET	ONEILL,	NE.	68763
SISNEY	ERNIE E. *		RT. 1, BOX 241	YALE,	OK.	74085
SLUTZKER	LOUIS *	391	11 JAY STREET	BINGHAMPTON,	NY.	11932
STIVER	DAVID S. *	7	4191 NOTTINGHAM DRIVE	YOUNGSTOWN,	OH.	44511
SUGERMAN	ROBERT	18	127 MAPLEHURST ROAD	ROCHESTER,	NY.	14617
TRUSHIN	JULIUS *	7	27 CENTRAL PARKWAY	MT. VERNON,	NY.	10552
VERES	JOHN G. *		200 EAST HAVEN ROAD	MONTGOMERY,	AL.	36109
WENDER	MORRIS *		344 KELLY AVENUE	OAK HILL,	WV.	25901
WILEY	ELMER A. *	391	1109 WEST BOURBON STREET	SOMERSET,	KY.	42501
WONG	JOSEPH A.	18	3311 FERNside	ALAMEDA,	CA.	94501

## NEW LIFE MEMBERS

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
ANDERSON	LANCE D.	7 A	4139 NORWAY	GRAND PRAIRIE,	TX.	75052
CLARK	BURNELL E.	391	3305 SHARER ROAD	TALLAHASSEE,	FL.	32312
DIETZ	EDWIN C.	391	905 MOCKING BIRD LANE	LUFKIN,	TX.	75901
LEATH	JOHN W.	391	300675 SUSAN DRIVE	CATHEDRAL CITY,	CA.	92236
MAYER	NORMAN	4	6212 PACEMONT DRIVE	HUNTINGTON BEACH,	CA.	92648
MILLSTONE	MARTIN A.	391	1424 SOUTH FARRELL DRIVE	PALM SPRINGS,	CA.	92264
MOOR	THEODORE C.	4	615 FLINT RD., APT. 1	BRIGHTON,	MI.	48116
NEWTON	THOMAS H.	18	11325 JAMESTOWN DRIVE	LITTLE ROCK,	AR.	72211
STUTHERS	JIM	18	341 CRANE ROAD	VENICE,	FL.	34293
VINCENS	HILTON P.	391	2413 VICTOR STREET	CHALMETTE,	LA.	70043
WOMACK	FRED H.	4	1069 TRYON CIRCLE	SPRING HILL,	FL.	34606
WONG	JOSEPH A.	18	3311 FERNside BLVD.	ALAMEDA,	CA.	94501

# LOST SOULS - MOVED? - STRAYED?

(Mail returned when sent to these addresses)

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>LAST KNOWN ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
GOLDEN	JOHN J.	4	4545 CHESTNUT RD., #206A	AMHERST,	NY.	14221
MOLICA	JOHN	391	4345 EDEN STREET S.E.	SALEM,	OR.	97301

## Memories

### W.W. II REMEMBERED

(Excerpts from The Houston Chronicle, 3-14-93)

The aviators of the U.S. 8th Air Force waged a daylight bombing campaign against the industrial might of Adolf Hitler's Germany. Between January, 1943 and mid-1944 the U.S. sent bombers, flying without long-range fighter cover, to make daylight attacks deep into Germany. In mid-1944, the development of auxiliary gasoline tanks gave U.S. P-51 Mustang and P-47 Thunderbolt fighters the range to escort bombers all the way to their targets.

It's doubtful that many people now realize how young were the bomber crews carrying out this daring campaign. Most fliers were in their late teens or early 20's. Each flyer had his own feelings of panic and fright. No one flew into combat cock-sure he was going to come back or without other hidden concerns, but, like most 19 and 20 year old boys, they weren't going to show it.

Bomber crews experienced the "bedlam of combat" flavored by an aroma blending gun powder, hydraulic fluid and gasoline. When the guns are going and the men are screaming with excitement the din is ferocious. It's not something you notice at the time, but it's something you remember. They flew missions at about 25,000 feet but the guns would start freezing at about 16,000 feet. The military oil used then wouldn't stop the freezing at high altitudes but Brilliantine (a men's hair oil) was found to be one of the best oils to keep metal from freezing or sticking together. To keep moisture out of gun barrels, gunners learned to cover them with condoms.

