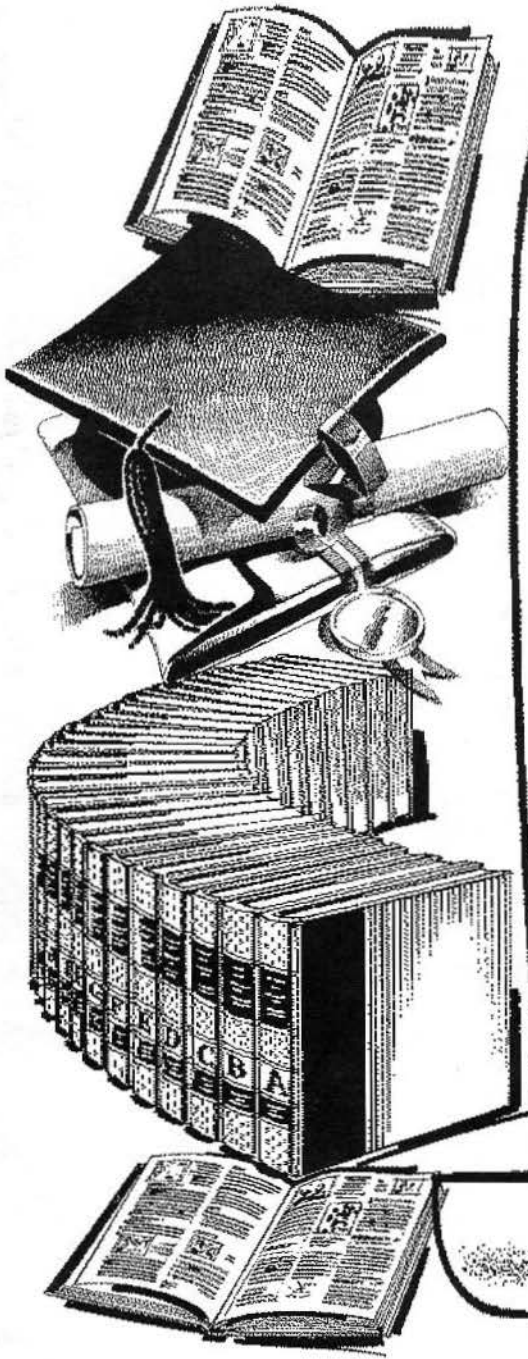




ENDLESHAM EMORIES



VOICE OF THE 34TH BOMB GROUP (H)



Scholarship Edition

Their Future
is our Concern

The 34th. Bomb Group Association is enhancing it's Scholarship Program this year by offering an additional award:

1st Place	-	\$ 1 0 0 0
2nd Place	-	\$ 7 5 0
3rd Place	-	\$ 5 0 0

The scholarship application (inserted in this issue) must be completed and returned to the scholarship committee on or before July 11, 1999 to qualify. GOOD LUCK!



4TH SQUADRON



7TH SQUADRON



18TH SQUADRON



391ST SQUADRON



MENDLESHAM MEMORIES

Newsletter of
The 34th Bomb Group Assoc Inc.

This newsletter is published four times a year (March, June, September, December). All material for publication is welcome and should be sent to:

Jack Share
22 So. Avonlea Cir.
The Woodlands, TX 77382
(409) 273-3561
e-mail jkshare@lcc.net

OFFICERS

President	John Doronsky (440) 942-4109
1st. Vice President	Norman Mayer (714) 842-1521
2nd. Vice President	Edward Lonergan (813) 481-0021
Recording Secretary	John Feda (507) 532-5334
Treasurer & Corresponding Secretary	Harold Province (601) 798-2059 e-mail provih@datastar.net
Archivist	Wallace Brauks (314) 849-3166
Past President	Allen O. Israelsen (612) 822-9234 e-mail ALISRA@AOL.COM
Chaplain	James Martin (915) 348-3086 e-mail jfmartin@web-access.net
Editor Emeritus	Eli Baldea (219) 988-4607
PX	Kenneth Paxton (316) 685-4376
Editor	Jack Share (409) 273-3561 e-mail jkshare@lcc.net

BOARD OF DIRECTORS

Carl Freysinger (99)—(512) 653-8977
Jack Farley (00)—(937) 239-2940
James Stuthers (00)—(941) 484-8485
Paul Shull (00)—(816) 356-4630
Claude Conklin (01)—(319) 444-2503
Claude Gibbs (01)—(973) 285-3770

REUNION COMMITTEE

Harold Rutka, Chm.—(218) 724-1667
Robert Wright—(219) 232-4287
Bruce Sothern—(612) 789-2225

DEADLINE

All Material and items to be inserted in the June issue of Mendlesham Memories should reach me on or before April 19, 1999 That is the date our final copy goes to the printer.

share—

a thought.

Where did 1998 go? Why, as one gets older, do the years seem to slip by faster and the winters get colder? As I write this column it is a week into January and the weather in Houston has taken a sudden turn for the worse. It is now 32 degrees and is due to be lower by morning. But one thing about the Houston weather, it changes very rapidly and the temperature could be back to 70 degrees within days. Reflecting back on the past year, except for the Washington mess, the weather and Nature's wrath dominated the news- - blame it on El-Nino, everyone else did. Nearly every week we heard of some section of the country getting pounded by floods, hurricanes, tornadoes, mudslides etc. Now to start the new year we are hearing about the horrific snowstorm in the Midwest. Bob Wright reported that due to the weather he had to delay his annual trek to Florida - 17 inches of blowing snow with drifts of 3 to 4 feet. That would keep you around the house. Bob has had some surgery and Esther had an injury due to a fall. Hope both will improve rapidly.

As for the newsletter this year, we expect to continue as your Editor, with your blessing and the publishers patience. We have had numerous requests to feature more articles on the contributions of the ground personnel and those that made all the sorties possible. That will be my goal for this year and, with help from the membership, we should be able to come up with some interesting articles. I would like also to feature some personal stories of members lives, not only in the military but also before and after the war. Understandably, we are reluctant to talk about ourselves but human interest accounts of how we adapted to military life and then back to civilian life would be of great interest to others, especially the younger generations, many of whom are just becoming aware of our generation, thanks to some recent movies "Saving Private Ryan" for one, and now Tom Brokaw's book "The Greatest Generation".

This March issue of MM is what I call the scholarship edition since we include the application for scholarships to be awarded in 1999. Also, in this issue, are the pictures and comments of last years winners. This year, with the additional award, we can look forward to



many interesting applicants. Good luck to all.

Your reunion committee has been working diligently, since the Boise reunion gathering information, lining up sites and activities for future reunions. Of course, this coming September we will be meeting in Des Moines, Iowa where plans are being finalized for another great reunion. Complete details and reservation forms will appear in the June issue of MM. It is not too soon to start making plans - see you in Des Moines.

We strive to make each newsletter more interesting than the last one. We appreciate, and look forward to, any and all suggestions, criticisms, and contributing articles.

For all you Irishmen and those once a year wannabe's - happy St Patrick's Day to all - wherever you are.

Jack Share, Editor



WHAT IS A VET?

Some veterans bear visible scars of their service: a missing limb, a jagged scar, a certain look in the eye.

Others may carry the evidence inside them: a pin holding a bone together, a piece of shrapnel in the leg — or perhaps another sort of inner steel: the soul's ally forged in the refinery of adversity.

Except in parades, however, the men and women who have kept America safe wear no badge or emblem. You can't tell a vet just by looking.

What is a vet?

The cop on the beat who spent six months in Saudi Arabia sweating two gallons a day making sure the armored personnel carriers didn't run out of fuel.

