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SEPTEMBER, 1994

ENDLESHAM EMORIES

34 TH B O M B G R O U P H

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REUNION '94

St. Paul, MN.



See You There??

Sept. 6-11, 1994

OBSERVATIONS

As of this writing in late June, here we are trying to get accustomed to the unusual weather we've had to endure. Since reaching home in Indiana in late March, we've looked forward to a normal spring and summer. However, April and May proved to have way below our normal precipitation and the temperature rarely reached the norm.

Shortly after we got into June our norm again changed, this time in the other direction as far as the temperature is concerned. For the last three plus weeks, most of our daily highs have been in the 90's, usually not reached until late July and August. We still did not have enough rain and have been considered in a drought condition.

However, in this last week of June, things have changed somewhat for the better. The other day we had more than two inches of welcome rain and the temperatures dropped into the 70's and 80's. We're still lacking in annual rain to date, but it was a welcome relief.

This issue may, or may not, reach you before our reunion in St. Paul, MN. If so, and you have not yet decided, please reconsider and get there if you can. I truly believe that you will thoroughly enjoy getting together with old friends of your age and reliving an important part of your life. Also, if your wife is anything like Rose, she'll be entranced hearing some of the stories told there. Keep in mind that, although they may be roughly our age, our women were here in the U.S.A. doing a lot of wartime service, but mostly not involved in direct military service. You can understand why many of the tales told are fascinating to them.

Our next issue is planned to be in the mail in late November so that most of you, at least, will receive it in December. This requires that the final copy goes to the printers no later than October 21st. Anyone having material for the December issue should have it in to me no later than that date. Remember - "ANY MATERIAL FOR THE DECEMBER ISSUE IS TO BE IN NO LATER THAN OCTOBER 21, 1994."

Many of the "Newly Finds" of the last ten years may not realize it but, with the December issue, I will have completed ten years as editor of the Mendlesham Memories. Little did I expect, when Ray Summa asked for help and Rose talked me into it, that I would still be handling it ten years later. I had no previous experience in that type of work and fully expected that fault would be found and somebody else would take over. This hasn't happened so I'm still here. Oh well, I do try.

Finally, for those of you not keeping up to date on it, I will become president of the 34th B.G. Assn. at our St. Paul reunion. A couple of years ago I was talked into becoming a 2nd vice-president and, based on previous practices, I've moved up to 1st vice-president and, now, to president. I pray my term in office will prove to be as well handled, if not better, than that of my predecessors.

That's all I have for now. Rose and I are looking forward to getting together with old friends, and making M.M. Page 2

new ones, at St. Paul. We've been there several years ago when the 8th AFHS had a reunion there, and we thoroughly enjoyed the area. We're sure you will too.

Eli Baldea, Editor

PRESIDENT'S MESSAGE

Can you believe that reunion time is already here? Where has the time gone, not only for this year but for the past 50th year anniversary and more for many of us.

We are hoping for a record-breaking turnout this year - so get those reservations in now! I've heard that Minnesota is a great state with many lakes and places to visit. Also, ladies, I believe the largest shopping mall in the world is there.

Take advantage of the time we have left and renew old acquaintances and meet newly-found friends. It's time to reminisce about our state-side duty as well as overseas.

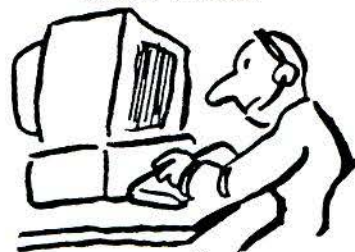
Come on, all of you ground crews, office help, ordinance, etc. We are outnumbered by the flight crews - so remember it was you that made up the original 34th B.G., so let's all try to make this one. You won't regret it. Everyone is made to feel welcome, even if you don't recognize anybody. Introduce yourselves also - before you know it somebody may find someone from your group. I didn't know a soul the first time I attended but I haven't missed one since. The good Lord willing, I will attend this one.

We hope to see you all in St. Paul this September.

Sam Wolstencroft

President

FROM THE CORRESPONDING SECRETARY AND TREASURER'S COMPUTER



I may get to shake hands with some of you before you can read this! Hopefully, this issue will arrive before you have to leave to attend the reunion in St. Paul.

My thanks to those of you who have sent me lists of names of men who were in the 34th. I still have a lot of research to do before I can send a LOST SHEEP letter. Bert Crouse, one of the first men assigned to the 34th, is sending a list of the EARLY MEMBERS of the 34th which I can add to those men of the 7th B.S. Slowly the list is growing and I really appreciate the help.

In the December, 1993 issue of MM, Eli relayed a request for information from a gentleman in the Netherlands, Cor Janse. Cor is working on the 1940-1945 history

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Treasurer's Computer

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of a small Dutch village called "Wolfheze". In this issue is another, more complete, request for information from men in the 7th and 391st Sqdns. who were on that mission. The mission, on September 17, 1944, had as its target "Building 662803" which is believed to have been the Mental Hospital where German troops were billeted.

Mr. Janse has the names and addresses of all those in our group who are still shown on our roster. I'm sure he will be in contact with them all. If you can offer any information please do so. Remember, a large amount of data is going to be lost forever when we are gone! Now is the time to preserve the record of those deeds in which we participated for future historians. NO ONE will know about them unless YOU tell them!!

CLARIFICATIONS

We have been informed by Russell E. Nelson that names are switched for the photo on page 4 of the June issue. It should be Litsey on the left, Funk in the center and Ganger on the right. We're sorry about that but "we print them as we get them."

In the "NOTES" section of this issue is a letter received from Frank Forde in which he tells us that John "Jack" Stevens is not dead. We are sorry for this mistake but we were informed by another member of Stevens' death. We will make corrections in our new roster (in this issue).

REUNION COMMITTEE MESSAGE

Hi-Ho and away we go!! Here's hoping we get to see a record number of you in St. Paul. Our last time there, with the 8th AFHS reunion several years ago, was most satisfying.

Since then the world's largest shopping mall has opened which we're sure will interest a lot of the ladies. On Friday you can sign up for either that trip or the one to the Hall of Fame Plane Museum. Either trip should prove to be most interesting.

On Saturday afternoon you'll have six hours of free time to visit any of the other interesting sights to be found in the area. There is a lot to see if you so desire. Otherwise, just enjoy the camaraderie with others in the hospitality room. We always enjoy that. Whatever - we're looking forward to seeing you all at the reunion.

Gerald Pine, Chairman
Reunion Committee

1994 REUNION IN ENGLAND

Members of the 34th B.G. (H), their families, and friends rendezvoused at Terminal 3, Heathrow Airport on Thursday, 2 June. This 1994 reunion in England was the 6th reunion for the group. It was surprising that we could assemble with all of the D-Day celebrants pouring into the country. Those present were: Claude & Genevieve Conklin, Jack & Bernie Farley, Dwight & Marjorie McKinnie, Chester Gavryck & son Guy, Dale and Esther Frank, Edward & Birgit Lonergan, William Orton, Walter & Mary Turko, Harold & Genevieve Rutka, William & Ruth Van Liere, Russell & Norma Jean Nelson, Robert Filip, Joseph & Kathern Marks, Donald Plank with sons Dennis & Kevin, Warren & Maxine Love, Floyd & Miriam Richmond, Josephine Underwood, Harold & Evelyn Williams and Jack Rude, a member of the 493rd B.G. We boarded the bus for Cambridge and the Holiday Inn. The first afternoon was "Recovery Time," then dinner, briefing and introductions. Peter & Sylvia Gaskin, F.O.T.E. were on hand to greet us.

FRIDAY, JUNE 3RD was a day on our own - the only items scheduled were breakfast and dinner. We checked out Cambridge and the area. We found the pub, The Eagle, behind the hotel. It has the ceiling "Marked with the flames from the Zippo Lighters".

SATURDAY, JUNE 4TH We headed for the Memorial Services at Maddingly Cemetery, officially known as "Cambridge American Military Cemetery and Memorial". We were checked with "Detectors - Camera bags and hand bags/purses were opened" before we could enter the seating area. President William and Hillary Clinton and Prime Minister John Major arrived late - that allowed us to "absorb moisture and become very damp". The 34th B.G. was one of 80 organizations that presented wreaths during the service. Music was provided by the U.S. Air Forces in Europe Band and the Grampian Association Piper Band. The service was impressive and ended with the "Missing Man Formation" by the 48th Fighter Wing, RF Lakenheath. The final piece de resistance was the flyover of the B-17, P-47 and P-51. The service was covered by all news and TV organizations. We scrambled for a place in line at the "portable latrines"; we didn't have to worry about missing the bus as it was parked five miles away.

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DEADLINE

Any material or items to be inserted in the December issue of Mendlesham Memories should reach me on or before October 21, 1994. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

1994 REUNION IN ENGLAND

Continued from page 3

Our next Stop was Duxford - part of the Imperial War Museum. Tamarac Travel had made arrangements for the 34th B.G. members to go thru the B-17 "Mary Alice". Claude Conklin can still get into the ball turret - I didn't even think about trying. The damp weather didn't allow us to sit outside and watch the Old Flying Machine Co. put on a mini-airshow with a P-47 and Spitfire, but we were able to watch from the bus. We had to head back to prepare to meet our guests for the evening. The Social Hour was to begin at 6 p.m.