A raid could last almost 10 hours and it was necessary to wear an oxygen mask almost the whole time. Bombers had no insulation against the cold at high altitudes and, if you took off your gloves for any length of time, your fingers would freeze. For urination, the Air Force installed a "relief tube" in the bomb bay. Half the time, the stuff would freeze up and, if you had to go more than once, it would plug up on you. So, taking along a bottle became another way to handle the problem.

to rotate back to the United States after completing 25 missions, most fliers were lasting only 10 to 12 missions. Later, the rotation span became 35 missions with the additional fighter cover and German's loss of air power.

That daylight bombing tactic didn't work out all that well, but it scared the hell out of our people.

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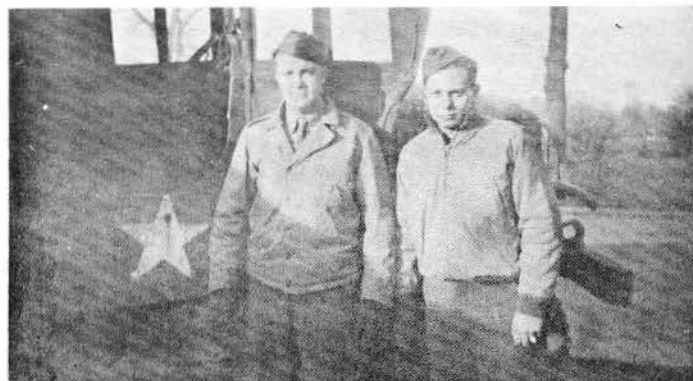
### A FUNNY THING HAPPENED...

#### OH, WELL, YOU CAN'T WIN THEM ALL

by Basil Gaumer

I was in the 18th Sqdn. Ordnance Section, a bomb loader. Our job was loading the bombs and putting the fuses in them.

If you all remember, the order came down that anytime we weren't in our bunks they had to be made. If they weren't made



George Zulch & Buford Johnson.

we had better be in them. We had spent all night loading a mission of 100 lb. bombs. Each plane carried, I think, 104 bombs with a nose and tail fuse in each. There were three bombs toggled together on each station.

We worked all night and got done around 6 or 7 in the morning. We went to the mess hall for breakfast and then on our way to our huts and to bed. We hadn't been in bed more than 30 minutes when the Orderly Room sent word, "Mission Scrubbed, released for training". The planes had to be unloaded and the crews were ready to go up on a training mission. We looked at each other thinking "Should we take the time to make up our bunks or not?" We decided against it.

The plane that our crew had just loaded was just a short way from the Ordnance tent. When we got to the plane the air crew was there, sitting on the grass waiting for us to get the bombs off. There were five men on our crew. We got the fuses out of the bombs, all 208 of them. We were supposed to take the bombs off one at a time. That was so time consuming that we decided to send a man up into the bombardier's compartment and release one station of three bombs onto the concrete ramp at a time. We dropped the first three bombs. "WHAM!", they hit the concrete. I won't say what that air crew almost did in their pants. They jumped up and one yelled, "I told you they wouldn't go off!". Three of us ran in and each grabbed a bomb by the fin and dragged it out. Then they dropped three more. Boy, we were going to town.

We had dropped about three stations when our section chief, M/Sgt. Eckler heard the noise and came running to see what all the ruckus was about. He yelled, "You crazy fools! Don't you know that you'll bend those fins and those bombs won't have a true flight?" Of course, he was right. We hadn't thought of that. I had to turn my head to keep the sergeant from seeing me laughing, thinking about what the air crew was thinking. We finished unloading the plane, one bomb at a time.

We got the planes all unloaded and headed back to our hut for some shuteye. Yes, you guessed it, we were restricted to the base for 30 days for not having our bunks made. We called our sergeant and he said not to worry about it. He would take care of it. And he did! You can't win them all but you sometimes win one.

