



ENDLESHAM MEMORIES

34TH BOMB GROUP H

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OBSERVATIONS

Here we are, in the New Year, and I find that I'm still your editor of the newsletter. I've made mention in previous issue that, little by little, my memory's leaving my brain. I know that is probably a normal problem for some people of our age but I thought there are some of us left who do not have the problem and might want to take over the job of editing the 34th B.G. Newsletter and they might be able to do a better job of it.

In any case, here I am again and I will try to keep it as interesting as I can for as long as I can. I am not getting as much mail as I used to so I sometimes have to come up with some information for our members in order to make the issue at least large enough to keep your interest.

In a short while Rose and I will be leaving for Florida to visit our No. 1 daughter, Lauren, and No. 2 son, Michael, for a couple of weeks to get out of this northern cold weather and winter woes. It will be nice to bask in the sunshine and warmth of Florida at this time of the year.

However, we know we must come back up north and live with the elements here. Oh, well, that's life, isn't it? Rose and I have lived in this area all our lives and have survived. Yet, now that we are in "Our Ages" it is not as easy to put up with. With my back, injured during a parachute jump in WWII, I can no longer shovel snow as I did before so I must pay someone to do it. Also, night-time driving has become a problem. Rose never

could drive at night and, lately, my eyesight is not what it should be after dark so we usually don't go out after dark. If we do it's only locally to a close-by restaurant or supermarket. That's it!

In any case, we're still here and, I hope, making a difference on the lives of those we love and have known for so many years. We have met and got to know so many of you over the years that you're almost like family. We do want to thank all of you that sent in holiday greeting cards. We love you, all!

That's about all I have to say for this issue. Hopefully you still find the newsletter interesting and enjoy it. If not, you might want to look for another editor for this periodical. I will not take offense at any action to replace me. I will say that I've tried very hard to please you but, if I was not able to, you take it from there. I will not object.

The June issue, as usual, will go to all of our listed 34th B.G. people, whether they have paid their dues or not. We keep hoping that the June issue will convince some of our "Unpaid" people to become paid members to receive four (4) issues a year instead of just one. Think about it!

We hope you will all have a pleasant springtime and, maybe, are looking forward to our reunion this fall. SEE YOU THERE??

Eli Baldea,
Editor

PRESIDENT'S MESSAGE

I address this message to the "Newly-Founds", to those 34th Bomb Group veterans whose names and addresses have been found and added to the records of the association. Those "Newly-Found" lists are the results primarily of the efforts by Ray Summa and Hal Province over the years. Thanks to my good friends Joe and Kay Marks I was a "Newly-found" in 1982. Joe and Kay lived in Anaheim, California at the time but, knowing how to find us from outstanding records of the Mormon Church, they located me in Fairfax, VA. That was in time for us to get in touch with my crew members and eight of us, with our wives, had a memorable get-together at the 34th B.G.'s first separate reunion in 1984 at Nashville. There was a prize for the crew with the most attendance and we won that prize - a bottle of Virginia Gentlemen Bourbon.

Being found by the 34th B.G. Assn. has added a rich chapter to our retirement years. At the annual reunions Agnes and I have had the opportunity to renew contacts with many old friends and make many new ones. The reunions have been held in interesting communities in the U.S. that we possibly would not have visited otherwise--Colorado Springs, Valley Forge, Virginia Beach, Shreveport, Little Rock, etc. Fortunately, the association has generated, and continues to generate, written and video materials covering the early years of the 34th Group and the activities of the association. The book, "34th Bombardment Group (H) 1941-1945" published by the Turner Publishing Co. in 1988 is a treasure that many of us continue to read and reread as we make more friends in the association. Copies of that book are still available from our PX manager, Paul Shull, for \$37.50 plus postage. As you know, from flyers in the Dec., '97 Mendlesham memories, our editor, Eli Baldea, has assembled more than 120 stories since that book was published in 1988 and a 34th "Volume II" is being prepared for publication, also by the Turner Publishing Co., later this year. I am looking forward to getting a copy of Volume II, hoping that those of you who did not have biographies in the first book now have them in the second.

Another "treasure" that is available to us through the PX order list is the video "Start Engines...Plus 50 Years" (VCR tape, 58 min. \$27.95). This video is a first class production of the 8th Air Force Historical Society. Many 8th Air Force veterans (including Paul Shull of the 34th) describe on the tape their experiences...Paul Shull describes this bailout and being taken prisoner by the Germans. Another video that featured the 34th 1989 reunion and the dedication of the 34th Memorial at Barksdale Air Force Base was available from the PX for a few years for \$15.00. That video was a collection of amateur videos collected by Kivett Ivey and included footage of earlier 34th reunions at Virginia Beach and Valley Forge. It is not currently in stock at our PX but Lovett Ovey has the master copy and copies could be

made available if there is a demand. Esther and Dale Frank recently sent me a copy of their video of the Omaha reunion. It, too, is a treasure.