The bar room loudmouth, dumber than five wooden planks, whose overgrown frat-boy behavior is outweighed a hundred times in the cosmic scales by four hours of exquisite bravery near the 38th. parallel.

The nurse who fought against futility and went to sleep sobbing every night for two solid years in Da Nang.

The POW who went away one person and came back another — or didn't come back at all.

The Quantico drill instructor who has never seen combat — but who has saved countless lives by turning slouchy, no-account rednecks and gang members into Marines, and teaching them to watch each other's backs.

The parade-riding Legionnaire who pins on his ribbons and medals with a prosthetic hand.

The career quartermaster who watches the ribbon and medals pass him by.

The anonymous heroes in The Tomb Of The Unknowns, whose presence at Arlington National Cemetery must forever preserve the memory of all the anonymous heroes whose valor dies unrecognized with them on the battlefield or in the ocean's sunless deep.

The old guy bagging groceries at the supermarket — palsied now and aggravatingly slow — who helped liberate a Nazi death camp and who wishes all day long that his wife were still alive to hold him when the nightmares come.

An ordinary and yet an extraordinary human being — a person who offered some of his life's most vital years in the service of his country, and who sacrificed his ambitions so others would not have to sacrifice theirs.

A soldier, a sailor, and a savior and a sword against the darkness, and he is nothing more than the finest, greatest testimony on behalf of the finest, greatest nation ever known.

So remember, each time you see someone who has served our country, just lean over and say Thank You. That's all most people need, and in most cases it will mean more than any medals they could have been awarded or were awarded.

Two little words that mean a lot, "THANK YOU".

"It is the soldier, not the reporter, who has given us freedom of the press.

It is the soldier, not the poet, who has given us freedom of speech.

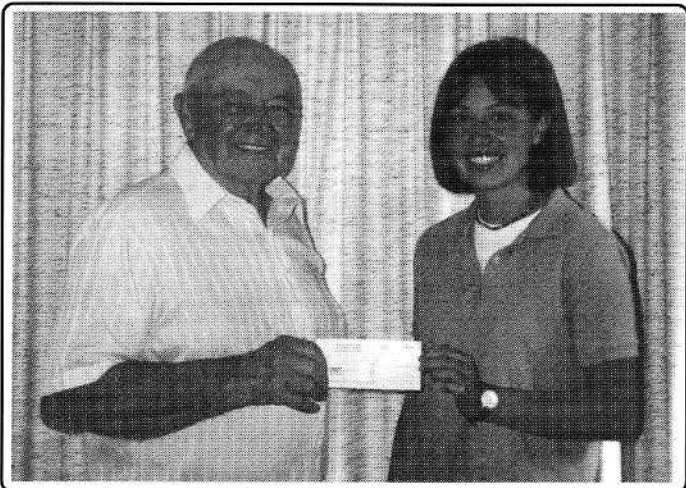
It is the soldier, not the campus organizer, who has given us the freedom to demonstrate.

It is the soldier, who salutes the flag, who serves beneath the flag, and whose coffin is draped by the flag, and who allows the protestor to burn the flag." (by Father Denis Edward O'Brien, USMC).

(submitted by Eli's daughter Lauren. Extracted from a Florida paper on Veteran's Day)

**HAVE YOU
PAID YOUR
1999 DUES?**

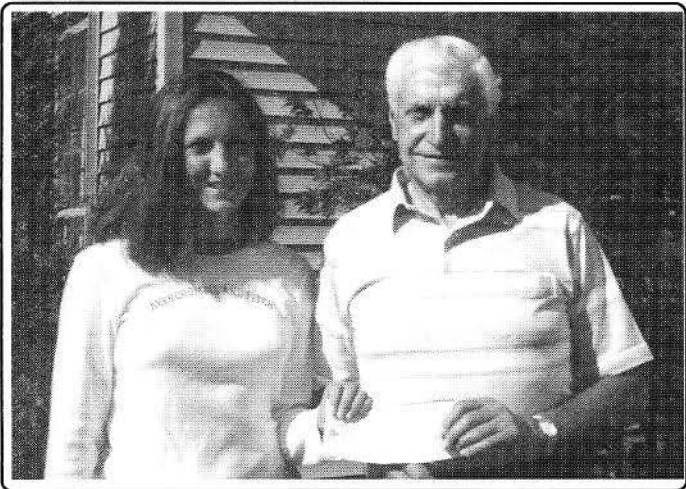
SCHOLARSHIPS



Rachel Ezell - 1st. place winner with grandfather, Billy Dale Ezell.

From Rachel Ezell - Here is a picture of my grandpa and myself. We were both very excited to hear that I had received this scholarship. It will definitely help with furthering my education.

From Grandpa Ezell - I also want to thank you for the scholarship the 34th. BG awarded to my granddaughter, Rachel. We are very proud of her scholastic achievements. Thank you again.



Michelle Burke - 2nd place winner

From Michelle Burke - I would like to thank you for your generous contribution to my college fund. I really appreciate that my hard work has been noticed and rewarded. Your scholarship money will help in the expenses as I begin my studies at Purdue University. It makes me very proud that I have won a scholarship through my grandfather's organization. I feel that it strengthens the bond between us.

I think I should tell you a little about myself and my future plans, so that you know where your money is going. After graduating, with honors, from Avon Lake High School, I will continue my education at Purdue

University, as I mentioned above. I plan to pursue a career in Engineering. Earlier this summer I visited Purdue for my orientation, to register for classes, and take placement tests. I can honestly say that I think I will be very happy there and I am very excited to get started! Not only do I plan to fill my busy life with a demanding Engineering major, but I also plan to try out for the women's soccer team. I have played soccer for twelve years now and it has been my dream to play Division I soccer. Thanks for your time, I appreciate your contribution.

PRESIDENT'S MESSAGE



New Year's Eve '98 was the start of some very nasty weather in Ohio. Snow began falling and continued for 15 consecutive days. The whole midwest was hit with the white stuff. Now I know why so many of our comrades move to safer and warmer climates.

Those Many pictures of our comrades and ladies in the last MM attending the Friday night dinner, Air Base tour, City tour, hospitality room and the Gala banquet showed me what a good looking group we have.

I feel honored and privileged to be associated with such an outstanding organization and it's members who unselfishly gave of themselves for our great country when they were asked.

Let us all try to participate at our reunions, if you can, in the years to come. We only meet once a year and I am sure you can schedule yourselves to attend. I promise and guarantee you will not be disappointed.

I wrote to our talented recording secretary, John Feda, to request a piano in the hospitality room at Des Moines. John came through for us in Boise so I feel he will succeed in Des Moines.

Fred Berglund, former B-17 pilot wrote me a very interesting letter. Let me relate one of his paragraphs...

"Don't know if you remember how our crew inherited the name 'Miss Behavin Ravin' We watched it limping back to Mendlesham with a chute opened in the belly of the airplane. The bombardier tried to bail out over Germany, and pulled the rip cord before he cleared the escape hatch. He became entangled and held only by his back side when the plane finally landed safely. The sheet metal ground crew patched the torn hatch and two days later we inherited the plane to fly missions."

It's stories and experiences such as Fred's that make me feel proud to be a small part of our group.

You guys all did a great job so why not join us in Des Moines to shake a few hands and re-new our friendships once again.

John Doronsky



Much concern, by members, has been evident in the past few months as to the status of the 34th Bomb Group Volume II history book. This letter is Turner Publishers' response to my inquiry into the matter on return from the Boise reunion. JS.