Continued on page 19



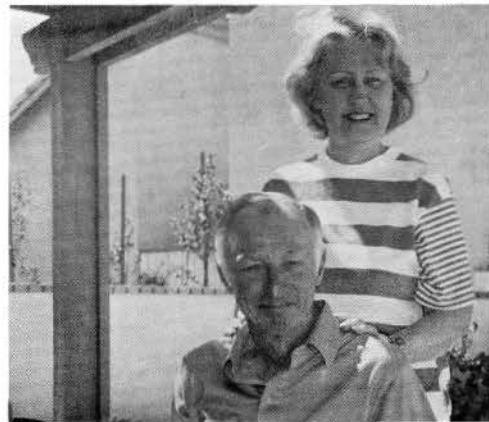
## *Then and Now*



### EARL & DOLORES ZESCH



1945

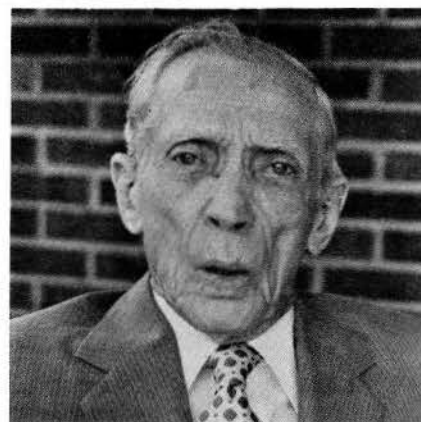


1988

### ROBERT B. ELSENER



1942



1992

### DON STUFFLEBEAM & A.B.Z. (Abe) FIRESTONE



1945



1992





## *Then and Now*



### JAMES L. SPENCER

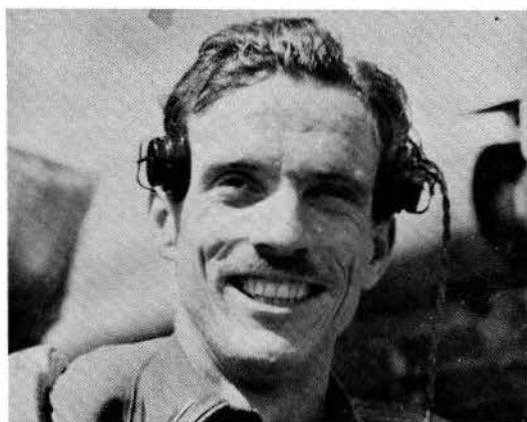


1944

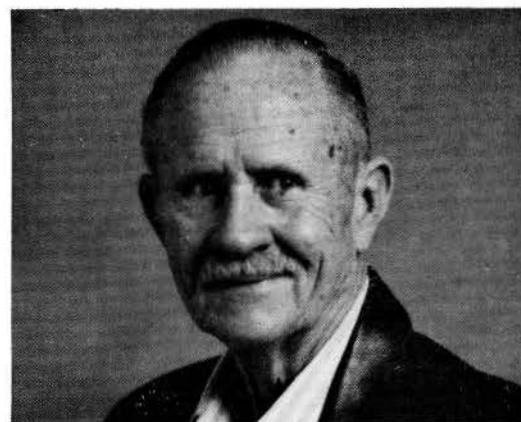


1992

### JAMES R. ALEXANDER

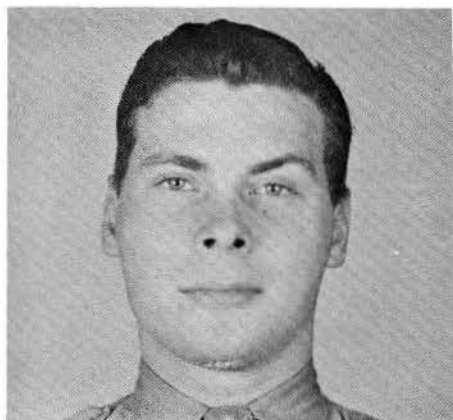


1945



1993

### NORMAN ASHWOOD



1945



1992

# Memories

## ONE MORE RIVER TO CROSS

by Ray Kubly (as edited)

After flying 7 missions over Germany with the 34th, we were assigned to bomb a synthetic oil refinery near Meresberg on Oct. 7, 1944. We took off about 4:00 a.m. and rendezvoused with the other squadrons and groups and were on our way to Meresberg. About 500 planes were involved. All went well until we started our bombing run. It seemed we had just started straight and level when black puffs of smoke started popping around us. Suddenly we left the formation as our plane was hit several times. We started to drop altitude while smoke and fire was coming out of one engine! Then we lost two engines! Number one engine was "feathered" and, with the fire extinguisher, our pilot was able to put out the fire. Number 3 engine propeller could not be "feathered" and was windmilling from the air speed.

