



# ENDLESHAM MEMORIES



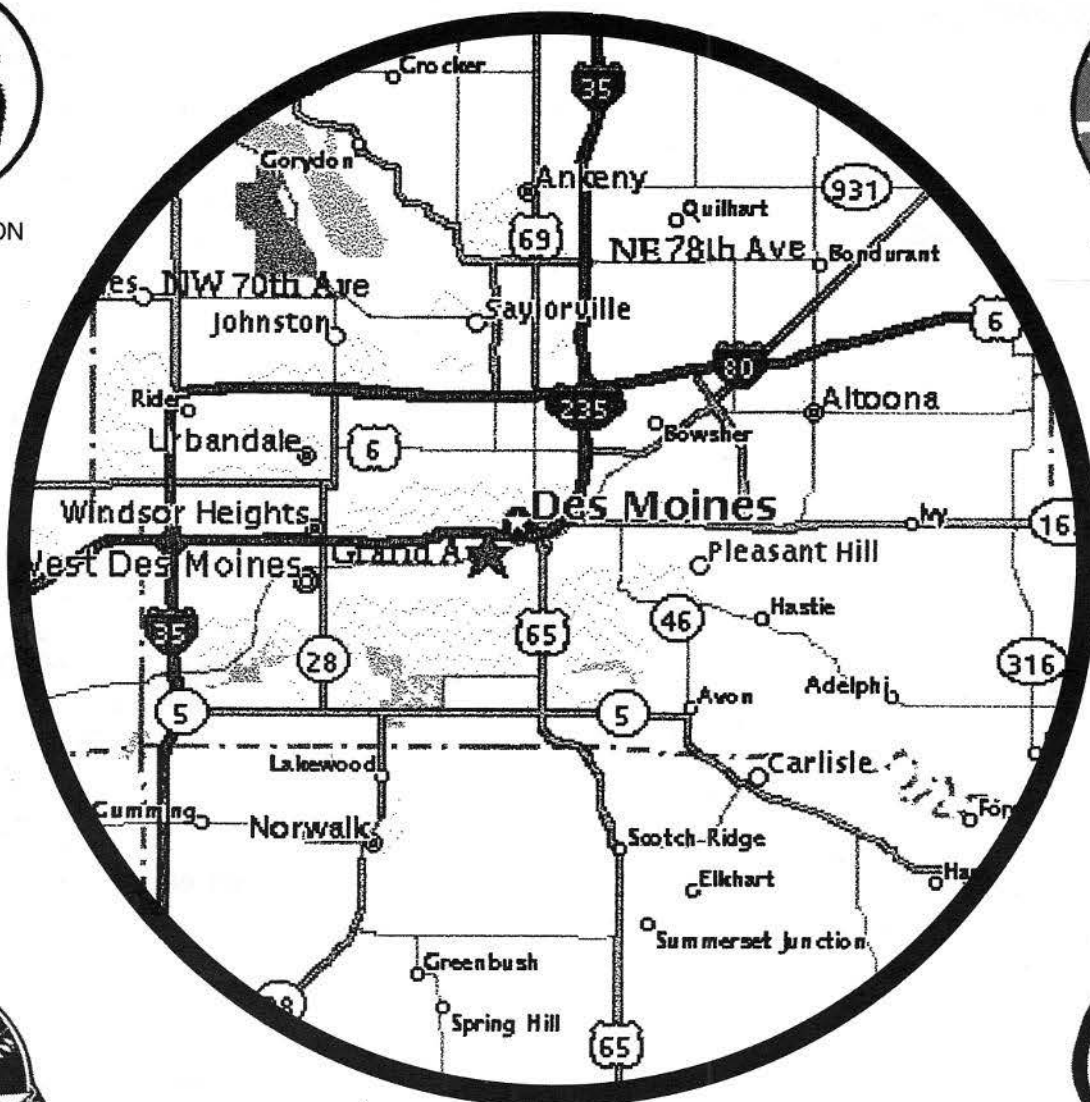
VOICE OF THE 34TH BOMB GROUP (H)



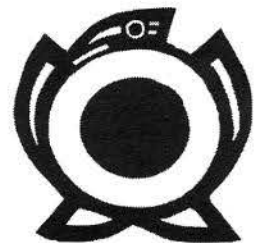
4TH SQUADRON



7TH SQUADRON



18TH SQUADRON



391ST SQUADRON

*All Roads Lead To The SAVERY HOTEL AND SPA\**

**Des Moines, Iowa**

September 15th. to 19th.

for the

**34th. BGA Reunion**

Details of Events and Reunion Registration Form

Included in this issue



## 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
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Treasurer & Corresponding Secretary	Harold Province (601) 798-2059 e-mail provih@datastar.net
Archivist	Wallace Brauks (314) 849-3166
Past President	Allen O. Israelsen (410) 882-3180 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  
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Paul Shull (00)—(816) 356-4630  
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### **REUNION COMMITTEE**

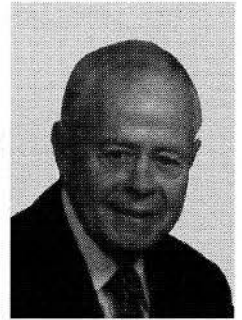
Harold Rutka, Chm.—(218) 724-1667  
Robert Wright —(219) 232-4287  
Bruce Sothem —(612) 789-2225

### **Other e-mail sites:**

[www.air-museum.org/b17.htm](http://www.air-museum.org/b17.htm)  
[www.mighty8thmuseum.com](http://www.mighty8thmuseum.com)  
<http://members.tripod.com/VALORtoVICTORY/>

## **share— a thought.**

This being our mid-year edition of MM, it brings to mind that it may be the last one before the September reunion. Most of us who are going to Des Moines will not receive the September news letter until we return home, due to the slow delivery of bulk mail. It seems worse in some areas than others and I guess we will have to continue putting up with it - who would one complain to? We are at the mercy of the US Postal Service.



The long awaited 34th. Bomb Group History Book Volume II was released by the publisher in April. It is a beautifully bound book portraying the activities of the group during the war years with photos of crews, events and individuals - then and now. It would be a great addition to your library, for your pleasure and to carry on the tradition of the 34th. Bomb Group into the next millennium and beyond. Turner Publishers has, or soon will be, sending out flyers to all members with order blanks for purchasing the book. To Eli Baldea, the man responsible for putting the volume together we can only say, thanks - your efforts and time are greatly appreciated.

Des Moines looks like a very good reunion city featuring a network of skywalks connecting all the major hotels, Savery included, with shopping, restaurants and points of interest in the downtown area. Our reunion committee makes some very important decisions in selecting sites, negotiating costs and arranging schedules and transportation. They do a remarkable job in looking out for our welfare, as we who have attended reunions in the past well know. Let's show them we appreciate their efforts - see you in Des Moines!!

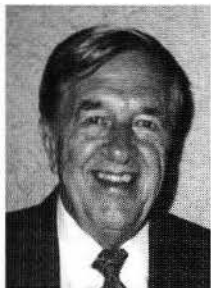
Jack Share, Editor

### **DEADLINE**

All Material and items for the September issue of Mendlesham Memories should reach me on or before July 20, 1999 That is the date our final copy goes to the printer.



## PRESIDENT'S MESSAGE



I recall at the Huntsville, Alabama reunion once again with the founder of the "Jive Bombers" band, ex-Lt. Sid Rockmueller. He was our special service officer and a very hard working and intelligent comrade in 1944. Sid had a difficult job getting the musical instruments and musicians but

somehow he succeeded. Now that's another story.

The band performed at the base "Aero Club" once a week for dances and refreshments for the newcomers. I played with the band for three months before I was shot down over Stendal, Germany on our 31st. mission.

The local dames were bussed to our dances for the pleasure and companionship of our comrades. After the completion of the dances we were given approximately twenty minutes to say our fond good-byes before Sid or someone would blow a police whistle as a signal that the trucks were leaving. I can still hear the moaning and the cat calls from the guys refusing to say good bye to the ladies, but after the drivers would start their engines and begin to pull out, the girls would scream and run after them for the ride back to their homes. The evening would end around 11:00 p.m. but was short lived for the bomber crews and ground personnel.

I never met or found out who the corporal orderly was but his job was to not too kindly open our quonset hut door and yell for us to wake up, shining a flashlight in our faces to fly a mission. This was around 3:00 a.m. in the morning. We would then slowly grope to dress and stagger to the mess hall for breakfast, chapel visit and flight briefing. It was a remarkable experience that I will never forget.

If Sid should come to our Des Moines reunion he can fill me in with more of the details of how he performed so well. How about it Sid?

John Doronsky

**1999  
DUES ARE DUE**  
Mail \$10.00 to:

**Hal Province  
153 North Hill Drive  
Carriere, MS 39426**

**Also please send self addressed,  
stamped envelope if you want a  
membership card.**

## TREASURER'S REPORT



Time for another column but this time a short one. I hope you received the March MM - I've only received the extra copies. USPS needs some revision in their procedures. Please note Jack's emphasis on the Scholarships in this issue. **THREE AWARDS** and applications are due no later than

July 10th., 1999. Copy the applications if you need more.

I've sent Jack a list of e-mail addresses which I hope are current. (If not, that's your fault if your address is wrong. I asked for an e-mail from you in the December issue of MM). Hope you can find some friends on the list.

Reverend Gary Ferrell made a great offer in the March MM when he offered to scan ( up to 30 ) copies of pictures you may have of 34th. bomb group aircraft. He has also done a tremendous job in putting some additional 34th. mission data on the web. Check it out at <http://members.tripod.com/VALORtoVICTORY/> I think you'll be as excited as I was to see such data.

Raymond Paul Moats, cousin of Raymond Moats, copilot of "Dires Irae" has some excellent artwork on a web-page. Two paintings are of 34th. bomb group aircraft, one a B-24 returning home, and the other of four B-17's coming off a bomb run. Prints are available of both paintings and I sure hope to hang the "Dires Irae" above my mantle. These are the first paintings that I have become aware of that feature 34th. bomb group aircraft. You can check out these and other paintings at <http://pages.prodigy.net/hmoats/artflight.htm> . Don't forget to mention that you are a 34th. bomb group member if you contact Raymond. Rev. Ferrell's and Hannah Moats' e-mail addresses are on the e-mail list in this issue. If you use the internet or e-mail you know that upper and lower case letters are significant as are dots, commas, etc.

This issue has the registration forms for Des Moines included. Get your reservation in and we'll be looking for you at Des Moines.

Cheers, Hal





## REUNION COMMITTEE REPORT

As this is being written, arrangements for the 34th. Bomb Group Association reunion in Des Moines, Iowa are being finalized by your reunion committee. The membership registration and hotel reservation forms can be found in the center pages of this issue of MM. Please fill them out and return them as soon as possible to assist us in approximating the final attendance figures. The Savery Hotel will be providing shuttle service to and from the airport. This will be the 15th. reunion that the 34th. BGA committee has arranged for its members. See you in Des Moines.