(502)443-0121
(502)443-0128

P.O. Box 3101
Paducah, KY 42002-3101

November 16, 1998

34th Bomb Group Association
Jack K. Share, Newsletter Editor
22 South Avonlea Circle
The Woodlands, TX 77382

Dear Mr. Share:

I received your letter regarding the 34th Bomb Group Volume II history book and wanted to respond. The book is being designed and we should have this finished by the later part of December. We hope to have the book in for printing by the end of January, which will enable the book to ship by the end of March, 1999. We are in the process of sending a card to all purchasers explaining this new schedule or, if you have a winter newsletter, this same information could be included.

We are sorry we had some delays with your volume II book. If you have further questions, please do not hesitate to contact me directly at (812) 985-2412.

Respectfully,

Mark A. Thompson
Co-Publisher



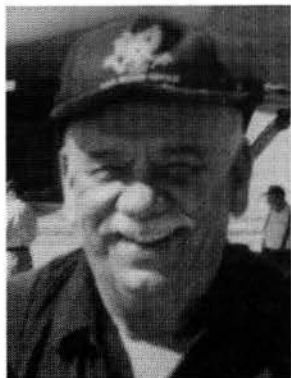
Message From Harold

I am honored to serve the members of the Eighth Air Force Historical Society, as your President. We must remember that the purpose of our Society is to perpetuate the history of The Eighth Air Force and

the memory of our lost comrades. Let us join hands and work for this purpose during the coming year.

This year we will celebrate the 25th anniversary of the founding of The Eighth Air Force Historical Society at Savannah Georgia 27-30 October 1999. We will be looking forward to seeing you in Savannah.

FROM THE TREASURER'S COMPUTER



Wow! Here it is January 19th and this was to be in Jack's hands by the 16th. !! But no e-mail from Jack so far so perhaps he's running late also!! (good timing Hal, I was going to give you four more days - ED.).

Two items to start off with :

1—That was a good start for Jack's first issue! I'm very pleased with the NEW MM and know that you are also. But Jack can't do it alone—you've got to keep feeding him stories and recollections of what you remember happened back in '43 - '44 - '45! We especially need stories from the ground personnel.

2—A big Hip-Hip-Ho-rah to Harold Rutka on his election to the presidency of the 8th. Air Force Historical Society! It has been a long hard trip for Harold and I'm glad to see him in that position!

I've had comments about why a couple wasn't included in the 50th. Wedding Anniversary Listing. Unless you tell us, we have no way of knowing your anniversary date. For several years I've asked that you supply me with your birth date and the date of your marriage.



The same goes when you change your address—WE NEED TO KNOW WHEN YOU MOVE! Frequently, we find out when the US Postal Service sends us a change of address, for which they charge 50 cents. When you move, we'd like to know the new mailing address along with your new telephone number, as soon as possible. In the matter of sending a SASE (self-addressed stamped envelope) with your dues—if you want a membership card, please continue to send the SASE each year. Otherwise I don't send cards.

Scholarship applications are included in this issue of MM. They will be due PRIOR to July 11th., 1999. Also, if your applicant needs to know that it arrived, it should be sent with a RETURN RECEIPT REQUEST. And remember, that the sponsoring member MUST be a current, paid up member of the 34th. BGA.

Did you notice the E-Mail addresses on the Officers and Board of Director's list? I'll include a complete list of those in the 34th. BGA who have E-Mail address in the June issue. If you have an E-Mail address, please send me an E-Mail message so that I'll have all have those who are using E-Mail.

I hope the Winter has been kind to all and you are thinking about Spring planting of gardens.

Cheers,
Hal Province, Treasurer
34th. Bomb Group Association
provi@datastar.net



REUNION COMMITTEE REPORT

The 15th. Annual Reunion of the 34th. Bombardment Group (H) will be held on SEPTEMBER, 16 - 19, 1999 at the Savery Hotel in Des Moines, Iowa. Now that you have your new calendars, mark those dates and start making plans to meet "your special friends" at the reunion.

Des Moines is a Three Time "ALL AMERICAN CITY" centrally located at the Junction of US 35 and US 80. The city is served by United, TWA, American, Northwest, America West and Van Guard Airlines.

The Savery Hotel is newly redecorated and is located in Downtown Des Moines. It is connected to nearly three miles of carpeted skywalks that lead to restaurants, entertainment, and shopping.

The June issue of "Mendlesham Memories" will have the Registration Forms and more information about the reunion.

The reunion committee:

Harold Rutka
Robert Wright
Bruce Sothern

It's a fact!!

The late Nikita Krushchev credited the survival of the World War II Russian Army to american shipments of SPAM. Without them, our soldiers could not have been fed!

MESSAGE FROM THE P.X.

In this issue is the latest PX order form, with my name and address. I will be happy to ship these items, from my home in Wichita, upon receiving the orders. We are low on shirts as we are having problems getting the right supplier but I think it will eventually be worked out.

One new item has been added - a book titled "PRESCRIPTION FOR NUTRITIONAL HEALING" by James F. Balch, MD. and his wife Phyllis A. Balch, Certified Nutritional Consultant. My reason for adding this item, is to help our aging members (all included) prevent many unnecessary illnesses and disabilities, and to maintain a healthier, happier life. As a practicing consultant pharmacist for almost 50 years, I recommend this book as a most valuable source of information to explain our current doctor's diagnosis and to add many practical ideas to make their procedures more effective. It carries a 30 day, money back, guarantee (by me). Our by laws and job description for PX includes education and I am hoping everyone will take advantage of this opportunity.

NOTE TO 34TH. BG DIRECTORS - I have purchased the books with my own funds with all profits to go to our BGA. Our cost (will vary) should run slightly over \$14.00 each and the book retails for \$19.95. If it doesn't go, there is nothing lost.

PX Manager
Ken Paxton

BOB WRIGHT'S CREW

7 th. SQD. 34th. B.G.

Our B-17 was a mighty ship
She fired from the nose, the tail, and the hip
We had ol' Walt down in the ball
And Alex in the top turret where he stood ten feet tall
Bob and Dave handled the controls
Luke would navigate us to our goals
McPhee was our bombardier,
But he went to lead where the vision was clear
Ed Tuma came aboard as a toggleleer
Hutch and Pine from the radio
Would man waist guns and make them go
Now on the ground - - - Rose and Sal
Kept us flying in that grand old gal.
We flew the tour without much hassle
Ending at Hamburg and starting at Kassel.
Near two score later it's reunion time
We remember the fun and Big Ben chime
We laugh - - we cry to no avail
Hey - - don't forget Aldo way back there in the tail.

ED - Bob Wright submitted above poem and reports that it was written by his radio operator, the late Gerry Pine.

ROSE'S CORNER

Hello again!

With so much going on in this country and a lot from others, I found it very difficult to concentrate on my column and totally forgot what was the expiration date to get it to our editor, Jack Share.

There were many beautiful Christmas cards sent to us, asking about Eli's health and we want to thank you all very much!

He has many physical things going wrong but he claims "It's just old age!" Mental problems are the most difficult. He forgets so much that I must check every step he takes. Hard of hearing has him saying "What?" every time I say something. I try to speak louder but, by that time, he is more interested in what the TV is talking about.

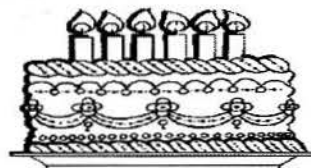
He does get lost once in a while and, because he was the navigator on Walt McAllister's lead crew, I find this very sad. I cannot remember ever, in the 51 years since we were married, that he ever made a mistake in driving. The few medications taken for mental health don't do much at this age. I wish Eli could have started a bit younger, like 65! Have we ever thought of 65 as being young? No! No!