Not all the invited guests were able to attend. Those that could were Ron & Jean Blake, Russell & Margaret Brundish, Gladys Capron, Ian, Mary & Alice Hawkins, Sid & Audrey Proctor, Anita Scruby, and Doreen & Michael Scruby. We managed to have a "Good Mix" at the tables and we made "New Friends". One table that did not go along consisted of members without spouses - Dick D-Amoto was thought to be the "Ringleader". Gifts of 1994 Silver Eagles were presented along with pins and pens that were given by the City of Duluth. Envelopes containing the above were presented either at Church or at the luncheon. We found that it was difficult to eat 2 lbs. of shelled Pistachio nuts that a friend had given us to take along for the social hour.

Sunday, June 5th - We left the Holiday Inn a bit late due to late arrival of our bus. On the way to Cambridge one member said "We traveled thousands of miles to go to a Holiday Inn?" On leaving her husband said "They would have been happy to spend the entire tour there". Church services were delayed a bit so that not too much was missed. St. Mary The Virgin Church dates back to the year 1075. Fr. Philip T. Gray conducted services and remembered our departed members. Some had the opportunity to visit the Armoury that was established in 1593. Fr. Gray gave us permission to visit the Armoury over the North Porch. The Armoury was to store armour for the defense of the church against the attacks of Phillip II of Spain, and is the most complete of any church in England. The "Book of Remembrance" was opened to 6 June, 1944 and listed the names of those that made the supreme sacrifice. We had to hurry to get back to the bus but, fortunately, John and Ann Herron opened their home for a quick "Powder Room" stop before we headed out to the base. Ralph Lambert was on hand at the gates to gain entrance for us as the Transportation Center is closed on Sunday. He took us on a tour around "The Old Base" and pointed out areas that he knew. He gave me two copies of the print of the base - we had a drawing for one which was won by Floyd Richmond. Steve Pickup was to be our guide in the event that Ralph Lambert was not available. He had other prints with ID numbers for each area. Copies can be obtained from me for \$1.80 plus postage. I will have them mounted for viewing at our reunion in St. Paul.

We then returned to Mendlesham for a buffet luncheon arranged by the people at the Community Centre. Ron Blake was the M.C. We had a chance to meet old

friends and to make new ones. Gerald & Lorraine Stedman met with us at the luncheon and at the Memorial. However, they couldn't make the dinner. The story "Meeting of Friends" by Floyd and Miriam Richmond is a separate story in this issue. We had to leave and go to our Memorial for services conducted by Fr. Philip T. Gray. The men were divided into two groups, each of which presented a Memorial Wreath. We had a flyover of two WWII aircraft. Fr. Gray read the scriptures and lead us in prayer for our deceased and living members. We visited with our friends from the area and boarded the bus to leave for Stratford-On-Avon.

Monday, June 6th - Monday was a free day and we traveled all over the town, saw sights, checked out the shops, and rode the sightseeing bus to Shakespeare's birthplace, Ann Hathaway's Cottage and other historical areas.

Tuesday, June 7th - We loaded up and stopped at the RAF Hendon Bomber Command. Peter Gaskin joined us there and was available as our guide. We met with John Russell, Douglas Radcliffe and others from the Bomber Command Assn. - had a brew and walked through the Museum with them. When we left Hendon we had a brief tour of London while we traveled to the Copthorne Tara Hotel. The hotel is located a block away from Kensington

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Thomas Mullins (on left) with group of French P.O.W.'s they picked up at Linz, Austria.

1994 REUNION IN ENGLAND

Continued from page 4

Station and London is covered by the transit system.

Wednesday, June 8th - In the A.M. we had a half-day tour and visited Churchill's Cabinet War Rooms". On the way back some left the tour to travel on their own. We visited Harrods, Spencer & Marks, other shops, museums, castles and the Theatre. Eight of us took an evening off and visited the Theatre Royal to see "Miss Saigon". Others visited other theatres. Our last evening in London we "Held Court" in the lobby of the hotel and had a chance to see Prince Charles visit crippled children from the Commonwealth. We have heard about the "Ugly American" but we can't come close to the Japanese. When Prince Charles came into the hotel they went nuts - they climbed on tables and chairs - jumped over railings - shrieked - and tried to take pictures by elbowing others out of the way. We managed to get pictures of Prince Charles.

Bill Browne was not on our original list but he was there to greet all of us on our arrival. He has been to many of our reunions and will give a helping hand when needed.

Jack & Bernie Farley brought along Josephine Underwood, a friend of theirs, to help find some information about her brother who flew with the Eagle Squadron. His name was located on the "Wall Of The Missing". Peter Gaskin came to the rescue on our last evening and brought two books that had a reference to him. Peter and Sylvia came to London to visit with our group on our last evening in England. They will attend the St. Paul Reunion in September. Goodbyes were fast and furious as packing had to be done. Some left on tours, some stayed extra days and the rest of us headed home.

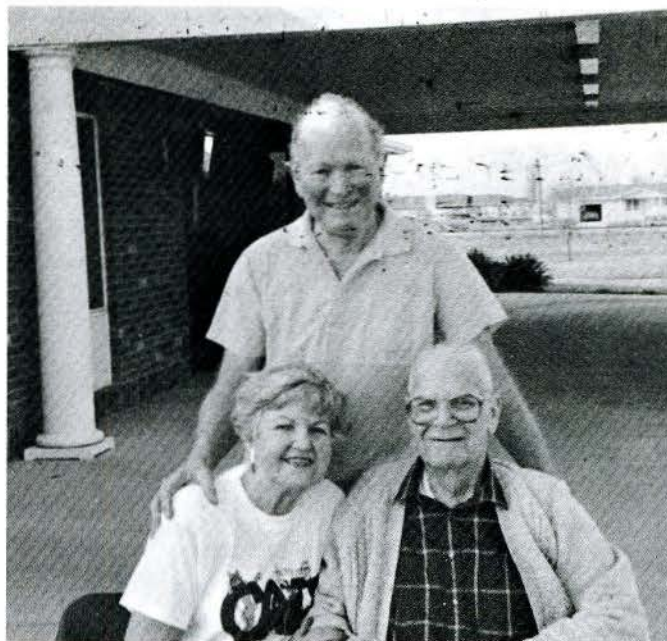
Randall & Shirley Martin had planned on meeting with us but were unable to do so. He had to spend some time in a Southampton hospital and missed out on the ceremonies. He has recovered and is back now working and traveling.

Our special thanks to all who helped make our reunion enjoyable and successful - Tamarac Travel - Ron Blake - Ian Hawkins - Peter & Sylvia Gaskin - The people of Mendlesham - Fr. Philip Gray - Our friends who take care of our memorial - The members of the 34th B.G. who attended, the sons of members who added youth to our reunion - and, especially, to Esther Frank, who volunteered to be our official photographer.

Harold C. Rutka
1994 England Reunion Chairman

Don't Forget To Send Your Dues

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



Sylvia & Carroll Forster with Wilber Dreher just 2 - 3 weeks before he died.

8TH AFHS ANNUAL REUNION

The 29th Annual Reunion of the Eighth Air Force Historical Society will be held in San Diego from October 5th to the 9th, 1994. You will have twenty-three (23) days to get to San Diego after the 34th B.G. Reunion at St. Paul. Members of the 8th AFHS who just want to stop by and only want to attend the Business meeting on Saturday, Oct. 8th at 9:00 a.m. are welcome. Be sure to have your 8th AFHS membership card with you. Those who wish to go on tours or attend dinners must be registered. Genevieve and I will be at the Registration or Information desk in the Convention Center. Be sure to stop by and say "Hello".

Harold Rutka
Secretary, 8th AFHS

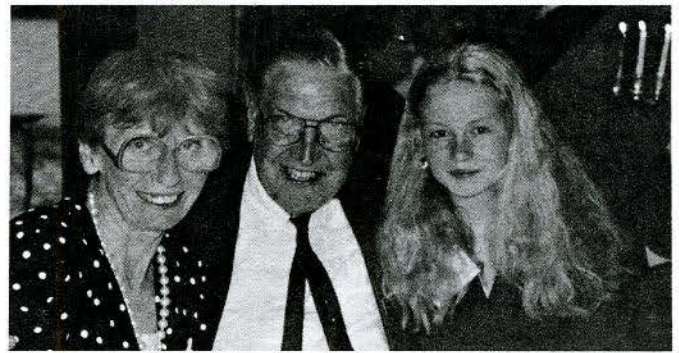


Jerry Thompson, Don Wick & Dale Ganger

REUNION IN ENGLAND - 1994



Dale Frank & Dwight McKinnie



Evelyn & Harold Williams with Alice Hawkins
(Ian's Daughter)



Claude & Genevieve Conklin With??