The reunion committee:

Harold Rutka

Bob Wright

Bruce Sothern

## 8TH AIR FORCE HISTORICAL SOCIETY REPORT

The 8th. AFHS will be holding its annual reunion at Savannah, GA from October 27th. to the 31st. This will be the 25th anniversary of our founding as a Society. The ground breaking for the chapel and remembrance service will be held at the museum. We expect the only surviving member of the 8th. AFHS to win the Medal of Honor to be at the banquet on Saturday evening. All members of the 34th. BGA are invited to attend.

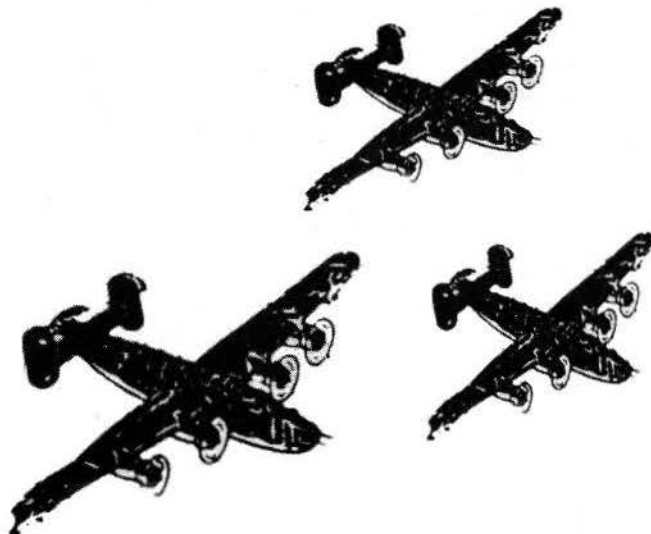
Harold Rutka,  
President, 8th. AFHS.

### EIGHTH AIR FORCE REUNION

### SAVANNAH, GEORGIA

**27 -31 OCTOBER, 1999**

Details of the reunion will be announced in the June issue of the 8th, AF NEWS. If you do not receive that publication, contact Harold C. Rutka, 11 East Artavia St. Duluth, MN 55811  
Telephone - (218) 724-1667



## AROUND THE CLOCK BOMBING

Eyes look up and search the sky  
For some clear answer: Will we fly?  
The "Bomber's Moon" casts it's light  
So Bomber Command is out tonight.  
Through scattered clouds the Lanks drone on  
Back and forth until the dawn,  
Then sit down with shattered wings,  
Limping home with bullet stings  
Across its length from front to back  
Where enemy fighters did attack  
With a revenge born of fear  
That time is short and the end is near.  
Around the clock we've hit them hard,  
Day and night without regard  
To any city, great or small,  
Where war material is at all  
Stored up and used to carry on  
This senseless carnage far too long.  
Yes, we will join them when its day  
And wind has pushed the clouds away,  
Then we can see to bomb by sight  
What they have missed the former night.  
Together we will win this test  
Of men and planes to see who's best  
At dropping bombs where it will count,  
And they see the rubble mount  
They will know that right will win  
O're men who's greatest sin  
Is thinking that we won't win  
To death's door with all our might  
To win this battle high above,  
Then return to those we love  
And give to them the victory  
That blood had bought to set men free.

—Walter W. Sturdivan



## A DISTINGUISHED CAREER

Evan Rogers' (7th. Sq. - 34th. BG) long and active military career started in 1940 when he entered the service and ended 34 years later with Vietnam. His notable career spanned three wars in all of which he flew combat missions. He was assigned to the 34th. Bomb group, completing 34 missions - 28 with Bush's lead crew. Deciding on a military career, he went on to fly 28 missions in Korea, then to the Taiwan Straits, serving as Seato Advisor. He flew 8 observer missions in Vietnam, also serving in the Chief Planning Department until 1971. He retired from active duty in 1974 - a distinguished career it was. Evan, a member of the 34th. BGA currently resides in Tucson, AZ.

### Chronology of a Military Career

- 1940 - Drafted - late in year
- 1941 - June - inducted into Army at Great Lakes Induction Center.  
Assigned to Horse Calvary unit @ Ft. Sheridan, IL
- July - Transferred to Army Air Corps.  
Assigned to 12th Fighter Sq., Selfridge Field, MI for basic training.  
Assigned to motor pool.
- 1942 - 12th Fighter Sq. transferred to Key Field, MS.  
Assigned as Supply Sgt. to unit.  
Re-assigned to Administration as Master Sgt.
- 1943 - Jan - Applied for cadets.  
Completed college and cadet exam.  
Accepted for cadet training.  
Nov. - Graduated from bombardier school.  
Dec - Assigned to 34th. B. G. at Blythe. CA.
- 1944 - Transitioned in B24's with Lt. Tuttle's crew.  
Assigned as lead Bombardier on Cpt. Bush's crew.  
Promoted to Captain.
- 1944 - 45 - Flew 24 lead missions with Bush's crew.  
After V-E Day returned to US with 34th. BG  
Sept. - After leave, assigned to 243rd. training unit  
at Big Spring TX. For transition to B-29's.  
After V-J Day, assigned to Chanute AFB. ILL.  
As Chief Administrator - Midwest Section of Air Reserves.
- 1948 - Transferred to Air Reserve Hdq. - Selfridge AFB, MI.
- 1949 - Promoted to Major.  
Transferred to Hdq. Continental Air Command.
- 1950 - Reassigned to B-29 refresher course - Travis AFB, CA.  
Combat training in Florida.  
Nov- Assigned to combat unit in Yokota, Japan as  
Crew member and Sq. bombardier.  
Flew 28 lead crew missions.
- 1951 - Aug. Returned to Travis AFB as training officer. Assigned to navigator training, Ellington AFB, TX. Then to Mather AFB, CA. for B-47 training.



**Bush's Crew**

Standing - De Santis, Rogers, Wayman, Bouliane, Bush, Duncan  
Kneeling - Vrong, Ricker, Brown



World War II 1944-1945 (36 mission - 28 lead)



World War II DFC 1945



- 1952 - Jan. - Assigned to B-47 crew, 303rd. Bomb Wing.  
Davis-Monthan AFB, AZ. For B-47 training.  
Flew as crew member (1303 hours).
- 1954 - Promoted to Lt. Col.  
Assigned as Deputy Chief of War Plans, 303rd BW.
- 1957- Transferred to PACAF, Hickman AFB, Hawaii as Seato Advisor.  
Set up Air Rescue stations for Pacific NASA program.  
Directed several Seato exercises in Thailand.
- 1958 - Promoted to Air Force Reserve Colonel, but accepted regular Air Force commission a month later  
Assigned for 3 months as Seato advisor to JUSMAG  
Republic of China during Taiwan Straits action.  
Flew 6 T-33 observer missions with Republic of China Air Force.  
Returned to PACAF and sent to the Royal Laos Air Force - flew 3 missions as observer.
- 1961 - Transferred to Dobbins AFB, Marietta, GA as Training Officer for Air Reserve Transport Wing to Observe construction of C-5 aircraft.
- 1966 - Transferred to Spanish Air Ministry, Madrid Spain as Chief of Military Lend-Lease program.
- 1970 - July - transferred to Hq. 7th. Air Force as Chief of Plans and Programs. Tan Son Nhut Airfield, Vietnam - flew 8 missions.
- 1971 - Aug. - transferred to Dyess AFB, C-130 Maintenance Sqd, as Executive Officer and Crew Training.
- 1974 - Grounded at age 57 1/2 due to arthritis. Retired in Nov.



Korean War 1950-1951 (28 missions - all leads)



Vietnam, Chief Plans 1970-1971 (8 missions)



Taiwan Straits - Seato Advisor

### Prayer For The Day

By Jay Massingill

So far today, God, I've done all right.  
I haven't gossiped, haven't lost my temper,  
Haven't been greedy, grumpy,  
nasty, selfish, or overindulgent.  
I'm very thankful for that.

But in a few minutes, God I'm going to get out of bed.  
And from then on I'm going to need a lot more help.



## A Tribute to the Ground Crews

By Capt. Pete Hardiman

A lot has been written about those courageous air crews that flew the enemy skies to drop bombs and do combat with enemy fighters. Those of us who fought in the air had ground crews to maintain our planes. These men worked on our ships while we slept, met us in the morning to see us off on our mission, and waited for our return wondering if we would return.

The first time I took off on a mission to Germany, I saw bombers the entire route. There must have been over a thousand in the air. I never thought I would witness such an effort, but there I was in the middle of it. When I got back to my base, I thought it must have taken thousands of people to cause that to happen. So I want to dedicate these words to all those ground personnel who worked to support those of us who flew.

There was a strong bond of trust between myself and the men who maintained my plane and I never had to worry about its condition. It was "their airplane" loaned to me to fly and bring back in one piece. If there was as much as one bullet hole in the ship when I got back, the Chief would say, "If you can't take better care of our plane, we'll get someone who will!"

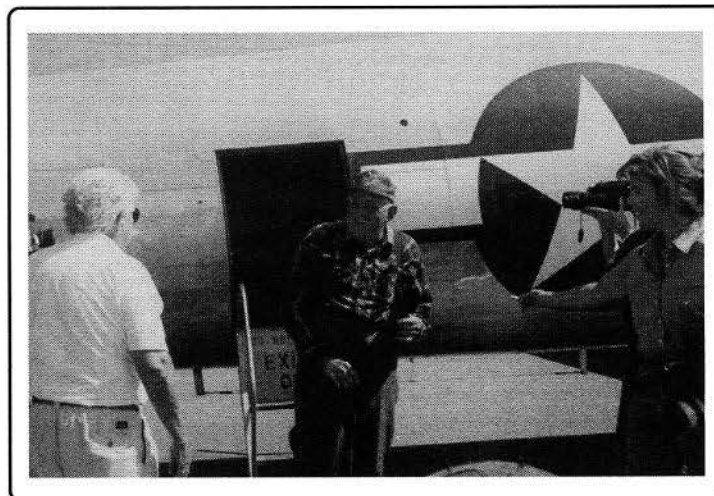
When I started to fly missions from England, I was only 19 and my CO was 21. The average age of the pilots in my squadron was 20. Two of my ground crew were in their 30s and were considered to be "over the hill." We youngsters relied heavily on their experience and judgment. Without their total dedication, many of us would never have come back and for that they received very little praise.

Very few books were written by those who spent the war on the ground. Maybe they didn't think their story was worth printing but such books as "Fighter Command" by Jeff Ethell and Bob Sand allow a peek into the fantastic job these men did. Many times since the war I have talked to the guys that served on the ground crews and asked it how it was for them. Their answer usually was, "It was a job that needed to be done, we were trained to do it, and we knew how to do it." It was as simple as that. When asked about their relationship with the pilots, each one said it was a time of good feelings toward each other.