Plans for the next reunion at Boise, Idaho (Sept. 10-13) are now shaping up and it promises to be a good one. George Ritchie and son, Tom Ritchie, had accepted our invitations to be featured father and son banquet speakers and describe their involvements in the Air Force - "Then (1944-45 in B-24's and B-17's) and Now (1998 in B-1B's)" George Ritchie was the bombardier on Walt McAllister's lead crew (Eli Baldea was the navigator) and was shot down on October 17, 1944 on a mission to Cologne. His experiences as a prisoner of war and escape are written in an article in the 34th "Volume I" (page 43) referred to above. Lt. Col. Tom Ritchie is second in command of the 34th Squadron, a B-1B squadron stationed at Mt. Home Air Force Base, Idaho (near Boise). The reunion committee, Harold Rutka, Bob Wright and Bruce Sothern are working out the plans for the reunion to possibly include a visit to the B-1B 34th Sqdn. and to other military units at Mt. Home Air Force Base. More details will be provided in the June issue of Mendlesham Memories. "Start you engines now" and make plans now for attending this reunion. And, if you have not attended a reunion before, you are especially welcome at Boise as a "First Timer".

Allen O. Israelson

FROM THE TREASURER'S COMPUTER



Tomorrow is PEARL HARBOR DAY and I'm wondering how much mention will be made of that day by the media and others. By the time you read this I hope that each of you has had a Wonderful Holiday Season and a Very Happy New Year. And with the start of 1998 we have a few changes that we want to incorporate into the way the 34th BG conducts its business. First off-you'll see a new address for me. We've moved closer to town and into a one-story home. Jan's once broken hip and my bad knee makes living in a two-story home troublesome. So, send your 1998 DUES to me at 153 NORTH HILL DR., CARRIERE, MS 39426.

With regard to MEMBERSHIP CARDS: we have

FROM THE TREASURER'S COMPUTER

Continued from page 2

asked that a self-addressed stamped envelope (SASE) be sent with your check when sending dues. Perhaps 1 in 8 or 10 will send an envelope, which was helpful to me and saved the BGA the postage. If you WANT A MEMBERSHIP CARD: include a SASE with your check! Letters and membership cards WILL NOT be sent those who omit the SASE!

MENDLESHAM MEMORIES! For several years I have NAGGED you about the need to inform us of new addresses so you can receive MENDLESHAM MEMORIES at the proper address. I have told you that undelivered copies are trashed and it cost the BGA at least \$2.50 for replacement copy. We are going to charge you \$2.50 for the replacement copy IF YOU FAIL TO NOTIFY US OF A CHANGE IN ADDRESS IN TIME FOR THE MAILING! I know that the USPS sometimes has problems with delivery and we'll replace those where it is not your fault. We have been ordering sufficient extra copies so we could send a copy to new-grounds but we are going to cut down on the number of extra copies ordered which will also save the BGA money. In each issue of MM Eli has been indicating the cut-off date for new articles for the next MM. There will also be the cut-off date for address changes. **BE WARNED ABOUT THE ABOVE CHANGES!!**

Turner Publishing Company is going to publish Vol. II of the 34th Bomb Group book. Many of you received notice of this thru the mail and it was discussed at reunion. Labels were printed for ALL on the roster but many have not received the brochure. The December copy of MM included a copy of the brochure so we could get better coverage.

For you ex-34th BG men who aren't 1998 members: I wrote in the June 1997 MM that I don't bill for back years. The dues of \$10.00 is for the current year and you are NEVER expected to pay BACK-DUES. We'd like for those who never (or once) paid dues to join the 34th BGA and especially want you to get your biography and then-and-now photos to Turner Publishing Co. for inclusion in the new Vol. II. Remember: being a paid-up member also makes your child or grand-child eligible to participate in the Scholarship Awards. The 1998 Application is included here elsewhere.

The 34th BGA also accepts donations to the scholarship fund. Most of the cost of the fund is borne by those who attend the reunion but we want to make it possible so others may also contribute to the fund. We'll accept any amount that you wish to give. And remember, it is deductible on your income tax return!

Cheers to all, Hal

REUNION COMMITTEE REPORT

The reunion in Omaha is now behind us, and each year we learn another lesson. We have to check the reunion date with any proposed parades in our reunion city. Omaha has a round-up parade each year and the assembly point was the Doubletree Hotel, and the police would not let busses come to our boarding area. Late arrivals missed out on the bus ride to Boys Town, but did arrive by taxi.

The details for the Boise Reunion will be finalized in April. We have been extended an invitation to visit the 34th Squadron at Mountain Home Air Force Base. Idaho by Lt. Col. Tom Ritchie, B-1B Lancers are operating from the base. We will work this in between breakfast and dinner for our usual Friday tour of the area. All members who attended our reunion in Raleigh and viewed the video presentation by the visitor bureau ladies will find the city of Boise to be everything expected for a great reunion. There is more to see in Boise than we can program into our reunion. Our hotel will be the Doubletree Riverside, formerly the Red Lion Hotel. There will be more information in the June issue of Mendlesham Memories.