Churchill's Cabinet War Room



President Clinton Addressing Group



William Browne and Dick D'Amato



Gen Rutka with Sid & Audrey Proctor
& Margaret Brundish



Ian & Mary Hawkins with Birgit Lonergan

REUNION IN ENGLAND - 1994



John Russell (Bomber Command) with Gen & Harold Rutka



Cambridge Cemetery - Typical Cross for Unknown Soldier



Harold Rutka & Fr. Philip Gray at the 34th Memorial



Prince Charles leaving the Capthorne Tara Hotel



Russell & Norma Nelson



Secretary of Treasury Lloyd Bentsen addressing the group



Four members of the same crew. -L. to R. : Gene James, Fred Schoch, John Ashburn & Harry Prillaman



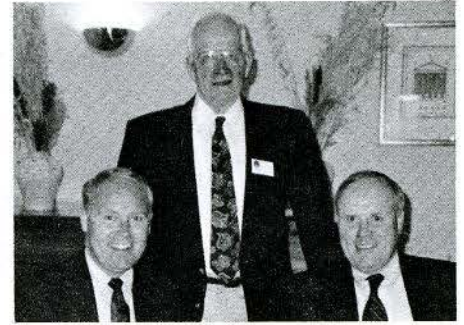
34th B.G. (H) Memorial at Mendlesham

REUNION IN ENGLAND - 1994

1. Chester Gavryck with son, Guy.
2. Donald Plank with sons, Kevin & Dennis.
3. Birgit & Edward Lonergan.
4. Russell & Margaret Brundish.
5. Marjorie & Dwight McKinnie.
6. Kathern & Joseph Marks.
7. Josephine Underwood with Jack & Bernie Farley.
8. Michael & Doreen Scruby.
9. Maxine & Warren Love.
10. Robert Filip & William Orton.
11. Sid Proctor with Ruth & William Van Liere.
12. Jean Blake with Audrey Proctor.
13. Mary & Walter Turko.
14. Norma & Russell Nelson.
15. Floyd & Miriam Richmond with Anita Scruby.
16. Sylvia & Peter Gaskin.
17. Claude & Genevieve Conklin.
18. Dale Frank with Gen Rutka.
19. Maddingly Cemetery Reflecting Pool with "Wall of The Missing" on the left.
20. Bernie Farley & Josephine Underwood.
21. Jack Farley & Bill Browne.
22. Evelyn & Harold Williams.
23. Harold & Genevieve Rutka.
24. Kay Marks with Ron Blake.
25. Dale Frank with Russell Brundish.



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REUNION IN ENGLAND - 1994



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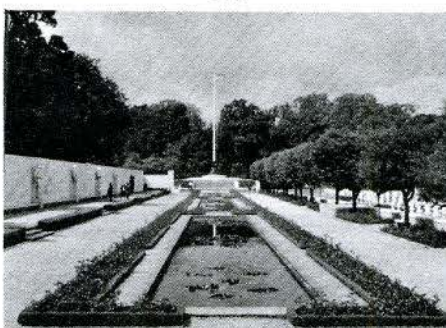
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SPECIALS

On D-Day Ken Jackson received a "THANK YOU" card from his son, Bill. Ken thought it was quite well written and did apply to most of us in the 34th, especially those of us in the original group which went to England. After reading it I had to agree and decided that all of you involved deserved to see it also. It is most stirring, coming from a young man (compared to us) who appreciated what had happened 50 years ago. Here it is:

"Fifty years ago today you were flying over France in support of the greatest invasion in history - an invasion that would ultimately change the world forever.

You were a scared, homesick, young man full of fear and doubt. Given the choice you probably would not have gone. But you did go, and so did thousands of others to change the course of history.

Today I enjoy many privileges and freedoms as a direct result of your actions fifty years ago. You not only gave me life but you made the world a better place for me to live in.

I just wanted to say "Thank You". Thank you for your unselfish contribution when your country needed you. Thank you for returning home to be here for me - so many others did not return. Most of all, thank you for being my dad, a real "AMERICAN HERO!"

Often I've tried to imagine what it was really like to be there. I've read books watched films and listened to stories, but it's just not the same. Those experiences will always belong to you and be a part of your legacy.

Love, Your Son



Tom Black & Bob Gay standing Sid Rockmuller kneeling.

MEETING OF FRIENDS

by Miriam Richmond

The "Luncheon at Mendlesham" had an unexpected surprise for one of our members. Floyd & Miriam Richmond and Warren & Maxine Love, both from the state of Washington, were seated at the same table when one of the local ladies passed their table and asked if anyone was from the state of Washington. She said her husband was from that state and dashed off to find him. When he arrived Floyd stood up and said, "Wesley Winston!". The gentleman looked at the name tag, backed up a bit and read "Floyd Richmond?". Floyd said, "Try Bennett Richmond". It developed that both went by their middle names. They had attended schools in Burbank and Two Rivers, Wash., and had both been stationed at Mendlesham in 1944 and 1945. Floyd went home and was discharged in Vancouver. Wesley returned home for his discharge and, as soon as he could, returned to his bride in England. Wesley had used his step-father's name of Winston, but had reverted to his birth name of William Donze. The two had about an hour to relive old times - what happened? - what changes had taken place? - 50 years condensed into one hour. Wesley Winston was with Ordinance in the 34th. Floyd was a tail gunner on a B-17. A chance meeting at a luncheon turned up a long lost school mate and found one of our 34th B.G. members.



Floyd Richmond & Bill Donze at Mendlesham

—Special—

As we go to press we have been informed as to the winners of our SCHOLARSHIP AWARDS for 1994. They are:

\$1,000.00 winner - Jennifer Elizabeth Mathe, granddaughter of Clyde Mathe of Warner Robins, GA.

\$500.00 winner - Laura Gray Kittinger, granddaughter of George Ready of Richmond, VA.

We congratulate them both and hope to be able to publish their picture in the December issue. Time just didn't permit it with this issue.



MARCUS DIETERLE - Forest Hill, MD

I agree with many of our group that Mendlesham Memories is great. I really enjoy reading about all the past experiences of the other crews. My tour was from January to June, 1945. I was the co-pilot on Ferard's crew in the 7th Squadron. I hope to make it to the reunion at St. Paul.

WILLIAM (PETE) GRAY - Virginia Beach, VA

I won't be going to St. Paul this year but I might make it to Huntsville next year. I had a colonoscopy and a biopsy from that showed positive for colon cancer. But, that's as far as it goes right now. I'm taking some x-rays and some blood tests. Then we'll know more about what's going on. Meantime, they might be able to take care of the matter with an operation that, maybe, involves removing part of the intestinal tract.

But, in my case, it's not that easy. It seems my heart is quite weak and more than likely, wouldn't make it through such an operation. Since we can't operate the only thing to do was wait a while and see if it came back. Well, we waited 10 weeks and last Wednesday they went in and made another exam. Had to wait until the next day to get the verdict and -- "I'M CLEAN AS A WHISTLE - NO CANCER!!" Meanwhile, I feel fine and do about anything I want to, that is what any 77 year old man is capable of, which is not much.

WALTER L. FOURNIER - Berlin, NH

I guess you've hit "paydirt" in your search. I was assigned to the 34th as a navigator in March of 1945 at the airbase located in the Ipswich area. After cessation of hostilities I was transferred to the 96th Bomb Group near Norwich and, later, to Liege, Belgium and Augsburg, Germany. I returned to the states in Sept. 1946 and was promoted to "CIVILIAN"

MARCUS E. HALL - Oceanside, CA

"BAA-BAA" - one of your lost sheep is found. I did, indeed, serve with 34th Bomb Group in Mendlesham, England during the period of December, 1944 to June, 1945.

I retired in 1982 with 42 yrs. in the Air Force - 20 in the military and 22 in civil service. It was a pleasure to hear from you.

A.R. "RED" HOENNINGER - Peoria, AZ.

Many thanks for the efforts which you have expended in trying to track me down. I'm sure I speak for many others, also. I certainly enjoyed visiting with you by way of the phone. Please call upon me if there is anything that I can do to make your workload lighter.

Once again I thoroughly enjoyed our phone visit and I'll certainly look forward to receiving the newsletter, etc.

ROBERT E. DINGMAN - Lewisville, TX

I received your letter and, it appears, I am the "Lost Lamb" that the association has been looking for.

I enlisted as an Aviation Cadet in 1942 but washed out of the program due to a birth defect. I then did training as an aerial engineer on B-17 F's & G's. I was then assigned to Kearney, NE where our crew was assembled piloted by

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Casimer Surek at station VTV.

Notes From Our Friends

Continued from page 11

John Pelszynski and we were assigned to Mendlesham, England. We flew 30 missions, our first mission in Sept., 1944 and our last in March, 1945.

I hope to hear more of the association and thank you for making me aware of it.

EARL RAMSEY - Glencliff, NH

I am the Earl Ramsay you are looking for and appreciate all the literature you sent - your informative letter, the Mendlesham Memories and I'm already looking forward to future issues. My Life Membership is enclosed.

ELDON MUNNIS - Federal Way, WA

You contacted the right person as I was a member of the 34th B.G. for a time. After graduating bombardier's school I was assigned to the 34th at Blythe, CA.