We wish to thank every one of you for all the wonderful, heartfelt words of encouragement you sent to us. We will never forget how good it felt to read our December issue and notice that there were many pages where Eli was praised very highly. Thank you all for giving him the new title of Emeritus. He definitely earned this. If we had been to the reunion I'm sure you would have seen the two of us in tears. Thanks again.

May God grant you all many years.

Love,
Rose

P.S. My June column will have several new recipes. Also I've asked for birthday's and finally received one answer. Thank you:



Ronald E. Simpson, April 28, 1922
Martha I. Simpson, September 17, 1918

You can check the roster for their address.



This is the group picture taken at Mt. Home Air Base on our tour of that facility during the Boise reunion.
 The original is a beautiful, full color, 8 1/2 x 11 print. Harold Rutka will generously donate his time to provide
 8 1/2 x 11 colored laser copies of the print to those interested members.
 The cost per laser copy and postage will be \$2.10. If interested please contact Harold or the editor.



AAB Blythe, California - 1943
Picture submitted by George Sobresky - 391st sqdn.
(George is 4th from left - standing)
Anyone Remember this picture?

REGULATIONS *For Operation of* AIRCRAFT

Commencing January 1920

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never Leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of the obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to guage altitude, especially on landing.
12. If you see another machine near you get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during long glides. If the pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land close than 50 feet to the hanger.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

A part of history past and the many rules and regulations imposed on pilots of that era.

Submitted by Lloyd Boren - 18th Sqdn.

HELP NEEDED:

Jim Martin has suggested that due to several requests for information regarding former members of the 34th. Bomb Group and other concerns, we should provide a column as an outlet for these inquiries. This will be our first such column.

I am trying to find some member of the 34th. who might remember my father, Sgt. Aubrey M Smith. He was a mess sergeant and was stationed at Mendlesham from 1944 thru 1945. If you know anyone who might remember him, please have them e-mail me at casmith@advnet.net or call me collect at (810) 385-0905. I would be grateful for any help you might provide.

*Thank You,
Chris Smith*

At the 1995 Huntsville, Alabama reunion, in the lobby of the Marriot Hotel, a few of us were talking about old times.

I mentioned, and showed, a small log book of the missions I had participated in, with dates, bomb loads, targets, and number of planes lost on each mission.

A young man mentioned he was writing the history of the 34th. and asked to borrow the log.

I gave it to him with my address to return it to me. To this day it has not been returned and I hope this letter will help me get it back.

*Sincerely,
Fred F. Waltz
541 Hammock Ct.
Marco Island, FL 34145*

Ed: Fred, this might have been Mark Thompson of Turner Publishers'. This material will not be returned until after the book is printed. See letter from Turner Publishers' on this



TOUCHING TRIBUTE: The remembrance service at Mendlesham, June 6th. 1998

A Tribute to American Heroes of the Skies

(From 390th B.G. newsletter edited by Ian Hawkins)

Young American servicemen who flew from an airfield in the Suffolk countryside more than half a century ago were remembered by some of their comrades and local residents on June 6th. last year. The 34th Heavy Bombardment group, part of the United States Eighth Air Force, was based at Mendlesham airfield between April 1944 and July 1945.

A special book of remembrance in St. Mary's parish church, Mendlesham records the names of almost 200 men who lost their lives in combat during that time. After the Second World War ended, a memorial to the men of the 34th. Heavy Bombardment Group who lost their lives was built on the edge of Mendlesham airfield and it was there on Saturday June 6th. that a small group of veterans gathered to pay tribute to their comrades along with local people, who still have fond memories of the American flyers.

The men whose names are recorded in Mendlesham parish church are regularly remembered during Mass at services in the church, added the vicar of Mendlesham, Father Philip Gray.

Following the 11am Memorial Service near the main Ipswich-Norwich road, the 34th. BG veterans and friends attended a barbecue where they were reminded that it was exactly 54 years ago that approximately forty B-24 Liberator heavy bombers of the 34th Bombardment Group lined up on this same runway at dawn, and subsequently flew three successive missions to France in support of the Allied invasion of Europe, on "D-Day", 6 June 1944.

Later that same day, the veterans joined other 8th. USAAF veterans from the 100th, 303rd, and 493rd Bomb Groups in a dinner and a "1940's Night" hanger dance at RAF Molesworth, with over 1200 people in attendance.



Luftwaffe Pilots FW190 Pilot (on left) ME109 Pilot (Facing Camera)
Karl Schroder ME110 Pilot (on right)