To all of you who backed us up, regardless of your job, you should feel mighty proud of yourselves. My hat's off to you, my glass is raised to you.

Article from the 8th. AF newsletter

## Dream of a Lifetime



Bob Schroeder, 391st sqd. returning from a mission, Boise to Pocatello, Idaho on B-17 "Sentimental Journey".

### The Bombers

Whenever I see them ride on high  
Gleaming and proud in the morning sky  
Or lying in bed awake at night  
I hear them pass on their outward flight  
I feel the mass of metal and guns  
Delicate instruments, deadweight tons  
awkward, slow, bomb racks full  
Straining away from the downward pull  
Straining away from home and base  
And try to see the pilots face  
I imagine a boy who's just left school  
One whose quick-learned skill and courage cool  
Depend the lives of the men in his crew  
And success of the job they have to do.  
And something happens to me inside  
That is deeper than grief, greater than pride  
And though there is nothing I can say  
I always look up as they go their way  
And care and pray for every one,  
And steal my heart to say,  
"they will be done"

(From "Empty Spaces: The Poems of Sarah Churchill," daughter of Sir Winston Churchill)



## WWII Book By German Author

Our friend, and associate member of the 34th. BGA, Her Dr. Horst Wilhelm, has written a book titled "DER REGION NEUNKIRCHEN IM LUFTKRIEG" which describes, among other WWII incidents, a mid-air collision of two B24's - "HELL'S BELLE" and "ANNE" from the 34th BG over Friedichsthal on July 19, 1944.

The documentation is excellent with pictures of the crews, flight film of the 7th. and 18th. squadrons, and MACR'S. Bill Hart, the only survivor, Walt McAllister and John Reilly provide eye-witness accounts of the action.

According to Dr. Wilhelm, the second printing of the book is out of print but he has some copies of his own that are available. Anyone interested may call:

Mr. Michael Petischan 1-914-986-1606. He in turn will notify Dr. Wilhelm who will send the book via surface mail, since the cost of German air-mail is very high.

The cost of the book is \$20.00 US, plus postage or you can correspond with Mr. Petischan at: 5 Rolling Ridge Dr., Warwick, NY 10990; or you can contact Dr. Wilhelm by e-mail - [www.Dr.Horst.Wilhelm@t-online.de](mailto:www.Dr.Horst.Wilhelm@t-online.de)

There are other accounts of actions in Neunkirchen Region but the 34th. BG story would be of special interest to us. Unfortunately, as the title suggests, the book is in German requiring translation.

Dr. Wilhelm and his associates are to be commended for their thoroughness in reporting of their investigations into these actions.

### A SENIOR CITIZEN REPORTS

I am a senior citizen

I'm the life of the party—even when it lasts until 8p.m.

I'm usually interested in going home before I get where I'm going.

I'm good on a trip for at least an hour without aspirin, beano, or antacid.

I'm the first one to find the bathroom wherever I go.

I'm awake many hours before my body allows me to get up.

I'm sure everything I can't find is in a secure place.

I'm smiling all the time because I can't hear a word you're saying.

I'm very good at telling stories — over and over and over.

I'm aware that other people's grandchildren are not as bright as mine are.

I'm so cared for; long term care, eye care, private care, and dental care.

I'm not grouchy; I just don't like traffic, waiting, crowds, children, politicians.

I'm wrinkled, saggy, and lumpy, and that's just my left leg.

I'm having trouble remembering simple words like—

I'm now spending more time with my pillows than my mate.

I'm realizing that aging is not for sissies.

I'm anti-everything now; anti-fat, anti-smoking, anti-noise, anti-inflammatory.

I'm walking more (to the bathroom) and enjoying it less.

I'm going to reveal what's going on behind closed doors — absolutely nothing!

I'm sure that they are making adults younger these days.

I'm in the initial state of my golden years SS, CD's, IRA's, AARP.

I'm wondering—if you are only as old as you feel, how could I be alive at 150?

I'm supporting all movements now—by eating bran, prunes, and raisins.

I'm a walking storeroom of facts—I've just lost the storeroom.

I'M A SENIOR CITIZEN

AND I THINK I AM HAVING THE TIME OF MY LIFE!!



## RESTORATION OF A B-17

A note from Lonnie Crook with an article from the Shreveport, La. newspaper written by Buck Riggs, Director of the 8th. Air Force Museum at 8th. Headquarters, Barksdale, Air Force Base. The article tells the history of the flagship of the museum - a B-17 named Yankee Doodle II. It was the first aircraft acquired by the museum in 1977 and, after much searching, a Forestry Service fire-bomber - a converted B-17 was found in Chino, California. The aircraft was the second to last of 3000 Douglas built B-17's produced off the assembly line in July, 1945 and never saw combat. Through it's history, it was turned over to the Navy for conversion to a PB-1W for submarine patrol until 1956 when it was retired to the Navy Bone Yard at Litchfield Park Arizona. It was purchased by a private company in Dallas for conversion to an "Executive Fortress" or very plush business plane. However, the venture never got off the ground and it seemed the "Fortress" was destined to languish in the sun and eventually for the scrappers guillotine. But, in 1960 the company decided to convert it into an "Air Tanker" contracting it out to the U.S. Forest Service to fight forest fires. What the Navy hadn't stripped out, the remaining virtues of military life were gutted. It flew as an air tanker for 17 years before being replaced by updated equipment. The company then decided to convert it back to resembling a B-17 of World War II. An original clear plexiglas nose was found, and the paint was stripped before being turned over to the Barksdale Air Force Museum. On April 11, 1978 it was flown from Carswell Air Force Base, Texas to Barksdale by Air Force personnel. Work began immediately on cleaning and painting and it was unveiled at a public showing on April 30, 1978 at an air-show on the 45th. anniversary of Barksdale Air Force Base. Many dignitaries were assembled at the unveiling and General Ira C. Eaker accepted the "Key to the Plane" on behalf of the 8th. Air Force in a very impressive ceremony. The plane was named "Yankee Doodle II" in recognition of the B-17 "Yankee Doodle" in which

Eaker, the first 8th. A.F. commander, rode along to observe the Mighty Eighth's first B-17 bombing mission over Rouen, France on August 17, 1942.

"Yankee Doodle II", the museum flagship, has been at Barksdale for 20 years. Many hours of hard work were involved in acquiring the items removed over its service life to bring the airplane back to its original configuration as a B-17, ready for combat it never saw. Although it may not have served in the heat of battle over the dark skies of World War II, today some 54 years after its construction its mission is clear. Its purpose is to stand for those who flew and fought, for those who flew and died, and for those who flew and came home. Its battle now is against those who don't know or, sadly those who have forgotten.

So, an eagle may have come home for rest, and rest it should, but its mission is not over. The Barksdale Air Force Base Museum has nine acres of old airplanes that haven't taken to the skies in years. The diverse aircraft - some quite rare - remind us of our freedom through peacetime and past wars this century. The museum is marking its 20th. anniversary this year and has amassed nearly 1000 artifacts dating from 1918 through the mid-1990's.

Although the museum is not well known, it drew 64,000 visitors last year - the bulk of which were students on field trips and visitors to the big annual two day open house and air show. Besides the old planes and memorabilia, visitors can view Air Force films shown in a 30 seat theater built to resemble a World War II briefing room. The most popular exhibit is the trio of primary World War II bombers - the B-17, B-24 and B-29. Buck Riggs, director states that the museum is important since it is the best illustration of the phrase "freedom is not free". It points out the sacrifices of our service members.

### HAGAR the Horrible





## A British Lady Remembers

by Iris Drinkwater

reprinted from the Polebrook Post  
via The Flying Fortress Newsletter

A little over fifty years ago this beloved country of ours was in dire straits, pushed to the limit, our cities and towns bombed to destruction, we were faced with the prospect of falling into the hands of Hitler and his Nazi regime. Only a narrow stretch of water separated us from the hated Hun. Our Royal Navy and coastal command had fought long and hard, as had the Royal Air Force. Our armies had been driven back from Dunkirk and we were fighting a losing battle. We were short on food, we were short on clothing, in fact the only thing we were not short on was spirit.

As children we didn't really appreciate the situation, but the grim faces of our parents conveyed the seriousness of it all. "If anyone can pull us out of this it is Churchill," said my father, a farmer and Home Guard. Then came the news, "The Americans are coming to help us." We cheered, Boy how we cheered.

In their thousands, and from all walks of life, some scarcely more than boys, they left their homeland across the Atlantic to fight in our war and die for us. They left behind their wives, mothers, and sweethearts, who did not know where they were or what they were doing. Then their worst fears were realized, some would never know where their loved ones had died, how they had died or where their last resting places were.

Those who came by sea, 15,000 plus men, squeezed into ships designed to carry 5,000, were forced to run the gauntlet of marauding enemy submarines. If a ship broke down at sea, it was left to its own devices to make repairs, while the rest steamed on ahead, at a slower pace. While those who came by air had none of the present day sophisticated navigational aids in their four engine bombers, and consequently many lost their way and went down in the cold Atlantic - lost forever. Others were "diverted" by fake radio signals and were shot down when they strayed over enemy territory. But we needed them like Hell, and they came.

No one, before or since, has ever been as welcome as this "friendly invasion". They were welcomed with open arms, into our towns and villages and into our homes. To us children, they brought alive the movies we'd watched, and soon these gum chewing "Yanks" became our friends. They shared their foodstuffs with us and they shared their lives with us. Our mothers became their substitute mothers, doing

their laundry and trying to make them feel "at home", always thinking of their real mothers back home. They knew, or guessed, what lay ahead - what lay up ahead for the "Yanks", they knew many would not be going home. "Enjoy yourselves boys, while you can". They filled our dance halls with their kind of music and they won the hearts of our girls. We could only look on, secretly wishing we were old enough to join in the fun, wear silk stockings and dream of a life in the USA, as the older girls were doing. Then, just as we got used to having them around, they were gone again.

Too young to understand, we heard our folks talking of an invasion and of men being killed. We didn't associate it with "our" G I's. Then as time went by, our men folk came home again, we overheard stories of men being burned alive in tanks. In our cinemas we watched Pathe News showing pictures of a concentration camp called "Belsen", the sights of which were to haunt our young minds for many a month and many a year. Then the war was over, the celebrations came and went and we got on with our lives.

Now, fifty years on, some of us are privileged to have the opportunity to get to know our G I's all over again. Only now we know where they went, what they had to do, and how they had to live after they'd left us. And as we read their stories, the tears flow for those young soldiers of long ago. Many years have passed, and taken their toll, but to us, they have not aged, they are still the fun-loving, warm hearted G I's handing out sticks of chewing gum, dancing in our halls and drinking in our pubs. Loving us and being loved by us.