Two days before the group was to leave for England our pilot fell out of the plane and broke both of his arms. All but two of us were assigned to other crews which went to England. I and our co-pilot, Ray Wiles, were left behind. We both spent the rest of the war as instructors.

I hope to hear from you soon. I do plan on attending your '94 reunion.

JAMES M. RALLS, JR. - Houston, TX

Your letter arrived today and, yes, you did mail to the correct man. I was with the 34th B.G. from Dec. '44 to May '45.

I would appreciate receiving further information regarding the 34th. I often wondered whether such an association existed - particularly since friends of mine from other services always seem to be going to similar ex-service group reunions.



Standing l-r Wm Hatley, Clyde Sawyer, Daniel Coyne, Jos. Trapani, Hary Morris. Kneeling l - r Joe Mancuso, Jas Prokop, Jas Wagner & Merle Davis.



Ground Crew Members - Standing l - r. ??, Harold W. Schmidt, ??, ??, Al Wagner & Harold C. Schmidt Seated - Unknown.

EDWARD RENOWDEN - Pinetop, AZ

I guess I am the party you are looking for or a "Lost Sheep". I am in good health and would be interested in hearing from you and your organization. Thanks!

IRVIN G. WATKINS - Houston, TX

I did serve with the 34th B.G. in England and completed 23 good missions. On the 24th I got hit in the back with a large piece of flak, which I have still - the only memento I brought back home from the war. After leaving the hospital I was sent back to the states where I became a Radar Navigation - Bombing instructor.

WILLIAM T. SIMPKINS - Corpus Christi, TX

I received your letter today and was very surprised that you found me. It has been a long time and I kept looking for some news of the 34th in the V.F.W. magazine but never saw anything. I would appreciate hearing from you.

PAUL F. LERCH - Palo Alto, CA

You have contacted one of the guys who had the pleasure?? of sailing (flying unmolested??) over Merseburg 3 times as well as 32 other missions. I would love to shoot the breeze with you guys, however I probably won't make any of the reunions. I wish all the survivors well.

JIM PALOTAY - Hillsboro, OR

The "LOST SHEEP" has been found. He is not the MAN he used to be some 50 years ago but is still functional. Has stayed married to the same woman for almost 52 years, has two adopted children and three grandchildren.

Thank you for your letter and would appreciate additional information about the 34th B.G. Association.

Continued on page 13

Notes From Our Friends

Continued from page 12

JOHN L. FARBO - Hackettstown, NJ

Yes, I served with the 391st Sqdn., 34th Bomb Group, I would be pleased if you would send me additional information. I have had no contact with any members of the group since we flew back home from England. I have often thought about our experiences and I was pleased to receive your letter.



Ken Jackson in the P - 47 that Roy Tavasti wrecked.

GEORGE H. KLINE - Burnt Hills, NY

We are looking forward to meeting all the great gals and guys in September but at this point our plans are doubtful. My being so healthy all winter must have worn me out because in April I had a small stroke. It affected my speech, left arm and left leg. But since things have been going great. I've had a couple of weeks of physical training, occupational therapy, speech therapy and pool therapy. The therapists were all skilled personnel. They were friendly, understanding and well qualified to get us back into circulation. I was discharged from my outpatient classes last week but still have things to do at home. We do hope to see everyone in September, but time will tell.

RICHARD T. LAGODNY - Cleveland, OH

I'm sorry you had to go to a lot of trouble to reach me. Since my wife died 4 years ago I've been highly disorganized. Yes, I was one of your "Lost Sheep", a member of the 34th Bomb Group. Thanks for being patient.

JOHN KELLY - Tacoma, WA

My son, John, recently received your letter and forwarded it on to me. I am the John Kelly you are searching for. I would appreciate any additional information you might have. I look forward to hearing from you.

JASPER D. KESSEL - Morton Grove, IL

You have reached the right person. I am the Jasper Kessel you sought and I certainly will be in St. Paul on the 6th of Sept.

JEROME (JERRY) LANGSAM - North Hills, CA

Your letter reached me at our second home in Carpinteria, Ca. and I'm reviewing it as the celebration (?) for D-Day goes on. Yes, I would appreciate receiving more information about the 34th B.G. Assn.

JAMES B. STEVENSON - Marietta, GA

Your letter was forwarded to me by my brother, Thomas Stevenson. I was in the 34th B.G. at Mendlesham, England from May, 1944 to June, 1945. I was an engine mechanic on B-17's. I would like to hear from anyone who was there at that time.

JAMES SHAFFER - Muskego, WI

Yes, I am one of the lost sheep. I was a navigator in the 391st Sqdn. for the last 6 months of the war. I would appreciate more information. Thank you.

H.W. JOHNSON, JR. - El Paso, Texas

Thank you for the information sent me this week. I look forward to receiving the current roster. I am curious as to how many I would be able to remember after so many years.

WILLIAM B. STALLCUP JR. - Rancho De Taos, NM

Your letter reached me in a rather circuitous fashion and I was pleased to learn of the 34th B.G. Assn. My tenure with the 34th B.G. was relatively short. However, I am proud to have been a member and would appreciate hearing more about the association.

ROBERT L. SZABO - El Cajon, CA

Thank you for your letter! Yes, I'm one of the lost sheep who served with the 34th B.G. at Mendlesham. I'm sorry we won't be able to make the reunion. Perhaps when you have one in San Diego. Please put me on your mailing list.

Continued on page 14



Harry Hunter and Rev. Doug Culver, bombardier & pilot of the "Winnie The Pooh" celebrating Culver's 50th wedding anniversary and the 25th anniversary of his being the Vicar of Christ Episcopal Church in Wisc.

Notes From Our Friends

Continued from page 13

ROBERT B. GOODELL - Sierra Vista, AZ

I can appreciate all the trouble you've gone through in locating all those "lost sheep". It would appear that I'm one of those you are seeking. And, yes, I'd appreciate receiving information about the 34th B.G. Assn. and their reunions.

MARY LOUISE (WAYNE) FORESTER - Royal Oak, MI

I have often wondered if any of my husband's bomb group ever held reunions. Unfortunately, Wayne died six years ago. If he were still alive and in good health I feel we would have been interested in attending the 34th B.G. reunion in Minnesota.

FREDERICK M. VOSS - Phoenix, AZ

I am the Frederick M. Voss you were seeking. I was assigned to the 7th Sqdn.

ROBERT J. VALLIER - Encino, CA

I am one of the men you are looking for. I flew as a bombardier/navigator with the 34th B.G. Your letter was the first I have received concerning any association growing out of our activities in England. Unfortunately we will not be able to attend the reunion this year.

FRANCES (HOWARD P.) KNOSBRUCK - Lincolnwood, IL

I'm sorry I didn't answer sooner but here I am, finally. My husband, Howard, died in 1980. I'm sure he is the man you were looking for. I know he loved being a pilot and am sure he would have wanted to Re-une with all of you, but maybe he'll be watching from somewhere up there.



The 34th on a Mission.

JAMES W. SNARR - Lincoln, AR

I believe that maybe I am the James W. Snarr that you are looking for because there are not too many Snarrs in the U.S.A. and I was a tail gunner in the 391st Sqdn. of the 34th B.G.

I thank you for your interest and will look forward to hearing from you.

DALE GANGER - Goshen, IN

It is with regret that I tell you a very good friend and fellow member of the 34th B.G. passed away on May 3, 1994. Don Wick was in the photo lab with me and we had become very close. We have kept in touch since our service days, however, not as much as we would have liked. As our families grew up and left home we gradually drifted apart. Don was a small town banker after his Air Force time. He raised one daughter and five sons and retired from the bank in 1987.

WARD PROVANCE - Joplin, MO

In answer to Arnold Prillaman's question about the German plane that attacked the base one night in 1945, I couldn't believe I was reading this question. I had just mentioned it to my wife, Ruth, 3 or 4 days before receiving my June issue of MM.

We were in our 7th Sqdn. barracks when we heard the plane and went outside to see if we could spot him. A road ran between the barracks and the hard stands and a car came down it with his headlights on (of all things). The pilot shot at him and missed but the car's lights went out immediately. We saw the guns flashing but that was all.

The pilot headed back toward the channel but didn't make it. We saw a large ball of fire in the sky a few miles east of the camp. The anti-aircraft girls got him. We sort of felt sorry for the pilot with the war so near to the end, but he shouldn't have been out looking for trouble that late at night.

SUSAN E. (JAMES H.) BROWN - Pittsburgh, PA

I regret to inform you of the death of my husband, James H. Brown, on September 24, 1993.

FRANK FORDE - Girard, OH

Just a short note to inform you that Jack Stevens is alive and well! Imagine my shock reading of the death in Mendlesham Memories of a good buddy and radio man. What a grave mistake. (Editor's note: We were informed by Darrell Bulis of the death of Stevens in a previous issue.)

CLARENCE D. HACKNEY, Portsmouth, NH

I really enjoy reading all the news in MM. Someday my wife and I may make one of the reunions. Guess I had better do it soon as time is running out. We are in good health and try to keep active as much as possible. We like to travel but, being retired, it has its limits.