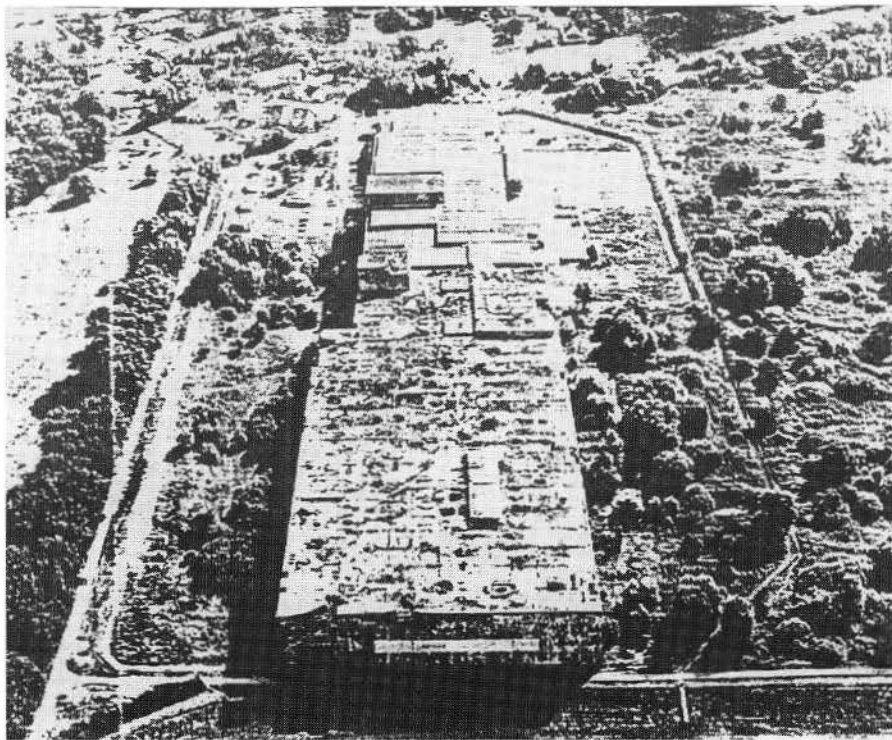


Hanger Dance at Molesworth

GERMANY RE-VISITED

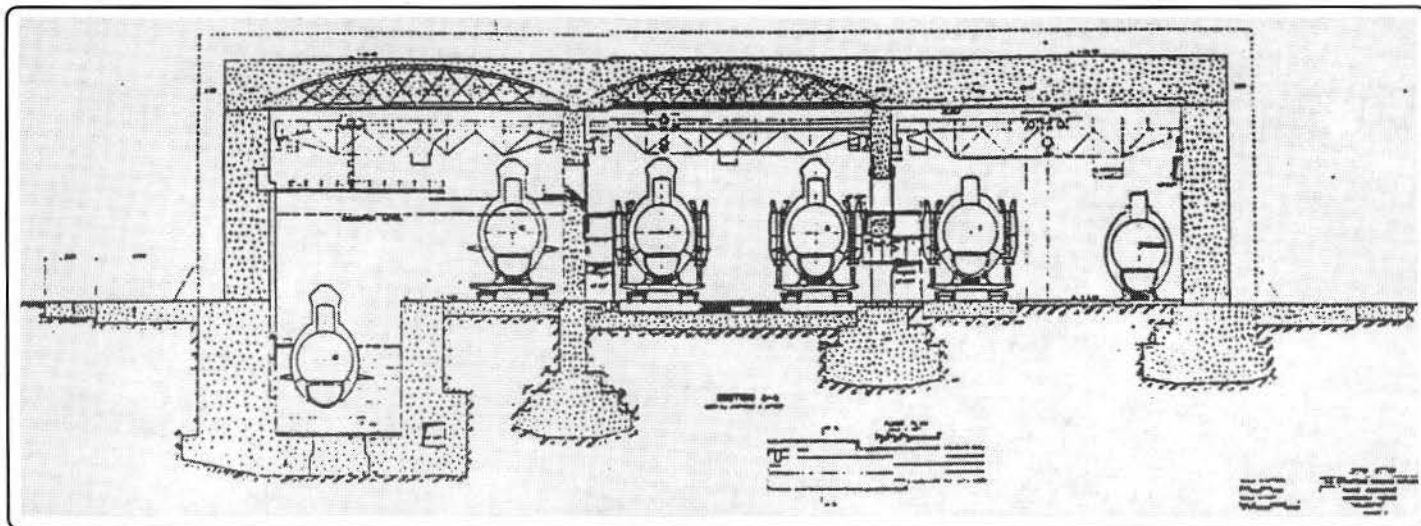
Bremen, Germany, located in the northern part of the country, was a major industrial city during WWII and consequently a prime target for allied bombing attacks. Besides a Focke-Wulf airplane factory, the Germans were also building a U-Boat bunker to be used for the manufacturing and refurbishing of U-Boats. The city was the target for 173 allied bombing attacks; the last one on April 7th. 1945.

The U-Boat bunker was started in February 1943 but was never completed; and was never utilized for its intended purpose. Although, as the photo shows, it took many direct hits it received little structural damage and was never penetrated. The reason for its incompleteness was that the allied bombing attacks continually destroyed the roads and railroads leading to the building and prevented them from getting supplies to the site. At war's end the building was only 90% finished and today is being used as a tourist attraction.



U-BOAT BUNKER AT BREMEN GERMANY

It is a massive edifice measuring 82 feet high, 328 feet wide and 1396 feet long. The cross section below, from the front of the building, shows how they would move the subs from right to left in various stages of assembly and finally when completed, they would be lowered into the water, then navigated down the river to the North sea and points East.



*This article is an excerpt from a recent Bremen, Germany newspaper provided by a friend of ours who was a young lady during WWII. In 1948 she met a Corporal, now a Colonel, US Army, retired, who was stationed in Bremen. They were married in 1950 and came to the States the same year. Her stories about life in Germany during the war years are interesting, to say the least. The couple recently returned to Bremen to visit her family and brought back this story. ED





BASIL MAUK -Denison, TX

I hope everything is OK at your abode. Keep up the good work - the MM newsletter is very, very welcome at my place.

Please keep the news coming about the ground crews. I realize the "air crew" was the main stem but the ground crews hold their places too.

God Bless everyone on the MM staff, they deserve a welcome hand for all of their work and dedication.

Mrs. Paul E. Bresh - Fort Myers, FL

Have a great holiday and Blessings for health.

Paul's scribble is bad so I'll do this for him. Our life in Florida is good, but no golf. Paul's back and legs do not cooperate. However, he carries a golf club cane - looks like a golfer.

HAROLD DWYER - Hastings, NE.

We have heard from the rest of our crew and we all thank you for a great time in Boise - as one said, they really enjoyed it and hoped there will be many more.

REV. GARY I. FERRELL - Shelby, NC.

Photo Scanning Service for 34th. BG members!!!

As a service to you and as a way to add to my collection of 34th. BG photos, I will scan your wartime photos for free. If you have wartime photos you would like scanned so they can be viewed on your computer, send them (up to 30 photos at a time) to: Gary L Ferrell, 867 College Ave. - Shelby, NC 28152.

Even if you don't have a computer but would be willing to let me scan your photos to add to my 34th. BG computer photo collection, I would be very grateful. I will scan them and send the original back to you along with the photo's computer file on a 3.5" computer disk. All you have to do is send the photos to me along with a return stamped and self addressed envelope, and a 3.5" computer disk. If you do not have a computer, simply eliminate the disk. I will still return your originals in your stamped, self addressed envelope. A Few Tips: Since many of these wartime photos are fragile, I suggest sending them first class and labeling the envelope "FRAGILE: PHOTOS INSIDE - DO NOT BEND". Put the photos between pieces of cardboard for protection. Remember that these photos are sent at your own risk, Neither Gary Farrell not

the 34th. BGA can be held responsible for damage incurred during shipment. Do not send whole boxes of photos at one time. No more than 30 per shipment, please.

Note - Gary is the nephew of 34th BG member Dexter Jordan and is an associate life member of the 34th. BGA. He is also a United Methodist Minister.

IAN HAWKINS - Suffolk, England (FOTE)

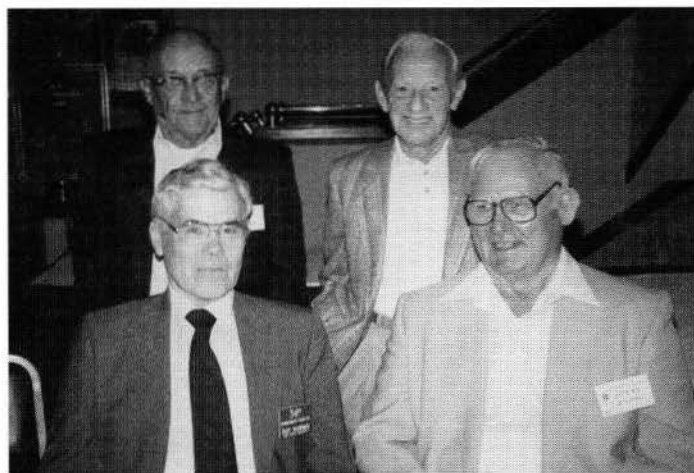
The memorial service went very well apart from the low clouds that prevented the fly past.

The Hanger Dance (40's night) was a huge success - 1200 people attended.

It was great to see the members over here again. Tony Butt and Leslie L. did a great job.

I recently got my pictures back (developed) and I'm sending a few of them along as a permanent record of Saturday June 6th., 1998 - 54 years after D-Day.

The memorial looks great, don't you think? The trees have grown well. The two M.A.C.R's list the names of 18 young Americans who didn't make it home. Their tragic loss took place when the war in Europe was almost over.



HENRY F. JURGENS - Smyrna, DE

The above picture taken at the 1990 reunion. They are Tony Lauby, Hyman Frankenstein, Ray Summa, and Henry Jurgens. We all belonged to the 7th. Squadron in 1942. The 34th. B.G. moved to Blythe on December 15th. 1942. LeBailey was our C.O. Tony Lauby and I moved into the 18th, Squadron in 1944. Hyman Frankenstein moved into Group Engineering.

I flew over in a new B-24 with Pedico's crew. After the war was over I flew back in a B-17 with H. Parrish. Then I went to work putting new engines on B-29's. They sent me home Sept. 27th. 1945.

I am getting old; 86 this year. I went to my first reunion in Washington, DC (8th. AFHS) in 1978. Ray Summa was there. We had about 80 good addresses.