I used to look at an old picture, imagining I was the child at the feet of the woman smiling and waving at a passing G I. But now I look at the picture from the other side of the fence and wonder what happened to the G I. Did he die, as many had died, off Slapton Sands in Devon, England on April 28th. 1944? Did he survive that tragedy only to die on the beaches at Normandy? Or did he survive all the horrors of war, go back to a loving family and try to pick up the threads of his life again? I will never know!

Maybe, if I listen and learn from such men, we will never again have to endure such horrors. And mothers, wives, and sweethearts will never again know the agony of losing a loved one, one lost forever in a foreign land.

To all the Americans who came over here, helped us and fought for our Freedom, I would say, "Thank You" for my life and the lives of my children. WE OWE YOU! God Bless You All!

Iris Drinkwater

( Just one of the many grateful Brits!)



# ***Downtown Skywalking***

What is a neighborhood? While downtown Des Moines has been described as a city, downtown's skywalk system could aptly be described as a neighborhood in that city.

Spanning over an impressive 2.5 miles of climate-controlled walkways, the skywalk system links and joins much of the central core of Downtown Des Moines, providing a wide array of services - entertainment, shopping sporting events, food, housing, hotels, business services, parking - even a dentist!

This unique downtown attraction is now over 15 years old. After a somewhat controversial start, the City of Sidewalks has embraced the engine-less, pollution-free mode of transportation. In its early stages, the skywalks, or "enclosed pedestrian walkways" as some people called them, faced a challenge from business leaders and city planners. Many were fearful the skywalks would destroy the downtown community, be unattractive or obstruct the view of the State Capitol.

Yet clearly the opposite has happened. Many visitors remark that the skywalk system is what stands out after a visit to Des Moines. Downtown development has boomed; skywalk rental space is at a premium. The skywalks provide its users with splendid views of the Capitol as well as an up-close look at some of downtown's oldest and historic skyscrapers.

Today's skywalk system includes over 40 bridges, nearly 3 miles of walkways and connects roughly 25 city blocks. Price tag? Over \$30 million. All for your comfort and convenience. Keep in mind, you'll never get lost, maybe temporarily displaced. However, the overhead directional signs are quite helpful and you're bound to run into an Operation Downtown Skywalk Ambassador to offer assistance.

**The Quick trip (1/2 mile)** - Beginning at the Marriott (skywalk level) head north (left) and wrap around the corner to Ruan Center. Go past Ruan Center and turn right. Take this corridor forward to Kaleidoscope Mall. Turn left at Fredrich's World Coffee and head toward the escalators, turn right and cross Walnut Mall. On the right you will be treated a great view of the new EMC building (700 Walnut) as well as Hub Tower. Turn left at Blue Cross Blue Shield and head

toward The Plaza. Be sure to catch a view on your right of historic Fourth Street. Keeping to the left, wind around to the Federal Building. You will see Court Avenue on the right and Veteran's Memorial Auditorium in the distance to your left. Turn left to go to the Civic Center. You'll see Nollen Plaza and the giant umbrella on your left.

**Lunch Hour (1 mile)** - Start your lunch hour off at the Downtown Partnership in Capitol Square. Turn to the right and make your way to the Savory Hotel. Keep going forward as you approach Elsie Mason Manor. Through the next skywalk you'll see a towering view of 801 Grand on your left. Take the next left and head toward the Polk County Convention Complex. After passing through the complex you'll end up in Keck City Center. At the intersection turn right, into the Des Moines Building. Be sure to stop by the Greater Des Moines Convention and Visitors Bureau (on your left). Turn right at the next intersection and wind your way around to Ruan Center. Turn right, toward Seventh and Grand Parking, after crossing Grand, go left. Staying to your left, 801 Grand will be your next destination. But before you reach 801 Grand look to your left and you'll see an unusual vie of Des Moines' newest skyscraper, the EMC building at 700 Walnut. Head through 801 Grand admiring the art near the escalators and go left, beyond the escalators. Winding around the parking facility you will eventually reach The Des Moines Register and then Locust Center. Turn right just past Caffè A' Roma and then go left at Younkers to the Kaleidoscope Mall. Just past the escalators, which lead to an upper level food court, take a right into Blue Cross Blue Shield and then go left toward Capitol Square. Follow the overhead sign to Capitol Square (left) and make your way around the atrium back to the downtown partnership.

Elevate yourself and roam around the skywalk village. Conduct business, dine at a selection of fast food to four-star restaurants, cheer the Iowa Barnstormers or the Des Moines Dragons at Veterans Memorial Auditorium, shop retail stores, see a Broadway performance at the Civic Center, attend a conference at the Polk County Convention Complex...all without worrying about wearing a jacket or bringing an umbrella.



# THE SAVERY HOTEL

## 34<sup>th</sup> Bomb Group Association

September 14 - 19, 1999

Des Moines, Iowa

### ROOM TYPE PLEASE CHECK

- |                          |                    |      |
|--------------------------|--------------------|------|
| <input type="checkbox"/> | 1 Bed - 1 Person   | \$80 |
| <input type="checkbox"/> | 1 Bed - 2 Persons  | \$80 |
| <input type="checkbox"/> | 2 Beds - 2 Persons | \$80 |
| <input type="checkbox"/> | 2 Beds - 3 Persons | \$80 |
| <input type="checkbox"/> | 2 Beds - 4 Persons | \$80 |

### SPECIAL REQUESTS PLEASE CHECK

- |                          |                        |
|--------------------------|------------------------|
| <input type="checkbox"/> | Smoking                |
| <input type="checkbox"/> | Non-smoking            |
| <input type="checkbox"/> | Wheel Chair Accessible |

Date of Arrival

Date of Departure

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Phone \_\_\_\_\_

Sharing with \_\_\_\_\_

Reservations are held until 4:00 pm unless guaranteed by advance deposit or credit card number.

Checkout time is 12:00 noon.

Check in time is 3:00 pm

Cut-off date for group room block is August 18, 1999. After this date, rooms are on availability basis only.

This reservation is guaranteed for Late Arrival by: \_\_\_\_\_

☐ Personal Check

\$

☐ American Express

☐ VISA

☐ MasterCard

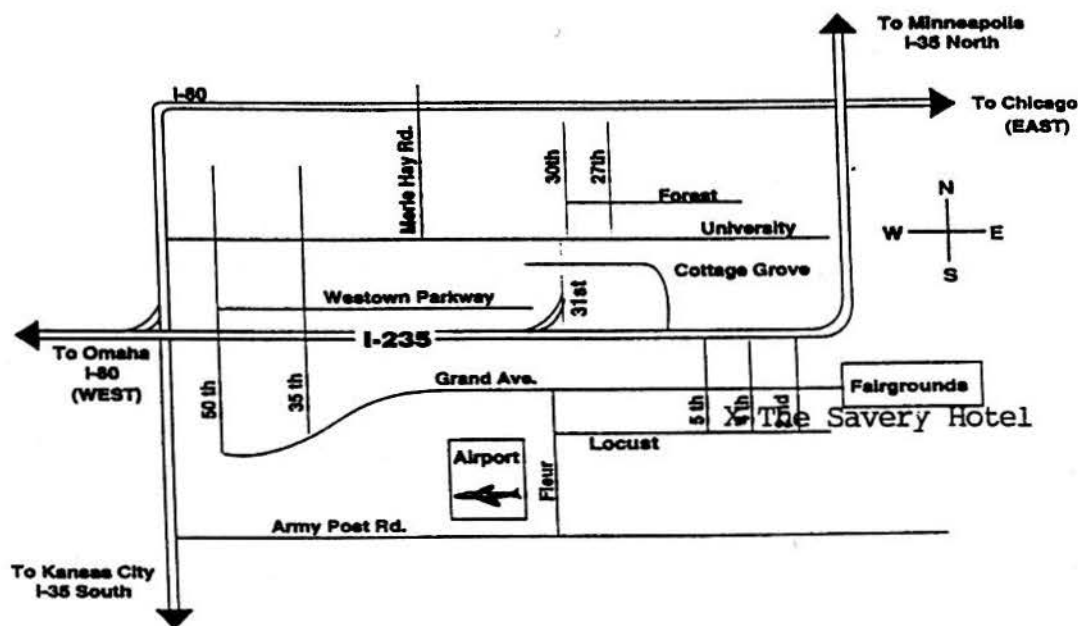
☐ Discover

☐ Diner's Card

Credit Card # \_\_\_\_\_

Exp. Date \_\_\_\_\_

**PLEASE MAIL TO: THE SAVERY HOTEL, ATTN: RESERVATIONS, 401 LOCUST STREET, DES MOINES, IOWA 50309. You can also call the hotel directly for reservations at 1-800-798-2151.**



Directions to the Savery Hotel - 401 Locust Street - Des Moines, Iowa 50309 (800) 798-2151

Travel West on I-235. Take the 5<sup>th</sup> Street Exit and travel south. Turn left on Locust. Turn left again on 4<sup>th</sup>. The hotel is located on the corner of 4<sup>th</sup> and Locust.



# Reunion 1999

The 34th Bomb Group will hold it's Annual Reunion at the Savery Hotel, 401 Locust Street, Des Moines, IA 50309, TX (515) 244-2151, from 15-19 September 1999.

Hotel Reservation forms are included in this issue. Send your check or credit card number directly to the hotel for lodging. Specify you are attending the 34th Bomb Group Reunion, along with your arrival and departure dates.

Complete the registration form below and return it with your remittance to:

Robert H. Wright  
411 Parkovash Ave.  
South Bend IN 16617-1029  
TX (219) 323-4287

Make checks payable to 34th Bomb Group Association

Cut here

## 34th BOMB GROUP ASSOCIATION REUNION-FOOD-TOUR REGISTRATION FORM

REGISTRATION AND SCHOLORSHIP FEE \$15.00 each person

X\_\_\_\_=\_\_\_\_\_

NOTE: Both Member and Spouse or Guest must pay

9/17 Friday Breakfast \$11.00 per person

X\_\_\_\_=\_\_\_\_\_

Guided bus tour of Des Moines \$14.00 per person  
Lunch on your own

X\_\_\_\_=\_\_\_\_\_

Dinner \$21.00 per person

X\_\_\_\_=\_\_\_\_\_

9/18 Saturday Breakfast \$11.00 per person

X\_\_\_\_=\_\_\_\_\_

Gala Banquet \$22.00 per person

X\_\_\_\_=\_\_\_\_\_

9/19 Sunday Breakfast \$11.00 per person

X\_\_\_\_=\_\_\_\_\_

TOTAL

\_\_\_\_\_

Name\_\_\_\_\_Special Guest\_\_\_\_\_

Address\_\_\_\_\_

City\_\_\_\_\_State\_\_\_\_\_Zip Code\_\_\_\_\_

NOTE: All Prices include tax and gratuity.