The reunion committee would like to thank all of you who have attended our reunions and helped to make them successful. We wish everyone a happy healthy New Year - you will read this in the March issue, but it is being wished to all of you in January. The members of the committee have dispersed - the Bob Wrights to Florida. The Bruce Sotherns to Texas and the Rutkas are holding down the home front in Minnesota. We have another member of the reunion committee that does not receive recognition - Eli Baldea, our editor, Mendlesham Memories, the conduit for our message to reach all of you.

The registration forms will be in the June issue of Mendlesham Memories. - look them over and send in your registration to the hotel by August 20, 1998. After the cut-off date, the unused portion of our guest room block will revert back to the hotel for general sales. Reservations after the cut-off date will be subject to availability.

See you in Boise

Harold C. Rutka, Bruce Sothern, Robert Wright
Your Reunion Committee

Don't Forget To Send Your Dues

**Mail \$10.00 To: Harold Province
153 North Hill Dr.
Carriere, MS 39426**

**Also, please send self-addressed,
stamped envelope for return mail.**



ROSE'S CORNER

I have been putting off starting to write this column because we have had such dreary weather and we didn't go to Florida this year. This is enough to make us unhappy. If I'm not happy, I can't write! Eli stands by my desk and gives me that "Hurry up and get it done. It must be at the printer's in two days" look, so, not having too much to say, here is a recipe which I'm sure will be made by many of you wonderful airmen who read this column. This recipe must be read very carefully in order to get it right so make sure you have all the ingredients before you start - and good luck!

DECADENT CAKE

You'll need a cup of water, a cup of sugar, four large eggs, two cups of dried fruit, a teaspoon of salt, a cup of brown sugar, lemon juice, nuts, and a bottle of whiskey. Sample the whiskey to check its quality.

Take a large bowl. Check the whiskey again by pouring one level cup and drinking. Repeat. Turn on the electric mixer and beat one cup of butter in a large fluffy bowl. Add one teaspoon of sugar and beat again.

Make sure the whiskey is till today. Cry another tup. Turn off the mixer. Beat two leggs and add to the bowl and chuck in the cup of dried fruit. Mix on the tuner. If the fired druit gets stuck in the beaterers, pry it loose with a drewscriver.

Sample the whiskey to check for tonsisticity. Next sift two of salt. Or something. Who cares? Check the whiskey. Now sift the lemon juice. Add on table. Spoon.

Grease the oven. Turn the cake tin 350 degrees. Throw the bowl out the window. Check the whiskey again and go to bed. Sweet Dreams!!

P.S.: Even if you decide that baking is not for you, do read it all the way through just to notice how it will brighten your day! Please let me know how successful you were if you should bake it!! Enjoy!!!

P.P.S.: May God grant all of you many, many more years.

Love, Rose

RETURN TO MENDLESHAM, ENGLAND IN 1998

The 34th Bombardment Group (H) will be visiting England June 3 - 11, 1998. We will operate out of Cambridge or Norwich - depending on how many of our group attend. The visit to Norwich will be appreciated by the ladies to be able to do a little shopping.

The reservation form was enclosed in the December issue of our Mendlesham Memories. If you have misplaced it, you can contact Tamarac Travel, 5853 N. University Driver, Tamarac, Florida 33321-4633. Phone number is: 1-800-228-9690. Fax number: (954) 724-8811. Genevieve and I will be waiting for you when you arrive at our Heathrow arrival gate.

Harold C. Rutka
England Coordinator



Eli Baldea - Ready to board for a mission.



MARGARET MAUNDRELL - Mendlesham, England

My next-door neighbors took me to visit Duxford and, especially, the new American Exhibition. Had a great day there with simply beautiful weather and more than impressed with this new American museum. It's very, very impressive, amazingly huge, and houses a B-1 bomber, also a super-fort, a liberator, an earlier fort, Boston and more. It's built like a bunker. From the air you would see it as a bump in the field. It is grass-covered. There must have been some factual reason, for there were two fly-pasts - a "Tornado" fighter-bomber shot up the runway, gave two wing-wags and vanished. Then 12 aircraft, an assortment of "Spitfires" and "Thunderbolts" did two circuits of the airfield with another shoot-up before coming down to land. The walkway to the new museum has glass panels depicting the respective American Squadrons, the silhouette of each type of aircraft lost during the war. It must have cost a fortune, this glass alone. This is named "Counting the Cost", truly mind-beguiling. It makes any viewer think as they would at the R.A.F. Memorial at Brookwood in Surrey.

RAYMOND D. HINCHEE - Salem, VA.

Just received the MM and, as usual, dropped everything else and read all the good news. You are still doing an excellent job and we will have to work on getting you a unit citation.

As you know, we could not attend the reunion because of Margaret's health. She won one bout with cancer, a gallbladder attack and a hip replacement, but the leukemia was more than she could conquer. She passed away on Dec. 4th in the hospital. She fought like a trooper and never complained. We hated to lose her but we would not want her back in the same condition. It is never easy to lose a loved one, as many of you know.