I may have found a lost member of the Group. He is Bernard Lontine, a member of the 4th Sqdn. He lives in York, ME, just a very few miles from me.



Standing l - r: J. E. Breslin, N.B. Shrock & J.D. Dulaney Kneeling: l - r: F.L. Smith, J.O. Garrett, R. Elsener, ?? Elder & ?? Foust.

Notes From Our Friends

Continued from page 14

MARGARET C. (GEORGE) KOTUN - Kent, OH

I really felt I should take the time to write to you. I really enjoyed seeing the photo of George and me in the June issue. Thanks!

DON MARBLE - Roscommon, ME

My thanks to you and all the other "workers" for making the 34th B.G. Assn. the fine organization that it is today. Thanks a lot.

I spent two days at Wayne Weeks' home on Pine Island, FL. and we had a wonderful get-together.

FRED Y. LE MASTER - Birmingham, AL

In the Newly Found section I found my navigator's name, Rex H. Martin. After getting his phone no. from information I called him and we talked for a long, long time. We had lots to talk about. He was shot down with us and had only been assigned to our crew as a replacement for a couple of missions.

SID ROCKMULLER - Riverdale, NY

When I got the June issue of MM I was very pleased to see my letter on the back page. Thanks! I did get one response from Bob Caldwell, the bass player. I spoke with Lou DiSantis, our clarinetist, at the last reunion. I still haven't heard from Doug Culver, Eighty-eight Keys.

Visited with Bob and Phyllis Gay at their horse ranch in Paso Robles, Ca. What a beautiful spread! And what wonderful hosts!!

MILT ROSENTHAL - Scottsdale, AZ

Having been mail clerk in the 18th Sqdn., I was very close to many of the ground and flying crews. It was sad to see the names of a few that have since passed on. Going through the MM is like sharing another lifetime. The officers and Board of Directors are to be commended for an outstanding job.

WILLIE F. GREEN - Knoxville, TN

In response to your search for William F. Green who served in the 34th B.G., I am Willie Ford Green, a member of the 34th B.G. at Mendlesham, England. Thank you for contacting me and I would appreciate further information about the assn.

I will not be able to attend the 1994 reunion but will plan to attend the 1995 reunion at Huntsville, Ala.

RANDALL MARTIN - Weymouth, MA

After crossing the Atlantic on the Q.E.2, I was up at 0430 on June 4th. Our group was leaving for Cambridge Cemetery at 0545. I wasn't feeling well and had to find someone to tell Harold Rutka that I wasn't able to go along. Later in the morning I saw the ship's doctor who sent me to the Southampton Gen. Hospital. That night I was operated on for an acute appendicitis which had perforated and was gangrenous. The surgeon said it had been cooking for a week to ten days.

Even though I missed the Parade of Ships, the Bob Hope and Vera Lynn shows and the D-Day ceremonies in France, I feel pretty lucky I was in port when all this happened. There is next year to look forward to and the V-E Day celebrations.

Continued on page 16

Notes From Our Friends

Continued from page 15

JOHN W. MIDDLETON - Salem, MO

I'm happy to report that your efforts were not wasted. In all these long years I've had absolutely no contact with anyone from the 34th so please believe me when I say how happy I was to hear from you.

So, my friend, I am one of your "sheep" - but I've never been "lost". You just haven't been looking in the right place! I would certainly appreciate any information regarding the association.

HARRISON M. (HARRY) PARSONS - Shelby, NC

Many thanks to you for contacting me. I was with the 34th as a navigator in Roland Whited's crew. Please accept my application for membership and put me on your mailing list.

PAUL D. ANDERSON - Everett, WA

While the rest of the country seems to be having severe weather of one kind or another, ours has been just about perfect. In fact, we could use some rain.

Beryl and I are in reasonably good health, although she did have a TIA (mild stroke) a couple of weeks ago. They say there doesn't appear to be any permanent damage. There is nothing we can do about it so we just keep our fingers crossed. We hoped to see you all in St. Paul in September.

HANNAH SUMMA - Anderson, IN

As I have been inquiring of a flight to St. Paul there are no direct ones. I would have to change at Chicago which we did going to Seattle. They would have to blindfold me - just call me "chicken".

This has been a very trying year - so many things going wrong, but I'm getting myself together. I go with friends and take a lot of travel tours. I imagine the group who went to England in June had a great time. I finally read the book, "The Longest Day". I like the closing remark the author wrote, "The Veto of WWII Changed America. They made the country what it is today!" So very true.

I'm still getting cards and letters about Ray's passing and do appreciate them. So - thanks for caring and, just maybe, I'll make it next year. Love to you all!!

MOVING ?????

If you are moving, or have moved, get your change of address in so that you won't miss the next issue of **Mendlesham Memories**. Mailing labels are printed about Feb. 1, May 1, Aug. 1, and Nov. 1 for the March, June, September and December issues. Send your change of address to:

111 PROVINCE LANE
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival of the MEMORIES!!

NEWS FROM HERE AND THERE

From Oglethorpe University of Atlanta, GA . we have the following: (Please note that this information was received too late to be included in our June issue.)

The university Continuing Education Dept. is offering new Aviation History seminars that will take participants across the country. This year they are expanding the program with three exciting trips! Each trip is rich not only with sites to be visited but also with special viewing opportunities not generally available to the public. Fees include transportation, hotel and all sites and events specified in seminar itinerary. The Seminar highlights are: Phoenix/Tucson, AZ., Sept. 1-5, Fee \$1,100.00

Davis-Monthan AFB, Pima Air Museum, Titan Missile Museum, Champlin Fighter Museum, American Fighter Aces Assn., and a WWII aircraft restoration shop.

Washington, DC., Oct. 7-9, Fee \$600.00
National Air & Space Museum, Garber Restoration Facility, Aviation Art Gallery, and special reception.

Pensacola, FL., Nov. 10-13, Fee \$500.00
National Museum of Naval Aviation, Eglin AFB, and the Blue Angel's "Homecoming" Air Show.

For further information please contact Oglethorpe University Continuing Education Dept. at (404) 364-8383 or seminar leader Marty Steiner at (404) 231-0547.

DISTINGUISHED FLYING CROSS SOCIETY!

This new society is in the process of being formed. To become a member all that is required is for you to have been awarded the DFC. For further information write to Alexander D. Ciurczak, USAF Ret., 34552 Camino Capistrano Beach, CA. 92624-1232.

The U.S. Gov't. Printing Office again has sent us flyers on several publications being released now. They are "Coast Guard-Manned Naval Vessels in World War II"; "This Coast Guard and the Greenland Patrol"; "The Coast Guard and the Women's Reserve in World War II"; "Adjusting to the Drawdown"; "We, The American...Asians"; "The Continuing Challenge of Tuberculosis"; "Crime in the United States - 1992"; "Across the Reef: the Marine Assault of Tarawa; Guyana and Belize - Country Studies; National Excellence - A Case for developing America's Talent; Interdiction of Southern Laos 1960-1968; Making Government Work - Electronic Delivery of Federal Services; and "Military Implications of United Nations Peace-keeping Operations". For information on any of these publications phone Mr. Thompson at (202) 512-2413.

NEWS FROM HERE AND THERE

Continued from page 16

From Lt. Gen. E.G. Shuler, Jr., Chairman and CEO of "The Mighty Eighth Air Force Heritage Center" at Savannah, GA. we have the following:

We are in the process of finalizing the designwork so that construction may begin this summer. We are also developing the "story line" for the museum portion of The Heritage Center. Earlier I alerted your membership to identify materials, memorabilia, artifacts and archives that might be made available to The Center for display and preservation of Eighth Air Force history. We now need to know as soon as possible what your members are willing to make available. The information is vitally important as we develop the overall Heritage Center program. Any of your members who have material for The Center are to contact our Museum Director, Gary Miller, at 1-800-421-9428.

We have a request for information as follows:

On Sept. 17, 1944 the 34th B.G. bombed a building in the village of Wolfheze, Holland, where Germans were billeted. I would like for anyone who can contribute information regarding that mission to write me. I was born there and study the war - history of the area. What I need are personal memories of the event, information regarding fellow sqdn. members, any documents, photographs, etc. regarding the mission, information regarding the bombs used, and any impressions of base activities (ground staff and systems). Every letter will be answered. Please mail the information to: Cor Janse, Appolostraat 5, 6991 GW RHEDEN, The Netherlands, or, if you prefer, to: Peter C. Aarsen, 35 Dearborn Lane, Spencerport, NY. 14559 (PH: (716) 352-8305.

From Richard C. Cooney, nephew of life member Warren W.E. Thrun, pilot of "TOMMY THUMPER", we have the information that Warren passed away earlier this year. Also he asks the following:

I am interested in any information; missions flown, dates, targets, photos, crew names, anything at all, regarding the 34th and, in particular, the 4th Sqdn. and the "TOMMY THUMPER" during the war. I am willing to reimburse anyone, if need be, to help in my research. Please write: Richard C. Cooney, 3024 Regency Way, Palmdale, CA. 93551. It will be greatly appreciated.