Squadron\_\_\_\_\_First Timer check here\_\_\_\_\_

Need name tags\_\_\_\_\_yes\_\_\_\_\_no

**REGISTRATION DEADLINE IS 24 AUGUST 1999.**



Scotch Ridge

THIS MAP IS  
A CONTINUATION  
OF HWY 65/69  
AT SCOTCH RIDGE

Indianola



PROPOSED AGENDA  
34TH BOMB GROUP REUNION

SAVERY HOTEL  
DES MOINES IOWA

WEDNESDAY 15 SEPTEMBER 1999

1300 - 1600 hours EARLY BIRD REGISTRATION (lobby area)

THURSDAY 16 SEPTEMBER 1999

1000 - 1600 hours REGISTRATION (lobby area)

1500 - 1700 hours Board of Directors Meeting - Hospitality Suite

FRIDAY 17 SEPTEMBER 1999

0700 - 0830 hours Breakfast - Terrace Room

0900 hours Depart Savery Hotel for guided bus tour of Des Moines.  
Lunch will be on your own. Tour lasts until 1600 hours.

1900 hours Dinner - Terrace Room

SATURDAY 18 SEPTEMBER 1999

0700 - 0830 hours Breakfast - Terrace Room

0900 hours General Membership Meeting - Terrace Room (following  
breakfast)

1200 hours Lunch on your own/free time

1800 - 1900 hours Cash bar - Terrace Room

1900 hours Gala Banquet - Terrace Room

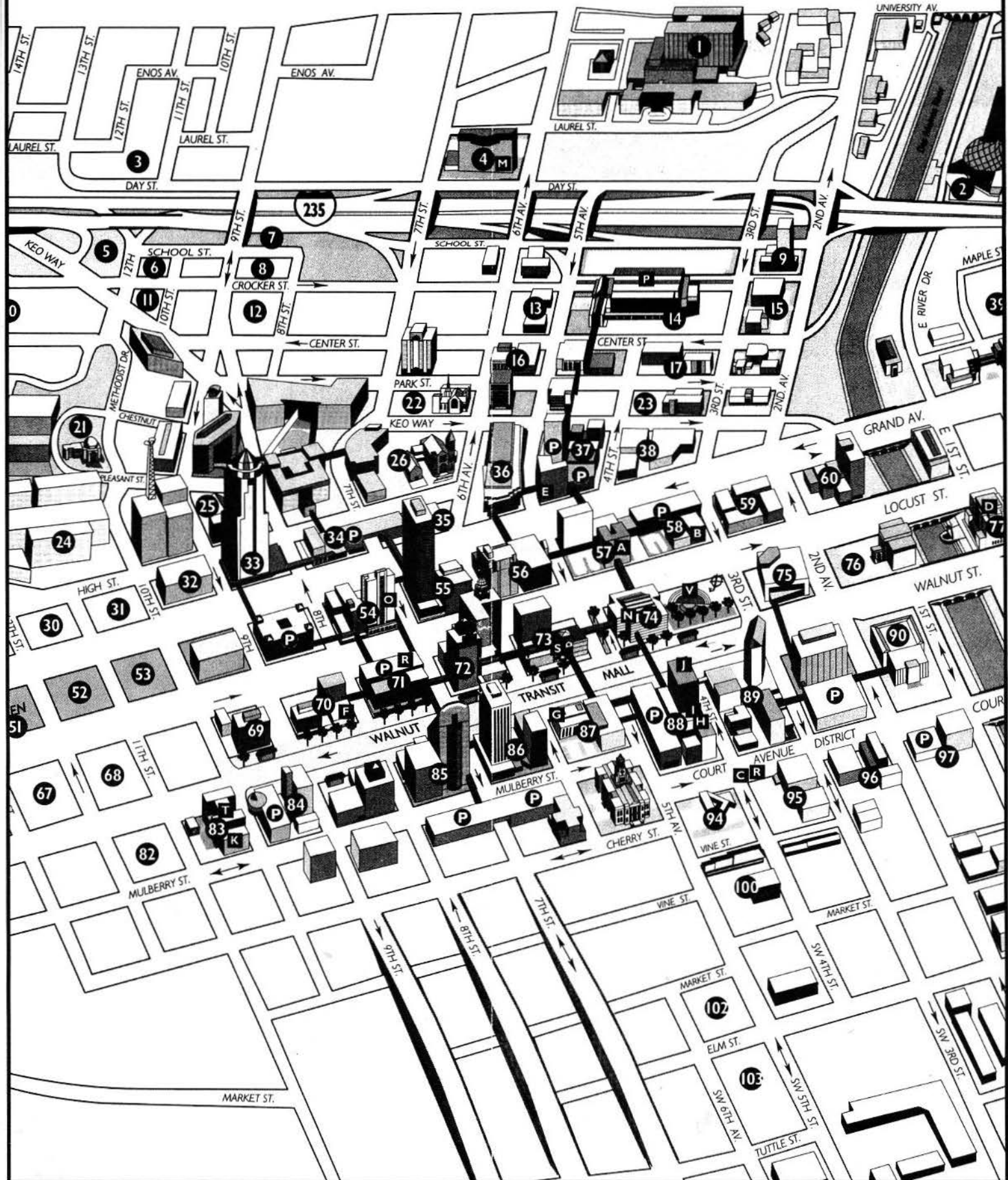
SUNDAY 19 SEPTEMBER 1999

0700 - 0830 hours Breakfast - Terrace Room  
Farewells until Buffalo, New York in 2000

NEARBY GOLF COURSE AVAILABLE FOR GOLF ON YOUR OWN  
Post Exchange and Hospitality Suite to be open at hours yet to be determined.



## UNIVERSITY AV.







**To the members of the 34th. Bomb Group Association**

June 1st, 1999

Greetings:

We hope to see all of you at our Annual Reunion to be held in Des Moines, Iowa on September 15th. Through the 19th., 1999. Your attendance at this wonderful event is particularly important to the "Ray L. Summa Scholarship Committee" because of how the funds are raised to allow us, as an Association, to award our annual scholarships. Five dollars of each attendee's Registration Fee is designed for the Scholarship Fund and is the major source of annual available monies. Some additional funds come from specific member memorial donations and an occasional gift from a gracious "34ther." Thus, the number and amount of each years Scholarships we award, are based on the number of Reunion Registrations. Association members who do not, or cannot, attend the reunions do not have the opportunity to support this worthwhile activity.

Since the inception of our Scholarship Program you, as "34thers." Have provided 17 Scholarships totaling \$13,000. Since each applicant must be sponsored by a "34ther.", all of the winners are our children or our grandchildren - certainly a wonderful legacy of our wartime service and friendship. We, who review each application, are most impressed by your offspring! Their qualifications, citizenship, and work ethics are magnificent. The limited annual funds cause many difficult award decisions. Each year we wish we could provide more scholarships than the funding allows.

In response to this funding problem, the Board of Directors', at our last 1998 Boise meeting, authorized the Scholarship Committee to provide all of our Association Members with the opportunity to support this very worthwhile activity. A simple, *TAX DEDUCTIBLE*, contribution of five dollars, or more if your means allow, from each member who may not be able to attend the reunion, will allow us to expand the Scholarship Program on your behalf.

Please forward your contribution to: The Scholarship Committee,  
C/o Hal Province, Treasurer, 34th BGA  
153 North Hill Drive  
Carriere, MS 39426-8129

Your cooperation and generosity are most appreciated, thank you.

The Scholarship Committee:  
Jack Farley, John Feda, Ambers Hanson,  
Hal Province, Bob Vaughn



## January 1999 PX ORDER FORM

REPRINT OF 34TH B.G. HISTORY BOOK, 1947, EDWIN S. SMITH.....	\$37.50ea.
NEW 34TH B.G. HISTORY BOOK (1988).....	\$37.50ea.
PERMANENT NAME TAGS (First & Last Name + Sqdn. No.....	\$6.00ea.
LICENSE PLATE (34th Bomb Group).....	\$4.00ea.
LICENSE PLATE HOLDER (2for \$5.00).....	\$3.00ea.
PATCHES - 8th A.F. OR 34th B.G.....	\$5.00ea.
PATCHES - 8th A.F. (Gold & Silver Bullion Thread).....	\$9.95ea.
PATCHES- SQUADRON - 4th - 7th - 18th - 391st.....	\$5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5" .....	\$1.50ea.
BUMPER STICKER - 34th B.G. - 3"X12".....	\$1.50ea.
BELT BUCKLES - 34th B.G.....	\$8.50ea.
BOLO TIES - 8th A.F. - 34th B.G. - B-17 - B-24.....	\$6.00ea.
KEY RINGS - 8th A.F. - B-17 - B-24.....	\$4.00ea.
HAT PIN - 2 1/2" - B-17 - B-24.....	\$3.50ea.
HAT PIN - 1" - B-17 - B-24.....	\$3.00ea.
HAT PIN 1" x 1 1/2" (AMERICAN FLAG).....	\$3.00ea.
VALOR TO VICTORY LADY'S STICK PIN.....	\$3.50ea.
WINGS - 2 3/4" PILOT - BOMB - NAV. - ENG. - GUNNER.....	\$4.00ea.
WINGS 2" CREW.....	\$4.00ea.
WINGS -1" PILOT - BOMB. - NAV. - ENG. - GUNNER.....	\$3.50ea.
TIE TACK - 8th A.F. - 4th - 7th - 18th - 391st SQDNS.....	\$4.00ea.
ALL NEW ROYAL BLUE INK PENS W/GOLD 34TH B.G. LETTERING.....	\$1.25ea.
TOTE BAGS - CANVAS - 34th B.G. DESIGN.....	\$6.00ea.
CAPS - SOLID ROYAL BLUE (New 34th B.G. Design).....	\$7.00ea.
CAPS 34TH B.G. (Mesh Back).....	\$6.00ea.
CAPS - 50TH ANNIV. 8th A.F. (Royal Blue).....	\$5.00ea.
V.C.R. TAPE (58 min "Start your engines +50 Years").....	\$27.95ea.
ROYAL BLUE SHIRT W/EMBLEM - (L-XL).....	\$29.00ea.
ROYAL BLUE JACKET W/EMBLEM - (M-L-XL).....	\$39.00ea.
SPORTS BAG - WHITE - W/EMBLEM .....	\$10.00ea.
NEW!! 34TH B.G. (ALARM) WRIST WATCH.....	\$27.95ea.
NAVY BLUE SHIRT W/EMBLEM - (L-XL).....	\$29.00ea.
NAVY BLUE JACKETS W/EMBLEM - (M-L-XL-XXL).....	\$39.00ea.
RUBBER STAMPS (3 B-17s in formation).....	\$7.95ea.
BOOK "Prescription For Nutritional Healing".....	\$19.95ea.