GLINNIS (JOHN) REILLY - Ocean City, MD.

My husband, John, passed away on Oct. 18th. He was interned at Arlington National Cemetery on Nov. 17th.

We missed the Huntsville reunion because John broke a hip. We finally attended the Raleigh reunion where we met a lot of nice friends. We had hoped to meet members of his original crew of which he thought highly. The crew members of "The Ten Of Hearts" were pilot William Hart, George Schipani, Harold Steiner, Rikett Stanbach, Tom Cannoch, James Mixon, Jack Danhauer, Maxwell Hall and Walter C. Roe. He flew with three other

crews, "Belle of The Brawl", pilot Russell Paulnoch, "Frivolous Sal", pilot Leon Salvesson, and one other crew. He kept a diary of every mission he flew. It is quite a story of the courageous young men who flew the B-17's and B-24's in World War II. We visited the Mighty Eighth Air Force Heritage Museum at Savannah, GA. in Nov., 1996 and I hope to have his name inscribed on their memorial wall.

I have enjoyed reading the Mendlesham Memories and will gladly pay his dues to keep receiving it. Also, when the group returns to Mendlesham again, I hope I can make that trip also.

WALTER STURDIVAN - Stockton, CA.

Received my Mendlesham Memories today and what great coverage of the reunion at Omaha. Another great job and a commendable effort by the amateur photographers. The 34th Bomb Group always come through in great form.

In a letter from Philip Levick, who lives in England, I received a copy of an old article printed in "The Aeroplane" shortly after the 34th left England. It states that the "Group Markings on the Fortresses consisted of a red fin and red chord wise bands across the wings and the tail plane. The 4th, 7th, 18th and 391st Sqdns. may be identified by their white, yellow, red and green cowlings respectfully. Unlike other groups, the 34th does not carry a unit letter in a square on the fin, but the individual aircraft letter is carried on the rudder". I remember the square "S" Third Division marking that extended to the front half of the vertical stabilizer. Does anyone remember the other markings mentioned?

I ran across some information you might want to consider using in Mendlesham Memories. It is from a book entitled "CODE NAME DOWNFALL" by Thomas B. Allen and Norman Palmer. It says "BOMBER CREWS OVER EUROPE HAD THE HIGHEST ATTRITION RATE OF ANY BRANCH OF THE SERVICE IN WORLD WAR TWO. LOSSES AS HIGH AS 600 MEN ON A MISSION (SCHWEINFURT), 9,950 BOMBERS LOST, 49,000 MEN KILLED, 30,000 MEN CAPTURED, ONE IN EVERY FIVE MEN KILLED IN COMBAT IN WORLD WAR TWO IN ALL THEATERS WAS A BOMBER CREWMAN IN THE EUROPEAN THEATER".

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DEADLINE

Any material or items to be inserted in the June issue of Mendlesham Memories should reach me on or before April 23, 1998. That is the date our final copy will be presented to the printers.

Eli Baldea, Editor

NOTES FROM OUR FRIENDS

Continued from page 5

JAMES STUTHERS - Venice, FL.

Kay and I have sold our home in which we have lived in for the last ten years, since my retirement. We bought an acre of ground in Nokomis, FL., some 5 to 7 miles north of us here. We should have our new home finished by the end of January, 1998 and hope to move into our new "Dream-Home" about the 5th of February. For your records, please change our address to: 1225 Oak Tree Lane, Nokomis, FL. 34275. We hope to retain our present phone number (941-493-3768).

By the way, several members of our crew, "Butler's Bums", are members of the 34th BG Assn. Phil Swords is in very bad health and in a rest home in Washington, IL. and I am in touch with his son. I've definitely verified the death of our engineer, Sante Schifani, by talking to his older brother, retired General Emanuel Schifani, several months ago. He advised that Dante died in 1984.

I am unable to confirm one way or another that our pilot, Robert H. Butler, and our co-pilot, Roy Reynolds, are living or dead. Each time I visit our local library, I search the Social Security "Deceased" files trying to learn something about these men. I'll continue until I succeed, one way or another.

KIVETT IVEY - LaGrange, NC.

The 34th has lost another member. Gerald Holmes went off into "The Wild Blue Yonder" on Dec. 2, 1997. He was the pilot of the "Tiger Rag" crew. I'm sure his destination was heaven. We shall miss him! Marie, we have you in our prayers.

I remember a mission in 1944. We had extensive "flak" damage, two men wounded, elevator and aileron cables severed. Gerald came over the inter-com and said, very calmly, "Don't panic, guys. I have it under control". That assurance and his skillful flying, using engine power and trim tabs, got us back to England. We bailed out, Gerald being the last man out. Even though he wasn't able to save the aircraft, he saved his crew! Over the years I have had the opportunity to know Gerald and his family even better. I'm sure that, even now, he is sitting in God's Kingdom. He was that kind of man!

FRANK MC CULLOUGH - Allentown, PA.