From Michael Donahue, nephew of Herbert Donahue, we have the following:

I would like to have any possible photos of aircraft from the 34th B.G. during WWII. My hopes are to copy a few interesting photographs of the aircraft and base (if any) and create a small file on the WWII aircraft for personal viewing.

I would appreciate hearing from anyone who would allow me to view their photographs of the 34th. Please write me at:

Michael P. Donahue, 4626 Ridgecrest Drive, Racine, WI. 53403.

From Bob Wright we have the following:

I would like to get a picture of the advanced trainer AT-9 made by Curtis. I will copy the picture and return it as well as pay for postage both ways. Please send it to: LTCOL Robert H. Wright, 411 Parkovash Avenue, South Bend, IN. 46617.



Standing l - r: Elling, Kimzey Donohue, York, Cormier, and Priser Kneeling: l - r: Anthes, Hudecek, Rice and Mooers.



ROSE'S CORNER

FLAG DAY, 1915

"The flag is the embodiment, not of sentiment, but of history. It represents the experiences made by men and women, the experiences of those who do and live under that flag"

President Woodrow Wilson

While perusing through the Retired Officer magazine I read the editorial titled "A Battle Cry for our Nation's Flag" and found it to be most interesting.

There were many stories written on June 6th in all of the newspapers about D-Day this year, and the feelings that our American flag brought forth were evident in almost every one.

Proper respect for the symbol which unites our nation must exist under laws which protect it from desecration. Get involved by writing to:

Citizen's Flag Alliance
1850 M Street N.W. Suite 950
Washington, D.C. 20036

P.S. Send a postcard to your congressmen or senators telling them to support a constitutional amendment protecting our flag. Please do it! It's your country's flag.

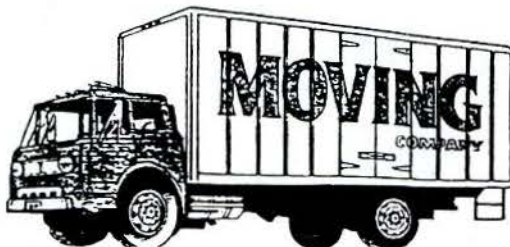
For a random thought"

There are only three ages of man; Youth, Middle Age, and "You're Looking Well".

How true! May you all be blessed with continuing good health, and we are looking forward to meeting each and every one of you in St. Paul this September.

Love, Rose

LET US
KNOW
BEFORE
YOU GO



Bob Effinger with his sailor brother, Pete.

TO THE 34TH BOMB GROUP (H)

by Sid Rockmuller

There's a tale to be told
Of some airmen bold
Who, because they were hardy and brave
Flew in much troubled skies
With their ever constant eyes
On their mission for their world to save.

With the first light of dawn
And their flight plan well drawn,
And their targets still miles away,
They pursued their drill
For the oncoming thrill
Of making the aggressors pay.

When they reached their goal,
Made the terrible toll
Then the enemy had to endure -
Teach a lesson hard learned
And a punishment earned
And victory to make life secure.

Many years have elapsed
Since that foe collapsed
And though others have tried once again
To control all the "Free"
And to halt "Liberty"
They have always ended in pain.

ADDRESS CHANGES (As of 7-19-94)

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
ALLING	CHARLES B. JR.	7	PARSONS BEACH RD. #BOX2	KENNEBUNK,	ME.	04043
ANDRINGA	JOHN	4	201 FISHER AVE. APT. 16	CROOKSTON,	MN.	56716
ANTANOVICH	ALEX	18	106 KUSCH ROAD (911 CHANGE)	SCENERY,	PA.	15360
COUSE	CONWAY W.	7	2789 BRUCE STREET	MATLACHA,	FL.	33909
CRAFT	JUNIOR	4	2697 RD. 525	JACKSON,	MO.	63755
ERBACH	MELVIN C.	4	WISCONSIN VETERAN'S HOME	KING,	WI.	54946
FOX	HOWARD R.	18	57 PIONEER AVENUE, NO. 3	SANFORD,	ME.	04073
GILREATH	JAMES HARRY	18	132 CHESTNUT LANE (CHG OF CITY PO)	HELENA,	AL.	35080
GOLTERMAN	RICHARD H.	4	647 SUNSHINE TRAIL	GATLINBURG,	TN.	37738
HAYES	C. EDWARD JR.		100 ROSEBERRY AVENUE	SALISBURY,	MS.	21801
HURLMAN	VINCENT G.	18	4305 CANTEY PLACE	CHARLOTTE,	NC.	28211
ISRAELSEN	ALLEN O.	4LM	519 W. 53RD STREET	MINNEAPOLIS,	MN.	55419
JACOBS	MAURICE	391	225 E. SPRADLEY ST., LOT 40	MACOGDOCHES,	TX.	75964
METTK	ZENON J.	7	11885 PEKIN ROAD	NEWBURY,	OH.	44065
MURPHY	GLORIA	7 A	3877 LIGHTHOUSE WAY	NEW PORT RICHEY,	FL.	34652
PALERMO	PHILIP G.	7	81026 FRANCIS AVENUE	INDIO,	CA.	92201
PAULNOCK	RUSSELL S.	18	1404 LAS CANOAS LANE	SANTA BARBARA,	CA.	93105
QUINNELL	JOHN L.	7	HC57 BOX 4095	SIDNEY,	MT.	59270
RADOVICH	VALD	RYAF	5120 LOBO COURT	ORLANDO,	FL.	32819
REIBMAN	HAROLD W.	391	3044 FLINT HILL ROAD	HELLERTOWN,	PA.	18055
SCHOMMER	PAUL C.	7	550 VIEW APT. #30	ST. PAUL,	MN.	55102
SHANLEY	HENRY W.	HDQ.	18 SUSAN DRIVE	BILLERICA,	MA.	01821
SIEGEL	ANDREA	18 A	6 PRINCETON CIRCLE	HILTON HEAD ISLAND,	SC.	29928
SUMPTER	O. E. "YANK"	4 A	304 MAIN STREET	INGRAM,	TX.	78025
SYVERSON	MARVIN A.	4	P. O. BOX 98	WANAMINGO,	MN.	55983
TURNHIRE	LEE	18LM	519 W. TAYLOR ST. #276	SANTA MARIA,	CA.	93454
VANNATER	EARL	7	2045 NO. BRABANT	BURT,	MI.	48417
WIRTHLIN	GERALDINE S.	A	480 SO. 2ND. WEST APT. 17	ST. GEORGE,	UT.	84770

NEW LIFE MEMBERS (295 As of 7-5-94)

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
ANDERSON	MILTON D.	391	BOX 1146	DUCK CREEK,	UT.	84762
ANTANOVICH	ALEX	18	106 KUSCH ROAD	SCENERY,	PA.	15360
BELL	ROBERT E. JR.	391	148 TURLOCK WAY	HAYWARD,	CA.	94544
CAMPBELL	ROBERT O.	7	217 FOREST TRAIL	ISLE OF PALMS,	SC.	29451
FARBO	JOHN L.	391	78 HEATH VILLAGE	HACKETTSTOWN,	NJ.	07840
JAUQA	WILLIAM M.		1717 WINDSOR PLACE	FINDLAY,	OH.	45840
MARTIN	REX HUGH	391-18	RT. 6, BOX 681	ATHENS,	TX.	75751
RAMSAY	EARL E.	7	P. O. BOX 26	GLENCLIFF,	NH.	03238

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD	DIED
BROWN	JAMES H.	4	255 LEBANON AVENUE	PITTSBURGH,	PA.	15228	9-24-93
CAMPIONE	JAMES V.		2451 COLLINS STREET	BLUE ISLAND,	IL.	60406	1985
FIELDER	FRED LEE			LELAND,	MS.	38576	1-20-92
FILIGENZI	MARIO J.		20 WAITLAND STREET	NEW CASTLE,	PA.	16101	5-31-45
FORESTER	WAYNE		4713 OLIVA	ROYAL OAK,	MI.	48073	1988
KALLINEN	MARTIN		199 NORTH ROAD	GROTON,	CT.	06340	1978
KONSRUCK	HOWARD P.		4175 WEST CHASE AVENUE	LINCOLNWOOD,	IL.	60640	1980
MACLEOD	DONALD R.		1629 GEYERS CHURCH RD.	MIDDLETOWN,	PA.	17057	5-24-94
MENEFEE	ROBERT						1982
ODOM	JACK D.	18	2231 CANAL ROAD	PALM BEACH GARDENS,	FL.	33410	5-21-94
SCRUGGS	HORACE W.		12100 MONTICITO #62	LOS ALAMITOS,	CA.	90720	1977
SELBY	RUSSELL E.	18	4044 STATE ROUTE 419	ORLANDO,	FL.	32820	2-29-94
SORRELL	RAYMOND C.		4410 BLUECREST ROAD	LAS VEGAS,	NV.	89121	7-31-88
THRUN	WARREN W.E.	4 LM	P. O. BOX 627	WESTFIELD CENTER,	OH.	44251	1994
WICK	DONALD E.	18	P. O. BOX 25	TURTLE LAKE,	WI.	54889	5-3-94