34th. MEMOIR

OLIVER BOLDUC - Chaplin, CT

Seeing the news today, so much of the Country is in trouble with snow, plenty of rain, tornadoes and the like. Our section only got a good heavy rain, creating ice on the roads, walks, vehicles, and ground but we stayed put in the house, catching up on accounts, bills, minor repairs, putting Christmas decorations away and getting the house back in order.

I see an article in the MM that there is consideration being given to a reunion in the Northeast US. That's interesting as neither the 8th. AFHS or 34th. BGA have come to this part of the Country where there is so much to see and enjoy. Plenty of places to stay as well. There are the casinos that serve food like you've never eaten, the US submarine base in Groton, Mystic Seaport, Pratt and Whitney Aircraft, manufacturers of reciprocating engines of WWII as well as the later axial flow jet engines. This is the company I worked for and retired from. The Connecticut Air National Guard is a very active unit at Bradley International Airfield. Several airports are located in the state. A new stadium, that the New England Patriots professional football team will call home, will be started soon. The state has many universities, one which is making history now, with it's men's and women's basketball teams, the University of Connecticut; both teams still #1 in the Country. I think that was a good suggestion of Sam Wolstencroft of Rhode Island to have a reunion in this area.

I will miss corresponding with Eli though I feel it was time after all those years of dedication and commitment to the 34th. BG. I'm sure he'll be in touch as time goes by, as well as being at the reunions.

Because I was a crew chief on B-24's & B-17's, during WWII, I didn't get to know very many of the flight crews, except for Pilot Robert Blum who flew many missions with his crew in one of my aircraft. Also, Pilot Eastman who was shot down over Mendlesham Air Base by a German intruder on May 7th. 1944 about 11 PM. The aircraft, A B-24 #4252738 had flown 8 missions prior to that catastrophe. One of the finest pilots ever and his crew who gave their all for our freedom. Further, Lt. Col. E. Freeman piloted a plane I was honored to be selected to fly with to Linz, Austria to service aircraft flying displaced persons back to Paris. A great challenge and experience.

FRED BERGLUND - Englewood, FL

Enjoyed the article in the Dec. MM on your trip to Boise via Rt.66. It was interesting to me since in 1942

I left Los Angeles on the same highway to Oklahoma City and on to Minneapolis, where I signed up in the Army Air Corps on Dec. 7th. 1942 and ended up in Ardmore, Okla. flying B-17's, as a co-pilot, met my lovely bride there and married her there right after the war in 1945. Still fly a few combat mission, but not too often!

Read an old letter I sent my folks from Mendlesham on May 19, 1945 in which I wrote about the Gustrow mission of April 7, 1945. German suicide planes attacked the 8th. AF on that day. I witnessed two straight down suicide collisions by German planes into the yellow tail of B-17 bombers in the group ahead of the 34th. I saw two giant orange flashes which became two huge black clouds which we flew through. There were no visible signs of any chutes or debris which was usually seen after conventional attacks - what a chilling sight! The collisions were exactly one minute apart. I am going to write the History TV Channel and ask why they have never mentioned the German suicide group.

I hear the Dutch Government, in year 2000, is going to host a reunion for the crews who flew mercy food missions to Holland in April, 1945. Our crew flew six "Chow Hound" missions. I can still see the Dutch people waving at us from the flooded apartments and the olive green uniforms of the German soldiers at their gun emplacements. None were firing at us and we were only at 50 to 100 feet.

Saw the film "Titanic", and it brought me back to the terrible storm we flew in from England to Greenland. The icebergs looked like the ones we saw and the wind whipped waves looked just as terrible. I, the poor pooped out co-pilot, flew all night long as the pilot was sick and passed out. The other extra pilots who we were ferrying back to stateside would not touch the controls with a 10 ft pole. It was as rough as my combat flights. Met several 34th. BG pilots at the 8th. AFHS reunion in Los Angeles in 1983 and they said they turned back to England. Guess they were smarter than we were. We all got out and kissed the ground when we landed in Greenland. I thank the Lord, who must have helped guide us through that awful night.

ED: Fred's poem "FLYING HOME" describing this harrowing flight follows on page 14



FLYING HOME

*We climbed from the Earth in a glorious chandelle,
a gaggle of B-17's done with Germany's Hell.
Colonel Creer screamed from the tower "damn it you
guys, quit showing off or you'll fall from the skies".
We headed for Scotland and we were so glad
to leave merry old England, tho parting so sad.
And then on to Iceland to fill up our tanks,
so we could fly stateside without breaking ranks.
Reykjavik was socked in and Keflavik too
We radioed back England, "What should we do?"
"Continue to Greenland, was the instant reply".
bad weather got worse so you do or you die.
Ice built up on the engines, the wings glistened wet,
we dove for the Atlantic, 'twas our only bet.
The ice would not melt till we hit 50 feet
o'er angry wave tops, spattered with sleet.
The sky was pitch black and rough was our ride,
artificial horizon was our only guide.
How Lindberg made it was crossing my mind,
this was the worst weather one ever could find.
We tried to climb up a few hundred feet,
we iced up again and had to retreat.
We flew on and on all through the dark night,
when icebergs appeared, what a beautiful sight.
'Twas a heavenly signal though it was still dark,
like God's little dove sent to Noah in the Ark.
After our long and wearying flight,
Greenland appeared like a thief in the night,
Shouting "landing gear down and give her full power",
we had not the strength to e'en buzz the tower.
We set the ship down in the dawn's early light,
climbed out, kissed the ground, what a Hell of a
flight.*

This poem dedicated to William E. Creer,
Major General USAF (Ret)

Fred Berglund,
34th Bomb Group, 7th. Sqd.

(General Creer's response after reading Fred's
poem)

Dear Fred, et al,

We enjoyed your poem "Flying Home". Thank you.

I have read it several times. It is thought provoking
to say the least. Having had a similar experience (in
less critical circumstances), it leaves the fear of Hell in
me. I am happy you guys made it safely and hope it will
be published in the Mendlesham Memories.

BORAH LIPSKY - Wantagh, Long Island, NY
(autobiography of a frustrated mechanic who
wanted to be a fly boy)

I was drafted in 1940 and picked the Horse Cavalry
as my branch of service, stationed at Ft. Riley, Kan-
sas. Pearl Harbor happened and I was transferred to
the 505 Signal Corp, A.W. Unit where I worked on trucks
and also setup radar stations in La Push, Washington
State.

Since I wanted to fly, I applied for glider pilot and
was sent to Stewart Air Force Base in New York. There,
I passed all the tests except one - vision, I was found
to be color blind and was therefore washed out. Since
I was in the Army Air Corps now, they checked by
records and found out that I had studied Aeronautical
Engineering and sent me to air mechanics school in
Goldsboro, North Carolina, and from there to Ford
Plants in Michigan where I studied R2800 engines. From
there I was sent to the Twenty First Observation Outfit
at Will Rogers Field, where I worked on P40's, P51's,
A20's and B25's, and a bunch of L4A's which were
mostly flown by sergeants who later became Flight Of-
ficers. Next, I was sent to Salt Lake City and then to
Blythe, California where I was assigned to the 7th.
squadron. I lost my plane when it's pilot, Lt. McDermott,
was involved in a crash and I was asked by Captain
Cole of the 7th. if I wanted to handle Col. Gerhardt's
planes for the 93 Wing. He promised me help when-
ever I needed it and a talented group of mechanics at
my disposal, including, William 'Pete' Gray, William
Boran, Frank Smyth, Frances Schmidt, Clyde Budder,
Charles Smith, Schoenthaler, and many others. These
men also worked on combat crews.