Thought I would drop a note to inform you that I still haven't received my D.F.C. after two years of writing and phoning people. Since I haven't heard from my congressmen and senator, I sent a letter to the new Air Force Chief of Staff, General Michael L. Ryan, at the Air Force headquarters at the Pentagon in Washington, D.C. That will be another person contacting Awards and Records, making the people on the other end aware of our determination to receive the D.F.C. or know the

reason why not.

I am happy to report that one of our 27 members, who applied and also contacted his congressmen, received word that he is being awarded the D.F.C. His name is Robert E. Sweeney from Milwaukee, WI. He thanked me for my help and guidance in securing his medal. This is why I am not scrubbing the mission until I definitely hear something to the contrary.

EDWARD J. LONERGAN - Fort Myers, FL.

I just wanted you, the Board, and the Reunion Committee to know how much we enjoyed the meeting in Omaha. Also want to thank the ladies for keeping activities at the registration desk smooth. It was nice to see Wanda Pine attend. We will miss Gerry.

We now look forward to the 1998 meeting in Boise. My election to the Board was appreciated and I will cooperate to make good things for the 34th Bomb Group better.

ROBERT WRIGHT - South Bend, IN.

The Mantel clock I made and raffled off was won by Glen Henry of Waunakee, WI. I sold 192 tickets at \$1.00 each and will donate the \$192.00 to the General Fund of the 34th B.G.

CARROL FORISTER - Kirkwood, MO.

A bit of news for MM in case you haven't heard. Bill Fulton, 4th Sqdn. Line Chief, died on the 23rd of Sept. 1997. We told his wife, Louise, that we'd let you know. Also, Sylvia and I celebrated our golden wedding anniversary on Oct. 25th, 1997.

As usual, the reunion was super, though it gets a little sadder each year as our numbers dwindle down to a precious few. We had only 224 this year.

PAUL MUELLER - Rapid City, SD.

After several attempts to contact Frederick C. Braun I finally heard from someone at his address that he passed away several years ago. He was my navigator.

My wife and I are in remarkable good health and will spend the winter in Mesa, AZ.

LOUIS L. COHEN

I received a phone call from Sidney Rockmuller, who is trying to get the "Jive Bombers" dance band back together for one of our reunions. I think most of the group have passed away by now.

How about a reunion back east?? We now have two of the largest casinos in the country run by the Indians. They also have great hotel and convention facilities available. Other attractions are Pratt & Whitney Aircraft, Sikorsky Aircraft, New London Submarine Base and other places of interest like the air museum.

I'd also like to ask a favor. I flew on one of the "Operation Chow Hound" missions dropping food to the people of Holland. Would anyone have any information regarding the dates? There is a group known as "Opera

NOTES FROM OUR FRIENDS

Continued from page 6

tion Chow Hound Brothers" A reunion of this group is planned for the year 2000 in Holland.

EDGAR GEOHEGAN - Yelm, WA.

It will be two years, come January 22, 1998, since I had my Bi-Pass surgery. I play golf 4 times a week so, evidently, I am almost 100% recovered.

Hopefully Donna and I will attend the Boise reunion. These golden years are not very reliable but we will try. Pass on our very best to all.

DIRK GOMBERT - Boise, ID.

Over the years there have been several mentions of various crew member's activities in the 34th B.G. I note that in at least one issue of the MM a crew chief was written up for having successfully completed his entire period of service in the ETO without having had any abortions. Well, I would like to see if another crew chief could get the same recognition for the same accomplishment.

I believe Bill Fager, crew chief in the 34th B.G., should receive honorable mention for having had no aborted missions in his entire duty in the ETO. Recommended by Dirk Gombert, navigator on one of the planes he maintained.

Incidentally, Bill lives in Idaho and will most likely be at the reunion.

Ed. Note: I'm sure there are many crew chiefs who can live up to the same standards. But, please, I think we can't individually honor them all. I'm sure they all know how appreciative we all were for their good service.

BLANCHE (JOHN R.) Young - Stratford, CT.

My beloved husband, John, passed away on November 25, 1997. He had been battling alzheimer's disease for over twenty years, then he developed asthma and, in 1994, several melanomas had to be removed.

In April, the VA Medical Center in West Haven, CT. decided they could not longer care for him there and sent him to a small convalescent home near Stratford. He had started to wander about at that time and one day got to the elevator. I found him standing at the entrance to the building six flights down. They were doing all kinds of renovations at that time so, needless to say, it was a tremendous relief to get off the elevator and see him standing there looking around. It's a surprise to me that the nursing home didn't have alarms on the outside doors. There were three or four others who "literally" flew out of the doors and had to be brought back inside.

On November 16th he was brought to Bridgeport Hospital with pneumonia. All week he was treated with oxygen, etc. until he passed away a few days after he was admitted. I miss him more than words can say. We

were married 49-1/2 years in all.

In the September issue of MM, Winfield Reynolds asked about the others in Lt. Raymond's crew. I thought he and the rest of the crew members would like to see a picture taken in Mendlesham.