TAPS



NEWLY FOUND

(As of 7-20-94)

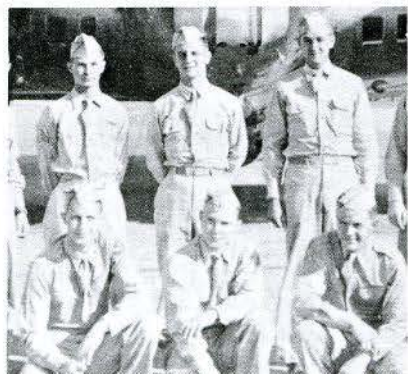
LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD
ANDERSON	MILTON D.	391 LM	BOX 1146	DUCK CREEK,	UT.	84762
AUSTIN	WILLIAM H.	391	114 BEVERLY DRIVE	BARNEGAT,	NJ.	08005
BETHARDY	FRANK A.	391	(ADDRESS FORTHCOMING)			
BLOMQUIST	MALCOMB T. (WAS PAUL T.)		3 PAXOS DRIVE, APT. 1W	PALOS HILLS,	IL.	60465
CAFFREY	JAMES P.	7	4323 126TH PLACE N.E.	MARYSVILLE,	WA.	98271
CAMP	RICHARD H.		BOX 62 - 840 4TH STREET	HAINES,	OR.	97833
CROUSE	BERTIS E.	7	512 BEAD LAKE DRIVE	NEWPORT,	WA.	99156
DANIELSON	ROBERT M.	7	3931 SANTA FE WAY	NORTH HIGHLANDS,	CA.	95660
DINGMAN	ROBERT E.	18	726 LARAMIE DRIVE	LEWISVILLE,	TX.	75067
FANGUY	FLOYD J.		202 MYRICK DRIVE	HOUMA,	LA.	70360
FARBO	JOHN L.	391	78 HEATH VILLAGE, SCHOOLEYS MTN.RD.	HACKETTSTOWN,	NJ.	07840
FIEBER	HERMAN G.	18	4200 BOISE STREET 20B	BAKERSFIELD,	CA.	93306
GOODELL	ROBERT B.		3014 ST. ANDREWS DRIVE	SIERRA VISTA,	AZ.	85635
GREEN	WILLIE P.	7-4	4602 ROYALVIEW ROAD	KNOXVILLE,	TN.	37921
HALL	MARCUS E.		3625-10 VISTA OCEANA	OCEANSIDE,	CA.	92057
JOHNSON	HAROLD W. JR.		11618 JAMES GRANT AVENUE	EL PASO,	TX.	79936
KELLY	JOHN W.		6224 SO. "A" STREET	TACOMA,	WA.	98408
KESSEL	JASPER DALE	18	9204 MENARD AVENUE	MORTON GROVE,	IL.	60053
LAGODNY	RICHARD T.		4050 FULTON PARKWAY	CLEVELAND,	OH.	44144
LANGSAM	JEROME (JERRY)		16540 VINTAGE STREET	NORTH HILLS,	CA.	91343
LERCH	PAUL F.		1989 BARBARA DRIVE	PALO ALTO,	CA.	94303
LILLIE	ROBERT G.		7163 BEACH DRIVE S.W.	SEATTLE,	WA.	98136
LONTINE	BERNARD		95 OLD MCINTYRE ROAD	YORK,	ME.	03909
MIDDLETON	JOHN W.		ROUTE 6, BOX 597	SALEM,	MO.	65560
MUNNIS	ELDON L.		2016 SOUTH 291ST STREET	FEDERAL WAY,	WA.	98003
PALOTAY	JAMES	18	18990 N.W. CORNELL ROAD	HILLSBORO,	OR.	97124
PARSONS	HARRISON M.	391	405 FOREST HILL DRIVE	SHELBY,	NC.	28150
RALLS	JAMES M.		5303 PINE ARBOR	HOUSTON,	TX.	77066
RAMSAY	EARL E.	7	BOX 26	GLENCLIFF,	NH.	03238
RENOWDEN	EDWARD		P.O.BOX 41	PINETOP,	AZ.	85935
SASS	MICHAEL	391	6086 CROSSVIEW ROAD	SEVEN HILLS,	OH.	44131
SCHWARZ	BERNARD M.	391	12 TANTUMMAHEAG RD. #1	OLD LYME,	CT.	06371
SHAPPER	JAMES		W-194 S-7221 CAMERON COURT	MUSKEGO,	WI.	53150
SIMPKINS	WILLIAM T.		4233 BELFAST	CORPUS CHRISTI,	TX.	78413
SNARR	JAMES W.	391	P. O. BOX 920	LINCOLN,	AR.	72744
STALLCUP	WILLIAM B. JR.		P. O. BOX 1257	RANCHOS DE TAOS,	NM.	87557
STEELE	DONALD F.	18	4032 SW 321ST STREET	FEDERAL WAY,	WA.	98023
STEVENSON	JAMES B.		1188 LONGWOOD DRIVE	MARIETTA,	GA.	30060
SZABO	ROBERT L.		2027 PIERCE COURT	EL CAJON,	CA.	92019
VALLIER	ROBERT J.		15720 VENTURA BLVD. SUITE 601	ENCINO,	CA.	91436
VOSS	FREDERICK M.		2609 EAST PIUTE AVENUE	PHOENIX,	AZ.	85024
WATKINS	IRVIN T.	4	7430 ASHBURN STREET	HOUSTON,	TX.	77061
WILES	RAY		633 SOUTH 12TH STREET	COTTAGE GROVE,	OR.	97424



Then and Now



" Harry Perry's Crew "



1944



Harry Perry's crew in 1993

Front: Harry Perry, Tom Newton & Charles
Schneider - Rear: Bob Baer, George Franco & Jerry
Wessel

Ken Jackson



1944

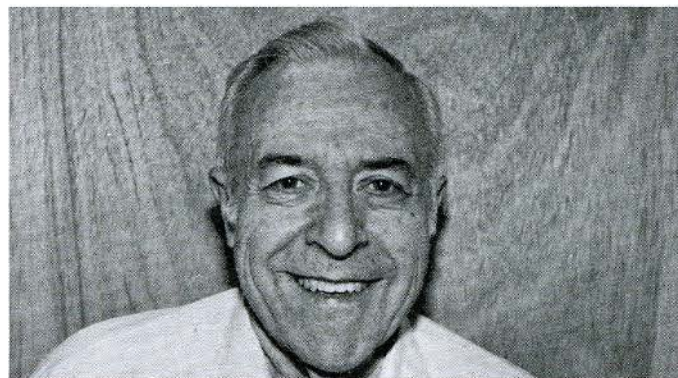


1993

Tommy Beauchamp



1945



1993



REPATRIATION OF AN EX-POW

by Eli Baldea

FORWARD: In the ten years of my editorship of *Mendlesham Memories* I have included many stories from many of you. However, I can't ever remember a story of an Ex-POW after liberation. I believe mine to be interesting so I am printing it now.

After being shot down on Oct. 17, 1944, I was first interred at Stalag Luft III near Sagan, Germany. Then, when the Russians made their push westward in late January we were force-marched for several days before being loaded on a train for transport to Stalag VIIA at Moosburg near Munich. Then came liberation!

The night before liberation, on April 29th, 1945, an American major entered the camp under a white flag to speak to the commandant. Being there were many thousands of allied prisoners in camp, the Americans offered to circumvent the camp with their forces if the Germans would surrender. The commandant refused the offer and the major remained in camp to pass on the word to the prisoners.

We were told that at 8:00 a.m. the next morning the attack would begin and by noon we should be seeing the American flag flying over the town of Moosburg, which was downhill from us. We were warned that we should lay low inasmuch as there would surely be many bullets zinging through the camp. "Don't get yourself killed at this stage of the game," he said. Those of us housed in tents got almost no sleep that night. The excitement of the next day's actions didn't allow that. At last we were to be liberated!

The next morning, at 8:00 o'clock sharp, the gunfire began. Several of us in the tents lay flat on the ground underneath our straw mattresses. We felt that, at least, we would not be in an upright position to be in the way of the bullets which we could now hear zinging over our heads. We lay there for more than three hours until the only firing we heard seemed to be quite a ways from our position. Cautiously we got to our feet, expecting momentarily the need to get back down. However, the firing remained at a good distance and we started to look around. We found the body of an American who just had to see what was going on and snuck around buildings to peek out at the action. Evidently a bullet got to him as he peeked and he was now dead. What a shame! We later heard that several American prisoners died the same way.

Shortly before noon we sauntered over to the camp fence overlooking Moosburg. As yet the German flag still

flew over the town but, within a few minutes, it was lowered and the good old "Stars and Stripes" went up. There is no way I or anyone else could describe the feeling of patriotism which you feel at a time like that. Tears came to our eyes. It was marvelous - just great! I believe I had never before, or since, experienced a feeling quite so deeply. My blood boils, even now, when I hear of today's desecration of the American flag by burning or other means by some young people who don't realize how good they have it or what we fought for.