<p>PLEASE CIRCLE ITEMS DESIRED THANK YOU FOR YOU ORDER</p>
--

Please add \$1.00 postage for orders under \$10.00 and \$2.00 postage for orders over \$10.00

Sendcheck or money order to: **34 B.G. PX**  
**Ken Paxton**  
**6402 E. 11th**  
**Wichita KS 67206**  
**(316) 683-2900**

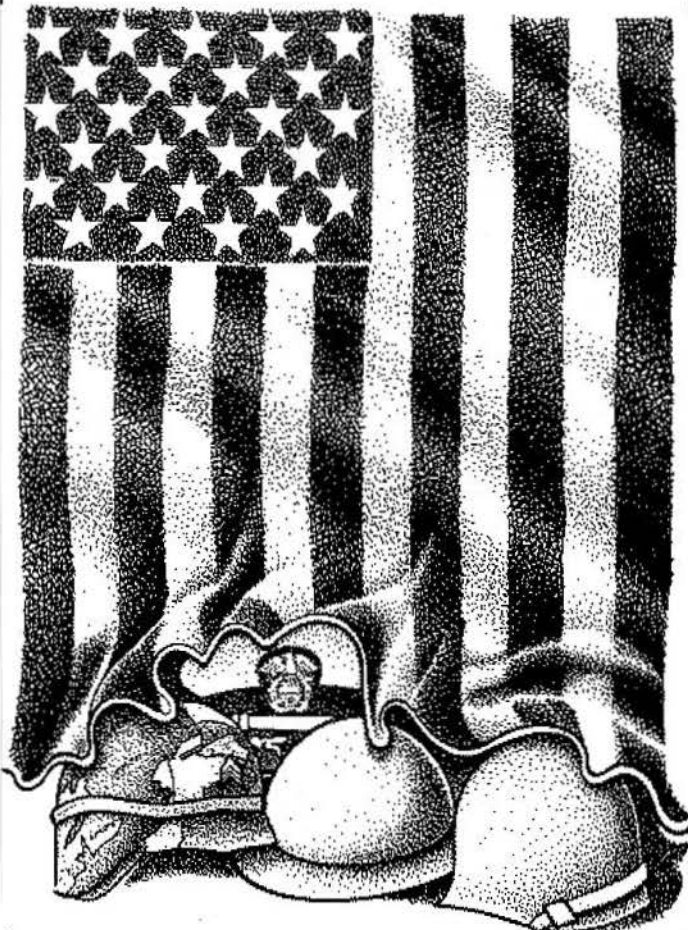
Continue sending in your orders!!! These items make wonderful gifts!

Thank you for your support of the 34th. We wish all of you good health and Happiness!



## TO YOU, DAD

Did I ever mention to you Dad,  
 Just how proud I really am,  
 Of the selfless way you challenged life,  
 And saluted "Uncle Sam?"  
 Or did I ever tell you, Dad,  
 Just what it really means to me,  
 To know the years you struggled for peace,  
 And to keep our country free?  
 Soon all of your medals may grow dim,  
 And your uniforms all too tight,  
 But remember that you did your part,  
 When your country went to fight.  
 Those old photos may turn yellow,  
 As the soldiers fade out of view,  
 But your grandchildren now sleep safely,  
 And for this we all thank you.  
 With sincere respect I salute you,  
 It is your retirement day,  
 As God blesses our America,  
 May he bless you too, I pray.



## EPHRATA LAMENT

Ephrata! What's that? Asks the Nation,  
 does Hell's Inferno have any relation?  
 But, even Infernos take less of a toll,  
 for they never depend on shipments of coal.  
 Over the hill, more like a dream,  
 to shiver and shake, in an open Latrine.  
 A bowery line, for chow and for mail,  
 or guarding a Post, where the Coyotes trail.  
 Snow and Rain upon each tent,  
 a place where Superman would lament.  
 Uncertain showers, a candle at night,  
 even a Chaplain can't see the light.  
 A town the size of a three block span,  
 where they rob and cheat the enlisted man.  
 Where they ignore the soldier on the street,  
 if there were no soldiers, they'd be on relief.  
 Kilmer glorified the tree,  
 a sight we never hope to see.  
 Poems like this may be written later -  
 but, only God could love EPHRATA!

34th Bomb Group (H)  
 Army Air Corp  
 Ephrata , Washington  
 January, 1943  
 (Author unknown)

Frank Yates, Guilford, CT. 391 Sqd. submitted this poem. He states that the 34th. Bomb Group moved from Geiger AAB in December, 1942 to Ephrata. It was like serving in Siberia- even worse!!!





## ROSE'S COLUMN

Dear Ones,

Yesterday we received our MM newsletter and really enjoy reading every word. I promised you in my last column that I would share a few recipes with you and this first one is very easy and fast. This is one that is wonderful to serve when guests are expected because it is easy and fast and you will have time to sit with your visitors, or can watch a favorite TV show while the chops are baking. Here it is....

### SIMPLY EASY BAKED CHOPS

4 to 6 pork chops  
1 can cream of chicken soup  
1 med. onion, chopped or sliced  
4 T. catsup  
3 t. Worcester sauce  
1/4 cup of water, mixed into cream of chicken soup  
salt and pepper to taste.

Pre-heat oven to 350 degrees  
Trim fat from chops, brown in large pan & drain fat  
Season with salt and pepper  
Combine remaining ingredients and pour over chops  
Cover and bake for 45 - 60 minutes, check occasionally to see that pork chops are not stuck to bottom.

I have made this dish three times and decided to make more at one time because our grandchildren love it served over rice or noodles. There is plenty of good gravy and it is oh, so GOOD.

The following is a Romanian recipe which is our favorite for grilling outdoors. The garlic may be increased or lessened, but guaranteed to let you know it's there.

**SAUSAGE ROLLS (MITITEI)** pronounced me-te-tay

1 1/2 lbs. of ground beef  
1/2 lbs. of ground pork  
1 t. salt  
1/2 t. baking soda  
Ground pepper to taste  
2 or 3 cloves of garlic, finely chopped and mashed  
Beef stock or beef bouillon  
1 t. summer savory

First mix beef stock with salt, baking soda, ground pepper, summer savory and garlic.  
Pour over meat in bowl.

Mix with meat just to blend well. Do not over mix because meat will become tough.

Roll into 4" or 5" sausages (I allow the blended mixture to stay in the refrigerator for about 4 or 5 hours the day before grilling to allow flavors to marry).




Grill until browned and cooked through.

These are oh, so good!! Serve on a hot dog bun or folded slice of good bread.

I'm very anxious to hear from all who made these Mititei and want to know how you liked this recipe.

Eli and I wish you all a very fun filled Summer and please take care of your air conditioning. As I get older, I find the heat of Summer overwhelming at times and give thanks to whoever invented our central air conditioning. We wish you a healthy, happy year and may God grant you his many blessings.

Lots of love to you all, Rose and Eli.

 <p><b>OFFICIAL T.S. CARD</b></p>	
<p>389<sup>TH</sup> BOMBARDMENT GROUP (H)</p>	
<p>THIS IS TO CERTIFY THAT</p>	
<p>HAS BEEN DULY MISUSED, REFUSED, ABUSED</p>	
	<p>AND CONFUSED</p>
	
<p><b>TS CARD</b></p>	
<p>Name: _____</p>	
<p>We have listened (at length) to your troubles. They are undoubtedly the most heart-rending we have ever heard. We have never come across anything to equal them. We feel for you and sincerely hope it won't happen again. But things are tough all over, and if you will present this card to your nearest Chaplain, Top-Sergeant, or KP pusher, he will be glad to punch one of the numbers below for you.</p>	
<p>1 - 2 - 3 - 4 - 5 - 6 - 7 - 8 - 9 - 10 - 11 - 12 - 13</p>	

Where were the Chaplains when we needed them?



## SONGS OF THE 40'S

There was probably no sight more welcome to the bomber crews returning from missions over Germany than the white cliffs on the southern coast of England. Below these cliffs is the beautiful and modern city of Dover. During W.W.II this city was known as "Hell's Corner" and was virtually destroyed by the constant barrage of German artillery from the coast of France, some 30 miles away. Yet, most of the residents refused to leave the city in spite of the danger and devastation. Instead, they dug miles of tunnels into the limestone cliffs affording them protection from the enemy guns. Today these tunnels house a museum that depicts the horrors and sacrifices the English people endured in the early days of the war.

We all remember the stirring ballad that was written about the white cliffs of Dover, but only in retrospect does the full meaning of the lyrics strike home. Nat Burton sang the song for the first time giving everyone a ray of hope in the dark, dismal world of wartime blackouts with these words:

There'll be bluebirds over  
The white cliffs of Dover,  
Tomorrow, just you wait and see.

There'll be love and laughter  
And peace ever after  
Tomorrow, when the world is free.

The shepherd will tend his sheep,  
The valley will bloom again  
And Jimmy will go to sleep,  
In his own little room again.

There'll be bluebirds over  
The white cliffs of Dover,  
Tomorrow, just you wait and see.

Another war time song that was sung by G.I.'s the world over was "Bless 'Em All" Many verses were made up, some good, some bad, some obscene, most humorous. Jim Martin sends in some that surfaced after the war, probably new to most of us:

### **"To the tune of "Bless 'Em All"**

Oh now that the battles are over,  
I'll tell you what we won:  
A chance to fight more in some other war,  
And our pride in a job well done.