(Ed. Note: The photograph of the crew is shown below.)



Jack Raymond's Crew: Front-L. to R.: Chevalier, Hampton, Middleton, Parrott, Harris and Young. Rear-L. to R.: Raymond, Reynolds, Smith and Ruth.

NEWS FROM HERE AND THERE

From Frank Crabtree we have the following:

The B-17 Flying Fortress Association (Since 1990) is looking for new members.

Membership includes four (4) Newsletters a year which include actual stories and eyewitness accounts of WWII missions in B-17's.

If interested contact: Don Hayes, Pres., 1640 Cambridge Drive, Walla Walla, WA. 99362.

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:

HAL PROVINCE
153 North Hill Dr.
CARRIERE, MS. 39426

before the labels are printed to ensure the correct arrival

CHANGES OF ADDRESS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	ST.	ZPCD
CROWLEY	EDWARD J.	391	8513 W. ORAIBI DRIVE	PEORIA,	AZ.	85382-8825
HACKNEY	CLARENCE D.	391	85 WALDEN POND DRIVE	NASHUA,	NH.	03060
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MAST	WILLIAM H.	391LM	8365 SO. BONITA VISTA	LAS VEGAS,	NV.	89113
PROVINCE	HAROLD E.	391	153 NORTH HILL DRIVE	CARRIERE,	MS.	39426
RYALS	MARVIN C.	4 - 18	1688 GOLFSIDE COURT	APOPKA,	FL.	32712
SANTAS	VERNE F.	4	1415 MAIN STREET #159	DUNEDIN,	FL.	34698
SWENSON	ELBERT H.	7	10293 ARROWHEAD DRIVE	PUNTA GORDA,	FL.	33955
WARD	EDWARD L.	MM	8 WILLARD STREET #1	AMSTERDAM,	NY.	12010-3210
WILLIS	LYNN	A	3129 TUMWATER STREET	LAS VEGAS,	NV.	89121-2375

NEWLY FOUND

LAST NAME	FIRST NAME	ORG.	ADDRESS	CITY	STATE	ZIPCD.
Braun	Jennings	7	9 Flint Way	Boynton Beach,	FL.	33462
Brundage	Chester W.		82 Elmcroft Road	Rochester,	NY.	14609
Buchanan	Robert B. Jr.	7	56 Lafayette Avenue	White Plains,	NY.	10603
Fellows	Fred L.	7	P.O.Box 403	Ashford,	AL.	36312
Line	Jack E.		5628 So. Bend Drive	Fort Wayne,	IN.	46804
McNeill	Hobart		16 Fountain Grove Circle	Napa,	CA.	94558



TAPS

LAST NAME	FIRST NAME	ORGN.	ADDRESS	CITY	STATE	ZPCD.	DIED.
ASHWOOD	NORMAN A.	7T	2096 MCKINLEY AVENUE	LAKEWOOD,	OH.	44107	10-??-95
ATWATER	VERNON E.	4TH	2143 AZTEC CIRCLE	COTTONWOOD,	AZ.	86326	12-06-97
BULLIS	DARRELL	7TH	108 ORCHARD DRIVE	EARLY,	TX.	76802	9-15-97
COHEA	HOWARD E.	391ST	3131 ADAMS STREET	ALBUQUERQUE,	NM.	87110	12-??-94
DAY	GEORGE W.	4TH	1010 BELMONT CIRCLE	TAVARES,	FL.	32778	10-13-97
HANKEN	ERWIN W.	7TH	BOX 803	PARKER,	SD.	57053	10-25-97
HINCHEE	MARGARET (RAYMOND)		202 TAYLOR AVENUE	SALEM,	VA.	24153	12-04-97
HOLMES	GERALD	7TH	2514 NOTTINGHAM PLACE	GRAND PRAIRIE,	TX.	75050	12-02-97
McBLAINE	ROBERT	7TH	P. O. BOX 5817	ALOHA,	OR.	97006	11-15-97
McCARTY	DONALD J.	18	7505 COUNTRY CLUB DRIVE	GOLDEN VALLEY,	MN.	55427	03-03-96
REILLY	JOHN E.		13307 PEACH TREE ROAD	OCEAN CITY,	MD.	21842	10-18-97
RUTH	RICHARD H.	18TH	P. O. BOX 559	OKOBOJI,	LA.	52355	6-21-91
STAMPON	PETER J.	7TH	9 FLORENCE ROAD	GRAY,	ME.	04039	12-??-96
WELLS	DAVID S.	18TH	1117 CHRISTY STREET	BOSSIER CITY,	LA.	71111	4-30-97
YOUNG	JOHN R.	18TH	97 DERBY PLACE	STRATFORD,	OR.	06497	11-25-97

MEMORIAL GIFTS TO SCHOLARSHIP FUND

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>IN MEMORY OF</u>
Buchanan	Robert Jr.	Robert Buchanan Sr.
Fandell	William H.	
Janes	Gloria	John Janes
Martin	Randall	Gerry Pine
Paxton	Ken	Gerry Pine

NEW LIFE MEMBERS

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORGN.</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIPCD.</u>
NICHOLS	CLARENCE L.	7	7447 FARM 9 SOUTH	WASKOM,	TX.	75692
PARSONS	HARRISON M.	391	405 FORREST HILL DRIVE	SHELBY,	NC.	28150



50TH WEDDING ANNIVERSARIES



50th Wedding Anniversaries (or greater not previously reported.)