I flew with General Gerhardt as flight engineer on
Relay Missions and supply hops to Rhemes to pick up
much needed "liquid supplies" for the Officers' Club,
and to Nice and Cannes on the French Riviera for R&R.
We were the first B-17 ever to land at Nice Air Base.
On one occasion, when flying with Major Alexander
over England, in my A20, our IFF went off at night and
we had to land at a Lancaster base and sleep over
before returning to our base the next day.

I have many fond memories of the times spent with
General Gerhardt, such as the time I fell asleep stand-
ing behind the General and he poked me in the stom-
ach and told me to put on my oxygen regulator. Once
he slapped my hand when I reached over his shoulder
to point out the switch for flap control — "Tell me, don't
touch," he said. Also, once I slipped off the wing on an
icy morning while topping off the fuel and fractured my
wrist.

After D-Day, I flew home with my B-17 via Goose
Bay Labrador to Bradley Field, Connecticut and got a
thirty day furlough. I married my sweetheart on June

30, 1945. After the furlough I had plenty of points to get out of the service, however, I was classified as essential and was sent to Pyote, Texas for training for crew chief on B-29's. I stayed there for a month and then the war with Japan ended and I was sent to Fort Dix hospital in New Jersey as I still had trouble with my fractured wrist and the doctors, wanting a complete healing, put it in a soft cast, took X-rays, and gave me a 30 day leave. That was when I started my Beverage Distribution Business, delivering and selling beer and soda on Long Island. I kept at this for 32 years until I suffered a heart attack in 1975 and sold the business two years later.

I have two boys and a girl. My older son is a dentist, the other son a High School teacher and my daughter worked as a representative for American Airlines and married Donald Nixon, nephew of President Nixon. I have four grandchildren and a wonderful wife of 54 years. I keep myself busy with our 1967 wooden boat. I've been in pretty good health except when I ripped three ligaments in my left leg skiing in California. I enjoy MM - please keep it going.

NOTES FROM OUR FRIENDS

DONALD SHEE - Downers Grove, IL

A very short (but true) Story

It was late afternoon on January 6, 1999 and I was on my way to the wake of a former co-worker who was a WWII veteran, wounded while serving under General Patton in the Battle of the Bulge. He recovered from the battle wounds, but died 54 years later from a massive coronary after removing snow from his driveway during the Chicago blizzard of '99.

It was frigid and dark, and I was in rush hour traffic south bound on Route 83 (a 6 lane divided highway) in the Village of Willowbrook, Illinois. I was first in line, waiting for a traffic light at Plainfield Road when suddenly there was a loud rapping on the driver's side window. Turning to see who wanted my attention, I quickly recognized the person to be a uniformed police officer. My first thought was that my license plate sticker had expired or my tail lights had broken from backing into a snow bank. I opened the door to find out what the problem was and the officer said, "Hi, got a minute?"

"Sure. What's wrong?", I inquired.

"Nothing," he said. "I just noticed your license plate (GUNR B - 17) and I was wondering if you were a gunner on a B - 17 ?"

"I sure was," I told him, with a certain degree of pride.

With that, he extended his open hand toward me

and said, "I just wanted to say, thanks."

"Oh," I replied in astonishment shaking his hand while a lump formed in my throat. "Well, thank YOU !" I said, "Thank you very much."

Then the cop added, "I saw the license plate and I didn't want to scare you by pulling you over, but I did want to say thanks for what you did in the service."

A bit bewildered by this totally unexpected event, I thanked him again for his recognition. By now the traffic light had turned green, so I closed the door and continued the drive to my buddy's wake, thinking how nice that cop was to do that, and wondering how often he does that sort of thing.

I couldn't help but think that all those GI's that didn't make it back would be happy to know, someone really cared that much.

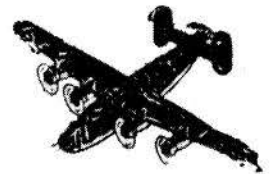
The lump in my throat lasted quite awhile.

34th. BOMB GROUP ASSOCIATION PRESIDENTS

1981 - Grady Deatherage
82 - Malcolm Corum
83 - Robert Wright
84 - Gerald Pine
85 - Harold Rutka
86 - James Martin
87 - Alfred DiNenno
88 - Edward Lawlor
89 - George Ritchie
90 - Walter McAllister
91 - Wallace Brauks
92 - Fred Schoch
93 - Bruce Southern
94 - Sam Wolstencroft
95 - Eli Baldea
96 - Ambers Hanson
97 - Raymond Palmer
98 - Allen Israelsen
99 - John Doronsky



Then and Now



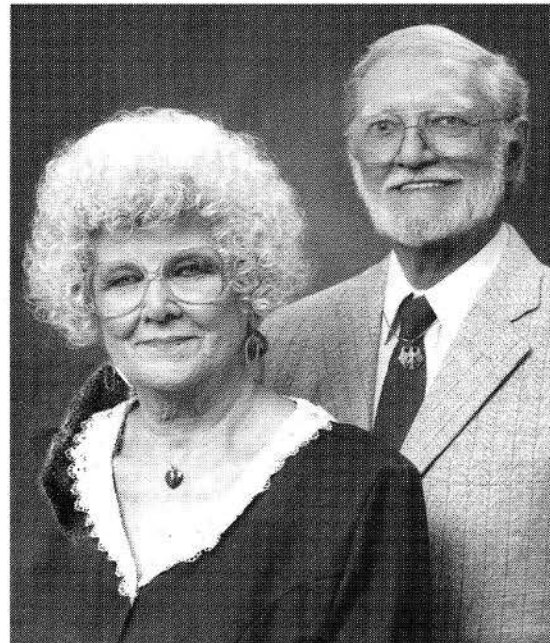
JUNIUS COBB

Mr. Cobb's "then and now" pictures were portrayed in the 1998 September issue under an erroneous name. We apologize for this error.