#### *Chorus:*

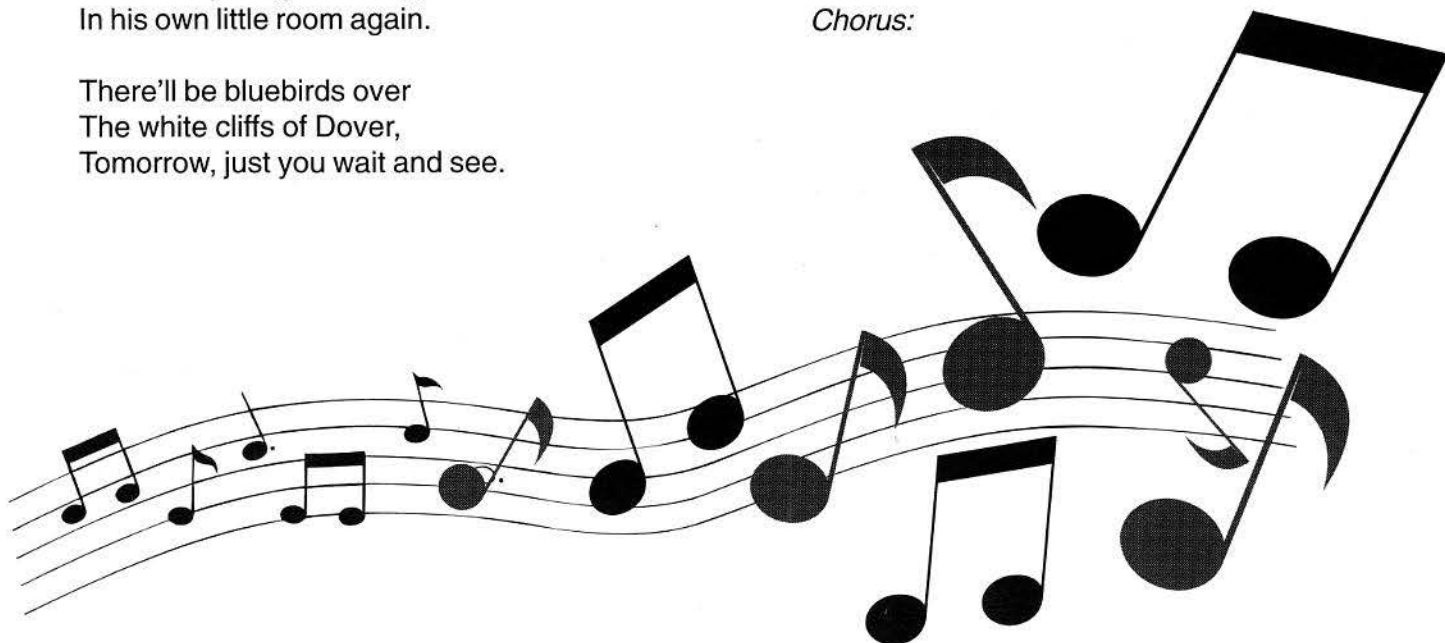
*So bless 'em all, bless 'em all,  
The long, the short and the tall,  
There will be no promotions this side of the  
oceans,  
I still say my lads, bless 'em all.*

The heroes who died aren't remembered,  
The wounded we try to forget,  
And we poor damn sinners who came out as  
winners,  
Are blamed for the national debt.

#### *Chorus:*

The Krauts got richer than we are,  
The Japs found gold in their sun,  
But this we can say till our last dying day:  
***They sent us to war and we won.***

#### *Chorus:*







WILLIAM BUCHAN - SHELBY TOWNSHIP, MI

Thanks to all the dedicated members who devote their time and effort to keep the 34th. tradition alive. I look forward to each copy of "Mendlesham Memories". I hope you can continue your much appreciated work. One of my Christmas presents was a beautiful book entitled "Air Command - Fighters and Bombers of World War II". There are many pictures of planes of the 34th. and a few of my squadron the 18th. The book is published by Lowe and B. Hould. It is a beautiful book and I thought some of the members might be interested.

\*\*\*\*\*

ROSE AND ELI BALDEA - CROWN POINT, IN

Winter is almost done for here in Northwestern Indiana and we are looking forward to Spring. Eli keeps wondering if he can still tackle planting a couple of tomato plants which he very much liked to do. Warm weather never seemed to be here soon enough for him but the last two years when he started making excuses for not planting I knew then his health began a downgrade.

His back is the number one problem, then comes his prostate, then comes his dental problem, then the worst is his memory problem.

He drives well enough but to know where to turn is sometimes very bad. It's a good thing I'm now the navigator. I will buy a cap through Ken and Kathy and add tiny military pins. This will feel good to represent a navigator on one of our lead crews!!

Well, as long as Eli doesn't forget my name and call me "Baldy" (the name his crew called him) all will be fine.

We are looking forward to the March issue of MM.

\*\*\*\*\*

GARY FERRELL - SHELBY, NC

Thought the group might be interested in a recent trip I took to the National Archives in College Park, MD. I spent a full week there digging through

and copying the mission reports of the 34th. BG. I managed to get copies of all but four of the 170 missions, plus the six food drops and a POW pick up mission. The kind of records I copied were the formation charts, the after mission lists of planes and pilots with the bomb load and notations of where the bombs were dropped and indications of battle damage or crew injuries. I also copied the crew loading lists and some bomb plot maps, any Missing Crew Reports and various other interesting items.

From these records, I can follow the combat mission record of any plane or crew that was with 34th. during its W.W.II service in England. As an example, today I researched the record of a B-24, serial number 42-52755, which I believe was "Dynamite 'n Dodo". I found this plane listed 37 times in the records, 20 of which listed Noble Wright as the pilot, the rest were flown by various other pilots. I then looked up the record of the Wright crew and found it listed 35 times, again 20 of these flying 42-52755 and the rest flying various other planes.

Except for the Aug. 28, 1944 mission, one of those four I'm missing, I have entered all the basic B-24 information into my computer and am just beginning to get the B-17 information entered.

I hope eventually to identify a large number of the B-24s and B-17s flown by the 34th.BG. Unfortunately, the mission records I copied mention the name of a plane only once. Even where forms, like MACR's had a place to list the name of a plane, none were listed, even in those cases where, from other sources, we do know the name.

There are other records (second set) of 34BG records at the National Archives that I did not get into due to lack of time. In the brief look I had at these records, it seems they include a detailed list of all mechanical troubles and damage to the planes after each mission, plus narrative reports from the Command Pilot, the Group Navigator and Group Bombardier for each mission. Another trip to College Park seems necessary but may have to wait a while.

\*\*\*\*\*

FRED BERGLUND - ENGLEWOOD, FL

I would like to thank you for putting my poem in MM. My writers' class thought it was pretty good. Appreciated John Doronsky's column "As Time Goes By", volunteering and using time wisely. I have tried to do this at my church for the past 10 years. I am my Pastor's right hand man and help him with visitations of the sick and elderly. I also golf with him and see to it he has some fun.



DEXTER JORDAN - HUNTERSVILLE, NC

Received MM April 5th. I especially enjoy reading all the special articles about the experiences while in the war and after returning home. I also want to thank everyone who had any part in organizing the 34th. reunions and Mendlesham Memories. It has reunited so many friends and gives us many happy days together after all these years of separation and not knowing, yes and good reason to travel to many of the States. Keep up the good work, you're all doing a great job.

ARNOLD BRYANT - HOOKSETT, NH

I have just finished reading my copy of the history of the 34th. Bomb Group and was very impressed with its contents. Tom Brokaw (The Greatest Generation) could have written a book just on the tremendous accomplishments of the men of the 34th. The list would go from the persons that worked at their regular positions to lawyers, company presidents, missionaries in foreign countries, CAP's, professors, research scientist for NASA, to the guy who had his own business in Anytown, USA.

Your thoughts about more input from the members of the base personnel sure would help an ex-flyboy to understand what was required just to get a single aircraft in the air.

The article that Pete Gray wrote about the requirements of gasoline for a mission made me realize how little we flyboys knew what it took to complete the overall mission of the entire group.

A belated 55 year bow and THANK YOU to all members of the ground forces of the 34th. Bomb Group.

\*\*\*\*\*

HENRY AND AUDREY TOBIASON - REMER, MN

Audrey and I wanted to send you a note to let you know what a terrific job we think you are doing with the Mendlesham Memories. We both read each issue cover to cover, sometimes it gets to be a contest as to which one of us is fast enough to get to it first. ( I usually win ).

We really enjoyed the trip to Boise, it was a great reunion and the trip was beautiful. It was the first time that we had driven out west and it is truly a sight to behold. We both feel that the reunion committee deserves a huge thank you for a job well done.

I thought you might like some "Then and Now" pictures for a future issue of MM. The one of me in uniform was taken in England in 1944, the other one is of Audrey and I just 50 years later in 1994.

Keep up the good work and we hope to see you in Des Moines in September.

## "BUTLER'S BUMS"



Remy



Stuthers



Scully

JIM STUTHERS - NOKOMIS, FL

Dick Scully, Joe Remy and I spent four hours together at the "Fishermans' Wharf" restaurant in Punta Gorda, Florida on March 23rd. It has been almost 54 years since we flew 20 missions together on Bob Butler's crew. I was toggaler/nose gunner and was bumped from the crew when they went to lead. I flew 7 missions with other crews and "Butler's Bums" went on to fly thirty three missions.

Dick Scully, the navigator lives in Sarasota, FL., Joe Remy, the ball turret gunner lives in Philadelphia, PA. and I live in Nokomis, FL. I have been trying for 15 years to find our pilot, Bob Butler without success, but I'm still searching. As far as I know the only other member of the crew still alive is Ed Renowden.



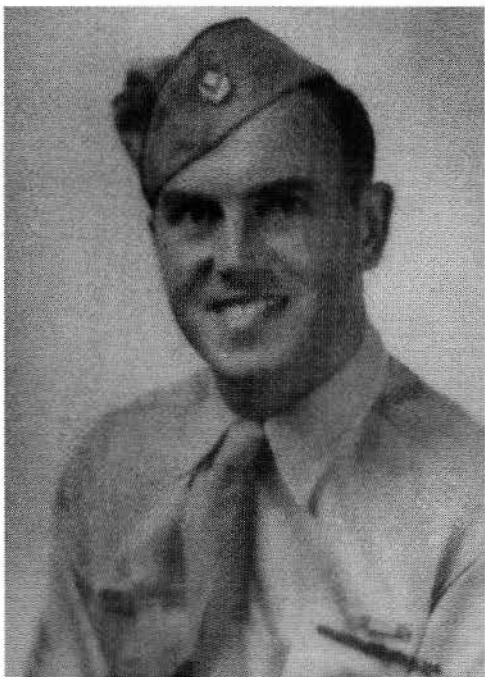




## *Then and Now*



### **DEXTER & BEULAH JORDAN**



**1944**



**1999**

### **HENRY & AUDREY TOBIASON**



**1944**



**1994**



## CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BOWER	WALTER R.	391-4	PO BOX 257	ISLEBORO	ME	04848
CAMP	JOE WATSON	391	1600 OLD CARTERSVILLE	DALLAS	GA	30132
JALVING	MARVIN	7LM	17538 PARK PL CIR	SPRING LAKE	MI	49456
WEBSTER	GEORGE C	7	333 MTN. VIEW UNIT 48	TALENT	OR	97540
MARTIN	JOSEPH B	18	RR 1 BOX 4R	MONTICELLO	MS	39654
ISRAELSEN	ALLEN O	4LM	8800 WALTHER BLVD.1319	BALTIMORE	MD	21234
VEON	ELLIE					
	%S. KLEPPER	7ALM	4770 STATE RT303	RAVENNA	OH	44266
COBB	JUNIUS	18	1276BELLE ISLE RD	UNION HALL	VA	24176
BUSH	RALPH A	7LM	4402 TULANE	SPRINGFIELD	IL	62707
GRAHAM	ALAN A	18	11435 BENTON ST.	LOMA LINDA	CA	92354
VANBUSKIRK	WILLIAM	4	1860 MICA RD.	SUN CITY W.	AZ	85375
BOARMAN	WILLIAM	391	3330 BERKSHIRE CR	JOHNSON CITY	TN	37604
MYERS	RAYMOND	18	315 BELVEDERE DR.	EUTAWVILLE	SC	29048
UNWIN	JOHN, J	391	12731 N. FOREST CANYON	PARKER	CO	80134