<u>Last name</u>	<u>First names</u>	<u>Anniversary date</u>	
450623* PARSONS	HARRISON & MARY	405 FOREST HILL DRIVE	SELBY NC
471014 KAISER	RAYMOND & ALICE	559 FRANKLIN STREET	ALPENA MI
48.... BAUMGARDNER	DONALD & VERA	507 EUCLID	CHARLES TOWN WV
48.... CARLSON	GLEN & HERMAND	1311 WHITE PINE DR N	EAU CLAIRE WI
480109 BREITSCHWERDT	EDWARD & SARAH	3345 OCEAN GATEWAY R50	E NEW MARKET MD
480110 WADE	CECIL & LURLENE	208 WALDROP RD	FLORA MS
480114 ISRAELSEN	ALAN & AGNES	519 W 53RD STREET	MINNEAPOLIS, MI
480424 JACOBBAUSKI	MICHAEL & MARGARET	7056 KATHERINE AVE	VAN NUYS CA
480424 MAYNE	JOSEPH & HELEN	7 HITCHING POST LANE	CENTERVILLE MA
480431 METZLER	JAMES & DOROTHY	1940 EAST 4TH ST	COLBY KS
480529 BILLMAN	CHARLES & ISABELLE	19806 STARDUST BLVD	UN CITY WEST AZ
480605 ST LAWRENCE	ROBERT & BARBARA	P O BOX 289	HILLSBORO NH
480612 LANE	SAMUEL & NELDA	9314 LAWNDELL RD	RICHMOND VA
480614 BOLDUC	OLIVER & MARJORIE	65 BOLDUC LANE	HAPLIN CT
480620 MILLER	GEORGE & FAYE	1268 HARMON AVE	W SAINT PAUL MN
480622 BOYSUN	JOHN & FLORENCE	829 29TH AVENUE NE	GREAT FALLS MT
480625 CRAFT	JUNIOR & LAURA	2697 RD 525	JACKSON MO
480626 BAER	ROBERT & ROSE MARIE	253 SOUTH 25TH ST	TERRE HAUTE IN
480626 WILSON	LLOYD & ETHEL	44380 REDTAIL HAWK LN	LEONARDTOWN MD,
480703 COLE	SANFORD & MARY ANN	BOX 150	SIMSBORO LA
480710 RICKER	CONRAD & PATRICIA	5804 NW 86TH ST	OKLAHOMA CITY OK
480711 LE MASTER	FRED & HELEN	412 MAPLE ST	BIRMINGHAM AL
480801 SIMPSON	RONALD & MARTHA	BOX 174	WILLIAMSPORT IN
480814 LARSON	LOWELL & MARIAN	636 WEST 5TH ST	OXNARD CA
480821 BRUEN,	JAMES & HELEN	16 EUCLID AVE	LYNN MA
480830 CANNOCK,	TOM & BLANCHE	1117 EAST 28TH ST	SAN BERNARDINO CA
480904 KUBLY	A RAY & RUTH	1204 AMBER LANE	WATERTOWN WI
481016 NICHOLS	CLARENCE & CHRISTINE	7447 FARM 9 SOUTH	WASKOM TX
481107 VAN LIERE	WILLIAM & RUTH	1506 WEST MARIAH WAY	FORT WALTON BCH FL
481121 OTT	CARLYLE & LORETTA	12293 ANTIGUA CT	MARION IL
481124 GOETSCH	FOREST & IRMA	1734 WOODSIDE DR	THOUSAND OAKS CA
481227 PARENT	ROBERT & BARBARA	60 CLARK AVE	NORTHAMPTON MA



Then and Now



FRANK CRABTREE



1944



1997

JACK & MARIAN SHARE



1947



1997

JOE WONG



1943



1997

SPECIAL

MISERY AGENT - 41-28838

"Misery Agent" was born of a premonition, a premonition of death. The 24-year-old bombardier of crew 20 was adamant. He would not be returning from Europe - that he would be killed. The rest of the crew laughed it off. After all, Robert Swarthout had a dry sense of humour and only he could talk of such things. But he was persistent and, soon, someone coined the phrase "Misery Agent" for him.

Crew 20 had come together at 358 Combat Crew training school at Blythe Army Air Force Base in December, 1943. By April, 1944, they had started their move overseas and the first leg of their journey was to Lincoln, Nebraska. It was here that they collected their aircraft, a B-24H-15-DT Liberator, serial no. 41-28838. This aircraft had been constructed by Douglas and was from batch 15 of a production run of 582 of this mark at Tulsa, Oklahoma. A suitable name for the plane was required and Robert Swarthout had the answer - "Misery Agent". No one argued and "Misery Agent" was born.