This caused our pilot, Jim Heiby, great concern as this would make us lose altitude faster than we wanted. He thought we could make it back to England at first, but it was only a short time later when we decided to try to make it to Eindhoven, Holland which was then in allied hands and was free. Our friendly P-51's came up alongside us to escort us back to Holland where some English Spitfires watched us for a short while so the Jerries wouldn't shoot us down.

I was up in the nose of the plane doing the navigation. We were still losing altitude and were wondering if we could make it to Eindhoven. About that time our pilot called everyone to the radio room located mid-ship to prepare for "ditching". We couldn't lower the wheels. The hydraulics must have been damaged. Then the "buzzer" rang which meant everyone should "bail out"! Wiley Moore yelled, "everyone bail out"!

I don't know who pulled the door latch, but we all took off like a bunch of paratroopers. I pulled my emergency cord immediately after clearing the plane. My forward velocity was so fast that my chute opened horizontally behind me. When it opened I hit the harness so hard that my flying boots almost came off. As I was swinging in the air I heard some rifle shots. What was that? Next thing I knew I was hit as I could feel the warm blood running down my leg.

I pulled my chute straps as I was coming down fast to avoid going into a tree. I landed in a ditch alongside a little country road. As I was pulling my chute together two "Jerrys" came running up with their rifles pointing at me yelling, "Comrade! Comrade! For you the war is over"! I then knew I was a POW.

Those two men then saw I was shot through the leg. I took my first aid kit from my belt and sprinkled sulfa powder on both bullet holes that went in and out of my right leg. Next I put a small compress on each wound and taped it up. The two Germans then formed a basket with their hands and carried me to their headquarters about ¼ mile away. We had bailed out right over a German front line staging area!

Shortly they brought up my pilot, Jim Heiby, on a stretcher. He was shot in the back and was bleeding internally. He kept on asking for a doctor. None ever came. A medic came over and gave each of us a shot of morphine to ease the pain. Jim Heiby died that evening. Wiley Moore was brought up with a broken leg from his parachute landing.

I never did see any of the rest of the crew. My understanding was that they were taken right to a POW camp in Germany. Later that afternoon a German Lt. came over and said that Hubert Berterton was killed. His parachute never opened up. Don't know if the chute never opened or he panicked and didn't pull his rip

cord soon enough. We bailed out at less than 1000 feet so there was very little time for error.

I was lucky to be alive. I wouldn't have to fly into flak anymore. That night I was taken with other wounded Germans to a front line station. We were only five to ten miles behind the front lines. I could hear the artillery shells going off continuously and the sky was lit up like lightning.

The next morning a German truck picked up all us wounded (all Germans except Pappy and me) and, without any lights, we headed for Utrecht, Holland and the St. Antonius Hospital which the Germans had taken over from the Dutch sisters. The hospital was filled with 300-400 wounded Germans and about 20 wounded allied POW's. In our little allied room there were the English, Canadians, Polish, Dutch, Americans and other nationalities. We were all considered "litter patients" as we couldn't walk. Otherwise, you would go right to a German POW camp. We all slept on the floor with one blanket to lie on and one to cover up. One seriously wounded English paratrooper had the only bed in the room. An English doctor, Capt. John Buck, from the 156th Paratroop Brigade, had volunteered as a medic to help take care of the wounded. He arranged for me to give a pint of blood in a direct blood transfusion. Several days later that paratrooper still died from his wounds.

While I was at the hospital the morale of the wounded stayed high. There was always someone that could think of something funny or would be finding fault with our enemy. Everyone thought the war would be over before long and that we would all be home free and safe again soon.