GEORGE & ARLENE SOBRESKY



1944

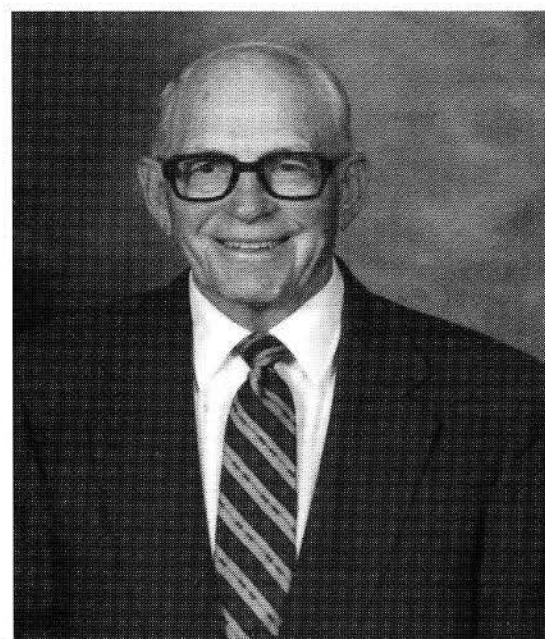


1994

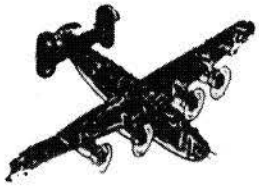
LONNIE CROOK



1944



1997



Then and Now



BORAH & RUTH LIPSKY



1944



1999

AL & AGNES ISREALSON



1945



1998

CHANGE OF ADDRESS

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORG</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE ZIP</u>
ATKIN	WILLARD	391	225 N LIMA ST APT	SIERRA MADRE	CA 91024
BAKER	MARION, L	4	850 BOOKCLIFF APT Y2	GRAND JUNCTION	CO 81501-8143
BYRD	JAMES, E	4	3200 COORS BD NW#K-156	ALBUQUERQUE	NM 87120-1269
GARRISON	MARVIN	18LM	2600 PEOPLES CT APT 8	BURLINGTON	KY 41005-9550
GERLACH	GEORGE A	18LM	806 GASPARILLA DR NE	ST. PETERSBURG	FL 33702-2776
GOLDEN	JOHN	4	5301 S ATLANTIC AV APT 53	NEW SMYRNA BCH	FL 32169-4536
HUNTER	JAMES A JR	4	6011 MELODY LN APT 314	DALLAS	TX 75321-9341
JACKAVICH	FRANCIS, V	4	8 HOLBROOK ST.	PORT JERVIS	NY 12771-2821
KNUDSON	HAROLD	HDQ	145 MOUNT ROSE ST	RENO	NV 89509-3419
MORRISON	EVERETT, L	18	431 W. ADAMS ST	OSBORNE	KS 67473-1904
NORTHRUP	MARGARET	7-391	1857 KENTUCKY AV	BIRMINGHAM	AL 35216-1400
OTT	CARLYLE, G	391-4	221 S. VIOLET LN.	CARBONDALE	IL 62901-1915
PRATT	ROBERT, E	391	C/O CITIZENS BANK 328 S. SAGINAW STE 1051 (NEED CURRENT ADDRESS)	FLINT	MI 48502-1943
PSENICKA	JOSEPH, N				
SCHMIDT	HAROLD, C	7	1938 GARDEN RD #69	PEARLAND	TX 77581
SIMPSON	ROBERT, F	4	4813 S. YORKTOWN PL	TULSA	OK 74105-8767
SMITH	JAMES, C	7 LM	4917 RAVENSWOOD DR	SAN ANTONIO	TX 78224
TAYLOR	JAY	391LM	114 WHITE OAK DR	KERRVILLE	TX 78028-7218
TUNNEL	FRED, J	18	4022 EASTSHORE ST	MISSOURI CITY	TX 77459-1831
VANLIERE	WILLIAM, F	4-18	42 HILLCREST DR	SHALIMAR	FL 32579-1010

TAPS

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORG</u>	<u>DOD</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE ZIP</u>
DINGMAN	ROBERT, E	4-18	98 10 06	726 LARAMIE DR	LEWISVILLE	TX 75067
SHORE	WALTER, A JR	7	98 07 29	CALLE ALLENDE NTE 159	JALISCO	MEX 45800
WEESE	RUSSELL, W	HDQ	98 10 29	2995 EASTHAVEN CT	COLUMBUS	OH 43232
HOPPER	JOHN, A	7	?	1314 NORTHEAST 8TH ST	BEND	OR 97701
MANN	DONALD, G	18	99 01 10	1536 MEADOWLARK DR 7A	GREAT FALLS	MI 59404
WRIGHT	THOMAS	7	99 01 26	717 MURPHYSBORO LAKE	MURPHYSBORO	IL 62966
SCHERR	FREDERICK, J	7	99 02 09	7813 E. SHERIDAN ST	SCOTTSDALE	AZ 85257
LEFKOWITZ	DAVID, JR	HDQ	99 02 06	4607 NORWAY DR	SHREVEPORT	LA 71105

TAPS

There will be a great encampment
in the land of clouds today.
A mingling and a merging
of the boys who've gone away.
Though on Earth they are disbanding,
they are very close and near.
For these brave and honored heroes,
show no sorrow, shed no tear.
They have lived a life of glory,
history pins their medals high.
Listen to the thunder rolling,
they are marching in the sky.

*submitted by Ms. Myrna McCollum
sister of Don Mann*

DONATIONS TO THE RAY SUMMA SCHOLARSHIP FUND

DONORS
RANDALL MARTIN

50TH WEDDING ANNIVERSARY

(PREVIOUSLY REPORTED IN ERROR)

DATE LAST NAME FIRST NAMES

JAN 13, 1945 ISRAELSON ALLEN & AGNES

For All Those Born Before 1945 WE ARE SURVIVORS!!!

Consider the changes we have witnessed:

We were born before television, penicillin, polio shots, frozen foods, Xerox, plastic, contact lenses, Frisbees, and "the pill".

We were born before radar, credit cards, split atoms, laser beams, and ball-point pens, before panty-hose, dishwashers, clothes dryers, electric blankets, air conditioners, drip-dry clothes - and before man walked on the moon.

We got married first and then lived together. How quaint can you be?

In our time, Rabbits were not Volkswagens, and having a meaningful relationship meant getting along well with our cousins.

We thought fast food was what you ate during Lent, and outer space was the back of the Riviera theater.

We were born before house-husbands, gay rights, computer dating, dual careers, and computer marriages. We were born before day-care centers, group therapy, and nursing homes. We never heard of FM radio, tape decks, electric typewriters, artificial hearts, word processors, yogurt, and guys wearing earrings. For us, time sharing meant togetherness — not computers or condominiums; chip meant a piece of wood; hardware meant hardware, and software wasn't even a word!

In 1940, Made in Japan meant junk and the term making out referred to how you did on your exam. Pizzas, McDonald's, and instant coffee were unheard of.

We hit the scene when there were 5 and 10 cent stores, where you bought things for five and ten cents. For one nickel you could ride a street car (trolley), make a phone call, buy a Pepsi, or enough stamps to mail one letter and two postcards. You could buy a new Chevy Coupe for \$600, but who could afford one? - a pity too, because gas was 11 cents a gallon.

In our day, cigarette smoking was fashionable, grass was mowed, coke was a drink, and pot was something you cooked in. Rock music was a grandma's lullaby and AIDS were helpers in the principal's office.

We were certainly not born before the difference between the sexes was discovered, but we were surely born before the sex change; we made do with what we

had, and we were the last generation that was so dumb as to think you needed a husband to have a baby.

No wonder we are so confused and there is such a generation gap today!

BUT WE SURVIVED! WHAT BETTER REASON TO CELEBRATE!

Submitted by John Doronsky

"MEMORIES OF '42"

The opening of 1942 was heralded with prayers for a swift end of the war.

Rationing of food, fuel, and material was put in motion for the War effort.

Hollywood produced some 80 movies in 1942.

There were not too many movies that I cared to see a second time, but there is one that I have seen a dozen times. "Casablanca" starred Humphrey Bogart and Ingrid Bergman who gave outstanding performances. But there were also other high quality actors in the film; such as Peter Lorre, Paul Henreid, Sidney Greenstreet, Claude Rains, S.Z. Sakall and Conrad Veidt - what a cast!

I never tired hearing memorable lines in that film such as those uttered by Claude Rains, the corrupt French police officer, who tells his men after a murder to "round up the usual suspects". Nor will I forget the three or four times that Bogart says to Bergman, "Here's looking at you, Kid." The most memorable line, however, is spoken by Bogart, saying to the piano player in Rick's Cafe, "Play it again, Sam." The pianist responds with "As Time Goes By".

That song could also be the motif for the life of each one of us. For indeed, time has gone by and will continue to do so. What we should regret is that we have not used time wisely in the service of others. Using your time as volunteers to read to the blind, write letters for the frail and elderly, visit the sick, tutor the young. Those volunteers know, in the words of the song, that the fundamental things apply "As Time Goes By."

by John Doronsky 6-3-98

Get Ready For Des Moines!



is
Ready for Us

Jack Share
22 So. Avonlea Cir.,
The Woodlands, TX 77382
(409) 273-3561

34th Bomb. Group



NON PROFIT ORG.
U.S. POSTAGE
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THE MAILING
HOUSE



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

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