The transit to England followed the standard routing of West Palm Beach, Florida, to Port of Spain, Trinidad, and on to Belem, Brazil. However, Bob Gross, the navigator, was determined to enjoy home comforts just one more time before they left the States. When orders came to move to Palm Beach, he managed to whisper to his wife, Cynthia, in a phone call, their next destination. Imagine his disappointment when their AGO passes were withdrawn on arrival and they were confined to base. However, when it came to the pilot, Herman Doell, he said he didn't know where his pass was. Bob knew where it was and, in no time, he was off base having

borrowed it and had arranged to meet his wife. After two such trips Bob decided he was pushing his luck. After Brazil, Natal, and Senegal crew 20 arrived at Marrakech. Unfortunately all had a problem of sickness and were delayed by this for several days. Finally they could delay no longer and took-off for the final leg to England.

Bob Gross had not fully recovered and, in flight, had an urgent need for the toilet. Liberators did not have the sophistication of an Elsan like the Halifax and Lancaster of the RAF and the only solution for Bob lay with a newspaper. Having duly performed, Bob called on the bombardier to open the bomb bay doors to effect disposal of the paper bundle only to find it had aerodynamic qualities. No sooner had he thrown it out than it flew back in.

Arrival over England became a nightmare for the navigator. All those green fields - nothing like the wide-open spaces of the desert in training. It became obvious that RAF Valley could not be found. Herman Doell convinced him he would not be beaten and was determined to find their destination by flying around and looking. Bob Gross convinced him and if he and the navigator didn't know where they were, how could he. Radio operator, Alvin Rainey, was told to send a Mayday and, within 15 minutes, they had a fix and were down at Valley at last. The Red Cross girl there gave the crew a cup of tea - their first taste of tea British style, tea, milk and sugar, all in!

Arrival at Mendlesham was completed for the four squadrons of the 34th Bomb Group by mid-April, 1944, crew 20 being a part of the 7th Sqdn. A period of intensive training followed in preparations for operations.

The first mission for the crew came on Saturday, May 27th - the target being the Woippy aero engine works at Metz. The route to the target circled Paris and took them nearly to the Alps and afforded the crews views over Switzerland and Southern Germany from 21,500 feet. On the way Bob Gross became worried about the weather and turned to the bombardier to remark about the black clouds ahead - that there must be a hell of a rainstorm. Bob Swarthout replied "That's not clouds, buddy. That's flak". Fortunately it was not accurate.

Eight hours after taking off and one load of incendiaries lighter they arrived back at base. Missions to Germany quickly followed with Lutzkendorf on the 28th and an oil refinery at Politz, near Berlin, on the 29th. The Politz mission saw the 34th's first losses in action when very accurate flak was encountered. One aircraft crashed in Holland, another in Denmark and a third in Sweden. Of those that got back, many had holes in them and a further aircraft was written off with battle damage. Three injured crewmen were helped out.

A period of bad weather followed which prevented further missions for "Misery Agent". The weather also prevented the execution of another event - D-Day. At



Oliver Bolduc & his son who is a major in the army.

Continued on page 12



34th Bomb. Group

Eli Baldea
2576 Brookwood Drive
Crown Point, Indiana 46307
(219) 988-4607



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

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SPECIAL

Continued from page 11

last, on June 5th at 4:30 in the morning, Eisenhower was told of a brief respite in the weather and made the decision "Tomorrow we go!"

The flight crews were roused at midnight on the 6th of June. Bob Gross was allowed to go back to bed as navigators would not be required on this mission. There would be so many aircraft in the air that navigation would be achieved by following lead aircraft. The exact sequence of events for one aircraft out of the thousands that took part in operations that day has proved difficult to determine, but the 34th were amongst the earliest airborne. The missions that morning would be in 6-ship units to allow the bombing of a large number of targets. The 34th were to bomb rail-yards, bridges and road choke-points around Caen to prevent movement of reinforcements to the invasion beaches. Take-off was shortly after 2:00 A.M. and, after gaining altitude, the formation headed north to Scotland and flew a retrack pattern around a radio beacon in the dark. This was required to allow the return of RAF aircraft from night operations and to allow smaller aircraft and tow-planes to form up over East Anglia. This process took several hours and, with a load of ten 500 lb. bombs, the allocation of 1750 U.S. gallons of fuel were being eaten into. This day would see one of the largest air armadas ever assembled and transit to the target areas around the invasion beaches was carefully planned. Aircraft from numerous holding points were brought together in a continuous stream and the final assembly point was between Leicester and London and allowed the aircraft

to swing south and cross the coast near Bognor Regis. With so many aircraft in the air the instructions were specific. Only one run at the target and a right hand traffic pattern only.

Ed. Note: This story will be continued in our next issue.



These two are Arthur F. Stancati gunner and Robert K. Swarthout navigator of the Misery Agent. Photo copied from 1946 book on the 34th B.G.