It was mid-afternoon before Patton and some of his forces entered the camp. Believe it or not, but with them came a Red Cross van which stopped and doled out donuts and coffee to all. However, some of my friends and I were very careful. After the almost starvation diet we had endured we were sure that we shouldn't gulp down the free food with abandon. We took a few bites for the flavor and sensation but were careful not to overdo it. We later heard that quite a few of our fellow prisoners got violently sick because of overdoing it.

The 14th Armored continued on its way but left a group of men to oversee the camp, including the furnishing of food, making arrangements for our departure, etc. Because of our long imprisonment we were allowed to go in and out of the front gate at will. On the second day of our liberation two friends and I decided to walk down to Moosburg to look around. Unfortunately for us, others had gone before us and had rummaged the German quarters quite well. However, we did find some German medals for which we scrounged around the dirt floor.

Walking around town we saw something we would rather not have seen. An American WAC was walking down the street and some young person, probably a member of "Hitler's Youth," out to do his "Duty" to the Fuhrer, came out from between two buildings with a gun and shot her. She fell and some American personnel went to her aid while others took the young man into custody. We never heard whether she died or what happened to the boy.

Also unfortunately for us, President Roosevelt's promise of immediate repatriation of American prisoners was not to be. We were in camp for almost a week before we were informed of our leaving. We were loaded into some C-47's and flown to Camp Lucky Strikes near Le Havre in France. This was one of several camps, all named for cigarette brands, which were considered rehabilitation camps to prepare us for normal living before sending us back to the "Good Old U.S.A."

Again, unfortunately, Camp Lucky Strikes was overcrowded. Their system included four (4) sections. You spent one week in each section making you able to go home in four weeks. Section One served 5 small meals a day of a certain quality and quantity with no second helpings. Section Two served 4 meals a day of a better quality and quantity, but still no second helpings. Section Three served 3 meals a day of better quality and quantity, similar to a normal meal at home, but still no second helpings. Section Four served you all you wanted but, should it affect your health, you would be sent back to

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Section One.

We were told that, because of the backup, we would have to wait to formally enter Section One but we would be fed the same diet. When Section One group moved on we would then begin our four week rehabilitation. I must add, also, that we were permitted to walk in and out of the front gate at will.

Camp Lucky Strikes was roughly 90 miles north of Paris. Two of my new friends, who were also waiting with our group to move ahead towards going home, convinced me that as long as we had this delay and, also, might not get a chance to see Paris again, why don't we hitch-hike to Paris for a few days? Unfortunately, my memory is not good enough to remember their names. I do know that the younger of the two had married his wife just days before shipping out and he almost never stopped talking about getting home again to his new bride. The other lad was from New England.

We walked out of the gate and strolled for some distance before beginning our hitch-hiking. It wasn't long before an army truck stopped and gave us a lift. I must say that none of us were in proper uniform. I, for one, wore American G.I. trousers with an English "Ike" jacket, which were the clothes I had worn since we left Stalag Luft III. Yet, the truck driver had sympathy for us and agreed to take us to Paris.

We were dropped off in the middle of the Mont-Marte, Paris's show business and nightclub area. This is the place we had heard about and read about for so many years and here we were - right in the middle of it. We were elated and floating on air with the new feeling of freedom. However, here we were with no funds in our pockets and no place to go.

To Be Continued.....

100TH MISSION PARTY

These are the remarks made by Capt. Robert N. Provence at the 34th B.G.'s 100th Mission Party on Dec. 12, 1944.

This afternoon is a salute to the officers and men of the 34th Heavy Bombardment Group, to the men who have flown 100 combat missions against the enemy and to those hundreds who have toiled tirelessly on the ground to keep fliers and machines in the air. 1,500 heavy bombers over targets in Germany and occupied countries mean a quicker end to this struggle. To put those planes in the air, get them to the target, allow them to drop their bombs successfully, and, what is just as important, permit them to return to their bases, takes an almost inestimable amount of planning and hard manual labor. Every man, combat crew member, armorer, mechanic, photographer, radio specialist, yes every man in each department is contributing a great part toward the systematic destruction of the enemy's installations, personnel and necessities.

The 34th Group history is well known to several of you but few recall that it is the oldest heavy bombardment group in the European Theater of Operations. Oldest in service in the Air Corps but a comparative youngster in operational activity in the ETO. Operations for the 34th began seven months ago when the familiar plane at the hardstands and on the runways was the Liberator which carried thousands of tons of bombs to points of impact on Axis centers of activity all over the continent. Now those bombs are being transported by Fortresses manned by many of the same crews who flew the B-24.

Delving into the history of the group one will find it is responsible for setting up and training the cadres of numerous groups now in operation in this theater, and several flying in other parts of the world. Through its stages at Langley Field, Virginia; Westover, Mass.; Pendleton, Oregon; Geiger and Ephrata Fields, Washington; and Tuscon, Arizona, the group trained and sent out to various combat theaters hundreds of men and crews who remember the 34th and will never forget its history.

After a short period as a Combat Crew Training School the group was redesignated an overseas Training Unit in January of this year and then began the organization to put everything in readiness for the job to be done over here. The group at that time was located at a place which will never leave the minds and memories of those who lived there -- famous, hot, dry -- the one and only Blythe, California. Movement overseas followed and, in May, operations commenced. Since that time, and during the first 100 missions, men of the 34th Group have dropped over 6,800 tons of bombs and flown almost 20,000 operational hours. The total number of aircraft airborne during these operations carried over 30,000 men, or the equivalent of more than two full infantry divisions. More than 4,000 of its personnel have received awards and 75 percent of the original crews have since completed their tours and returned home.

The work of each one of you has a place in a great, endless chain which is striving to drive the enemy further and further back until final victory has been won. When the victory of this war is written, the overwhelming superiority of Allied air power will be placed high in the annals of military conflict. You will have contributed your share. This is not a pep talk. It is a series of statements of pure fact. The 34th Group is a unit assigned to a great fighting and lethal organization, the 8th Air Force, whose might has been, and will continue to be, felt by all those who oppose the rights we are determined to defend. Children not yet born will know the heroic deeds of the men of the United States Army Air Forces. Wherever you go, what ever you do -- you can hold your head high, with the knowledge that your part, minute as at times it may seem, has been essential.

(At this point, Capt. Provence introduced some of the previous commanding officers of the 34th, Colonel Rendel, Colonel Westover, and Colonel Wackwitz. Then he intro-

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34th Bomb. Group

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

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duced Colonel Creer and General Gerhardt. He then followed with:)

Now it is my pleasure to introduce the master of ceremonies for this afternoon's variety of entertainment. His face and figure you'll remember from Hollywood. You may recall his excellent performance in "Butch Minds The Baby", and numerous other screen favorites. His voice you hear almost nightly when tuned to the AFN hit show "Listen Characters". May I present the peacetime stage and screen star, and current member of the staff of the American Forces Network -- Sgt. Broderick Crawford.

"DE-ICER BOOTS"

by William "Pete" Gray

When the 34th B.G. first arrived in England in early spring of 1944, the first order of business for its ground crews was to "remove the de-icer boots from all B-24 aircraft immediately!"

This astounded everyone down on the flight line - the de-icer system was as much a part of the planes as were the wings. No explanation or reason was given for the order but the word "immediately" was underlined in RED! Now, for those not familiar with de-icer boots, it was a technique used to remove ice from the leading edge of an airplane's wings. Such ice forms there under exceptional cold conditions. Also, ice is extremely heavy and interferes with the air flow over the wing surface. If it is not dislodged it can cause the plane to lose altitude and possibly to crash. To prevent this a rubber "boot" was devised that stretched over the leading edge of each wing. It was so constructed that it could alternately be inflated about 3/4 of an inch and then deflated. It was this expansion and contraction that broke up the ice formation.

The boot was about 3 feet wide up near the fuselage where the wing was thickest and tapered down to just a few inches in width as the wing grew thinner near the tip. A thin metal strip, fastened completely around the outer edge of the boot, attached it securely to the wing. This strip, 42 feet on top and bottom of each wing made a total of 168 feet of stripping. Now 168 feet comes to 2,016 inches and, with 3 screws to the inch, a total of 6,048 screws on each plane were required. And each and every one of these 6,048 screws had to be removed to take the boot off.

I remember standing up on the wing that day with John Dwyer as we discussed what had to be done. The enormous size of the job was almost overwhelming. It was then I realized it was going to be a long war. And, to make matters worse, the screws were of a type known as PHILLIPS screws. The head of this variety of screw has a tendency to disintegrate whenever pressure is applied to it. As a result, only one screw in five were removed intact. The rest had to be chiseled off and then filed down. As you might expect, this resulted in many skinned knuckles and fingers.

Everybody on the flight line and many of the flight crews helped in completing this task. Even so it took us almost a week to finish the job and get the planes back in flying condition.

Today, 50 years later, I still find myself feeling a bit prejudiced and intolerant of PHILLIPS screws. Every time I see one I'm reminded of the ordeal we went through back in 1944. At such times I find myself unconsciously repeating some of the same cuss words I first learned on that notable occasion.