Then came October 26, 1944. Just a few days before a Dutch engineer, named Mr. Dekker, came to us and asked if any of us would like to escape. Yes, what would we have to do? After much talk and consideration six of us wounded decided we would take the chance. There were Jack Murrell from Cumberland, MD, "Pappy" Moore from Asheville, NC., a Dutchman, Harry Jansen, from Hilversum, two unnamed Englishmen and myself.

Our plans were to go to the basement of the hospital and crawl through the heating system inspection tunnel. All we had to do was follow the "hot" uninsulated steam pipes to the main furnace room. There were civilian clothes to change into in the tunnel. The Dutch underground people met us with bicycles outside the main furnace building. It all went like clockwork. By the time Cpl. Schultz, our German guard, came around for bed check, we were safe with three different families outside of Utrecht. After our escape the Germans made several attempts to find us with road blocks and house to house searches. Thanks to the Dutch people, they never did find any of us.

Harry Jansen and I stayed with the Mythisan family in Utrecht. Jack Murrell and Don Moore stayed with the Davidse family, also in Utrecht. The two unknown Englishmen went to another unknown home.

While at the Mythisan home I became ill with a high fever and sore throat so severe that I couldn't swallow. Fortunately, I was directed to a member of the underground who had some brief medical training and he discovered I had a bad case of tonsillitis. Without an anesthetic he used a pair of pliers to crush the inflamed tonsils.

After about one week the underground thought it would be safer if we moved out into the country. The Dutch guides moved Jack and me to Ziest and then to Doorn. After an overnight stay we ended up at the Hulsker's home in Leersum. We felt secure and had a pleasant stay for 10 or 11 days waiting for a chance to escape through the front lines.

"To Be Continued"

\*\*\*\*\*

HDD

163

18

7

4



34th Bomb. Group

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Eli Baldeo

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

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## Memories

Continued from page 16

### JESSE AND MOLLIE GARDNER

by William "Pete" Gray

Quite a few members of the 34th Bomb Group married English girls including Jesse Gardner (Iowa), one of the airplane mechanics in the 7th Sqdn.

Jesse married Mollie Balaam of Debenham, a small village some 5 miles from the base in the opposite direction from Mendlesham. Mollie was 17½ years old at the time. She was one of the English girls that attended our 100th mission party held on December 12, 1944.

By that time Jesse had picked up the nickname "Gabby", not because he talked a lot but because he looked like Gabby Hayes without a mustache. And, if you don't know who Gabby Hayes was, shame on you!

Jesse was quite valuable to us down on the flight line. His slight size, barely 5 feet tall and with very small hands, allowed him to work in very confined areas where most of us could not. Such as up inside the wing of a B-17!

After the meeting of Mollie and Jesse at the 100th mission party things went on much as you might expect. But let Mollie tell the story, which she did in a letter to me several years ago.

—We got married on June 2, 1945, just under the wire. One of the guys said, "Lucky you got married when you did, Gabby. We could be off to Japan any day now." I didn't know that! We went to see a captain on the base and he said Gabby could go to Debenham every night but to come back to the base three times every day. So, Gabby rode his bike 30 miles a day for three weeks.

Then, one morning, one of the G.I.'s phoned my brother, Jack's Shoe Shop in Debenham, and told him Gabby said to "come immediately". We rode as fast as we could on our bikes, through the back gate onto the field, then across the taxi-strips and runways to the planes already loaded with men. Gabby was saying, "Good old U.S.A."—I was bawling! One chap said, "Come on, we're ready to leave".

So Gabby climbed into that B-17 which revved up its engines and one of the ground crew yelled out "Watch out, lady"! The

plane turned and just about blew my dress off! Then they took off and Gabby was gone.

I had to wait 10 months before I would get my turn to come to the States. To this day I don't know who it was that called my brother. We had six G.I.'s at our wedding. It could have been one of them.

We have found four of the wedding attendees. One died shortly after we got back home but another, named Jay Wirthlin, we never could locate.

Jesse and Mollie must have had a pretty good marriage since they have been together some 46 years now and have grandchildren. And they have returned to Debenham many times during the ensuing years to visit Mollie's family.

(Editor's note: Please see Mollie's letter in "Notes From Our Friends").



Ralph Bush's crew—Evan Rogers 2nd from left. Ralph Bush 2nd from right. Others unidentified.