## NEW FOUND

NAME	ORG	ADDRESS	CITY	STATE	ZIP
PAYMENT, RICHARD(BUD)	TRANSPORTATION	BOX 51	COHASSETT	MN	55721



## TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
SWORDS	WILLIAM	18	03/28/99	108 BERRY ST.	WASHINGTON	IL	61571
PARROTT	RODNEY B	18	96	NE 142 AV	SILVER SPRINGS	FL	32688
GORSKI	CLARENCE	7LM	11/14/98	10901 NORTHSTAR WAY	TACOMA	WA	98498
JONES	JOHN L	391	02/06/99	2560 FRUITLAND	NORTH OGDEN	UT	84414
CANNOCK	TOM F	18	03/27/99	1117 E. 28TH. ST.	SAN BERNARDINO	CA	92404
ARMSTRONG	DENTON	R 4-18	10/30/98	2916A WEST LONG CR	LITTLETON	CO	80120
DIX	RICHARD	18LM	09/27/98	6146 CHINQUAPIN WAY	BALTIMORE	MD	21239

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IN MEMORY OF  
TOM CANNOCK  
RICHARD DIX

DONOR  
BEQUEATHED  
HIS WIFE

## 50TH WEDDING ANNIVERSARY IN 1999

LAST NAME  
Jordan

FIRST NAMES  
Dexter and Beulah

WEDDING DATE  
November 3rd. 1949



## THE EIGHTH AIR FORCE'S BIGGEST BOO-BOO??

This story comes to us from Fred Berglund, 7th sqd, and is not about the 34th. (thank goodness!!). It's an account of a mission as told by Fred's neighbor in Englewood, FL. by the name of Captain Jim Myers who flew lead bombardier for the 445th bomb group based in Tibenham, England in WWII. Colonel Jimmy Stewart, the famous movie actor was Myer's pilot for 13 of his 35 missions.

As the story goes, on November 27th. 1944, the 445th. took off on a bombing mission to Kassel, Germany - target, the Herman tank factory. There were 35 B-24's from the 445th on the mission and the lead navigator missed the target completely, even though being warned by other navigators in the group that he was off course. The fatal mistake took the 445th. away from the main bomber stream of 1200 planes and the protective cover of the fighter escort.

A huge armada of German FW 190's and Messerschmitt 109's estimated at 150, ran into the 445th. group, almost by accident, and within 3 to 5 minutes shot down almost every one of the hapless bombers. Several German fighters were shot down by the American gunners but only five B-24's survived the attack, four of them made it back to their base in Tibenham. Only one B-24 had no major damage. Luckily, Jimmy Stewart and Myers were not on this mission, the most damaging of the entire air war in WWII.

Intelligence reports credited this German victory to the elite Storm German fighter group who fifteen days earlier hit the 493rd. B-17 group near Magdeburg, Germany and shot ten of a squadron of twelve bombers out of the sky. The loss of 250 young men over Kassel was the worst air disaster of WWII.

Memorial reunions for the survivors have been held at the Hessen Forest near Kassel for the many wounded survivors who were helped by the German farmers and townspeople. No enmity remains.

### Moving???

If you are moving, send your new address to:

**Hal Province**  
**153 North Hill Dr.**  
**Carriere, MS 39426**

Mailing lists are given to printer on Feb. 1, May. 1, Aug. 1, and Nov. 1 for the March, June, September and December issues.

## 34TH. BOMB GROUP ASSOCIATION MEMBERS' E-MAIL ADDRESSES

Berry, D. ————— dberry@coolsite.com  
Bower, Walter R. ————— wbower@midcoast.com  
Braun, Jennings — JENNINGSBRAUN@prodigy.net  
Buchanon, Robert ————— BBucha3458@aol.com  
Burnell, Bill & Margo ————— wburnell@m3.sprynet.com  
Danielson, Robert M. ————— DO430@aol.com  
Demko, John ————— Laufing@aol.com  
Dominik, J. — JDOMINIK@tiny.computing.csbsju.edu  
Dubose ————— a0008274@airmail.net  
Duval, Foster A. ————— thefad@aol.com  
Edlestein, Joan ————— jme@citycom.com  
Ferrell, Gary ————— ferrellumm@shelby.net  
Firestone, Abe ————— ernieabe@juno.com  
Franco, George ————— GeorgeFras@aol.com  
Frick, John ————— jfrick@earthlink.net  
Gross, Robert ————— RHGros17@aol.com  
Hampton, Fred ————— fremark@iserve.net  
Hanlon, Arthur ————— Herbups@aol.com  
Hanson, Ambers & Jean ————— jahanson@mindset.com  
Hawkins, Jefferson, R. — jmmckinney@mindset.com  
Hinchee, Jim ————— Taylor202@aol.com  
Holcolmb, Verbal ————— Vho1735006@aol.com  
Israelsen, Alan, O. ————— ALISRA@aol.com  
Jones, William (Bill) 70216.1436@compuserve.com  
Kidzie, Charles, A. ————— charleskinzie@amdyne.net  
Line, Jeffery C. ————— line@cricket.iw.net  
Martin, Jim ————— jfmartin@web-access.net  
Moats, Hanah (Raymond) — HMoats@prodigy.net  
Nelson, Jim ————— wa3tux@microserve.net  
Nichols, Carl, O. ————— &nbsp;con01@fresno.com  
Pacholski, Robert ————— bobbp@webtv.net  
Payment, Richard (Bud) — REPAYMENT@webtv.net  
Pedigo, William (Bill) ————— wepedigo@wf.net  
Prillman, Hap ————— haprill@neocomm.net  
Province, Hal ————— provih@datastar.net  
Ritchie, George & June ————— jritchie@nternet.net  
Russo, Michael III ————— RussoGOA30@aol.com  
Sadowski, Vernon ————— sadowski@isoc.org  
Share, Jack ————— jkshare@lcc.net  
Smith, J.C. ————— C206@aol.com.  
Sproul, Cranford ————— CRANBEA@FLIS.COM  
Sothorn, Bruce ————— RSothorn@biosci.cbs.umn.edu  
Stoneham, Robert, A. ————— msrs@bright.net  
Stouffer, Richard (Dick) ————— DStouffer@aol.com  
Taylor, Donald ————— Taylor202@aol.com  
Taylor, Jay ————— jstaylor@kctc.com  
Thibeault, Thomas ————— debantom@worldnet.att.net  
Violante, Vito ————— vitovee@webtv.net  
Webster, George, C. ————— gcwebster@ccountry.net  
Weddell George C. ————— georgeweddellsacramento@juno.com  
Wilhelm, Horst (Dr) — Dr.Horst.Wilhelm@t-online.de  
Zesch, Edward, E. ————— eezdpz@aol.com



## TROUBLE OVER TACOMA

There have been many stories of problems encountered by crews while in operational training in the States prior to overseas' duty, but perhaps none more harrowing than the situation Ted Blomquist and his crew found themselves in on October 18, 1944 while on a night navigational training mission from their base, Gowen Field, Boise, Idaho to Tacoma, WA. They had reached their destination and had made the turn to go home when the left inboard engine started to lose power and oil pressure - Ted picks up the story from there.

We shut off the fuel, feathered the prop and all seemed to be OK and I felt we should have no problems getting back to base. About 15 minutes later, the right outboard engine started to run away causing severe control problems and we were forced to shut it down and feather the prop. We had a real problem now in that we were losing 200 feet a minute and couldn't maintain altitude without possibly stalling out. It was pitch black outside and we were over mountainous

terrain. I called the navigator and requested a possible landing area. The best he could come up with was an emergency strip at Baker, Ore. a 2500 ft. runway with no lights other than marker lights at each end. I made the decision at that time not to bail out the crew over wild, mountain terrain and would try to set down on the strip. We came down right on the edge of the runway, both Stu (co-pilot) and I stood on the brakes and half way down the runway turned off all electrical and fuel lines. We went off the end of the runway, hit an irrigation ditch and came to a stop just feet from a high-

way - thank God, no fire. The crew was in crash landing position, as required by regulations, except for the navigator who had to look out the side window to see what was going on. He was the only one to suffer any injury.



Blomquist's Crew  
Standing L to R - Blomquist, Stuermann, Kincaid, Nichols  
Kneeling L to R - Mink, Thomas, Simpkins, Chappell, Eaton, Fox

All of the crews in our Operational Training Group were shipped out to Foggia, Italy as replacement crews. Our crew was detained for an accident inquiry board headed up by Col. "Killer Kane". the man who led the low squadron in on the Ploesti raid - and survived. We were exonerated of any guilt in the incident. Col. Kane thanked me for providing the base with a mock-up plane in fairly good shape for training purposes. We were sent to Topeka, KA and then

to Boston and boarded a troop ship for England and then to Mendlesham where we were warmly greeted by Maj. Roy Tavasti of the 7th. squadron.

In the picture, Francis Nichols was replaced by Jim Ralls as our navigator, Eddie Mink was dropped as an unneeded gunner and later Bob Fox flew with another crew. We had never flown

together as a B-17 crew but after 10 -12 hours of transition we were ready to go. As you see, Fate

has a funny way of altering lives and I for one am grateful for the way it all turned out.

By the way, we flew most of our missions in a 17 called "Fancy Nancy". If anyone has information on the history of that plane I would sure love hearing about it.

Malcolm "Ted" Blomquist,  
7th. Sq..



# *I Am Old Glory*

*For more than ten score years I have been the hope and freedom for generation after generation of Americans. Born amid the first flames of fight for freedom. I am the symbol of a country that has grown from a little group of thirteen colonies to a united nation of fifty sovereign states. Planted firmly on the high pinnacle of American Fair my gently fluttering folds have proven an inspiration to untold millions. Men have followed me into battle with unwavering courage. They have looked upon me as a symbol of national unity. They have prayed that they and their fellow citizens might continue to enjoy the life liberty and pursuit of happiness, which have been granted to every American as the heritage of free men. So long as men love liberty more than life itself, so long as they treasure the priceless privileges bought with the blood of our forefathers, so long as the principles of truth, justice and charity for all remain deeply rooted in human hearts, I shall continue to be the enduring banner of the United States of America.*

Our Flag was originally written by Marine Master Sergeant Percy Webb (1879 - 1945). Seargeant Webb wrote this famous flag tribute which was widely publicized by being included in the original "Our Flag" booklet first distributed at the Chicago World's Fair in 1933. Our source for the flag tribute was obtain from the Purple Heart magazine with their permission.

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

34th Bomb. Group



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