



MENDLESHAM MEMORIES



VOICE OF THE 34TH BOMB GROUP (H)

34TH BOMB GROUP CREW PLAQUES

IN THE
MEMORIAL GARDEN
AT THE
MIGHTY EIGHTH AIR FORCE MUSEUM

OL' BUDDY
FIRST CREW-20 MISSIONS
34TH BOMB GROUP 7TH SQUADRON
MENDLESHAM, ENGLAND
1944-1945

KILLED IN ACTION

1ST LT LESLIE C CARTER	PILOT
2ND LT ROBERT A KOCH	CO-PILOT
1ST LT JOHN J RUSSEL	NAVIGATOR
1ST LT JOSEPH E ROZELL	BOMBARDIER
T SGT MOE HUT	FLT/ENG
T SGT LEONARD W GUSE	RADIO
S SGT FERNANDO A BARREDA	WAIST GUN
S SGT ROBERT C BEHL	BALL GUN

SOLE SURVIVOR
S SGT CLEVELAND J ROMERO POW TAIL GUN
SHOT DOWN BY FLAK 14 JANUARY 1945

34TH BG 18TH SQ

"BUTLER'S BUMS"
MENDLESHAM, ENG

1ST LT ROBERT H BUTLER	P
F/O DELBERT L REYNOLDS	CP
1ST LT RICHARD F SCULLY	N
T/SGT DANTE SCHIFANI	E
T/SGT MARTIN KALLINEN	R
T/SGT JAMES A STUTHERS	TNG
S/SGT WILLIAM E SWORDS	TG
S/SGT JOSEPH P REMY	BTG
S/SGT EDWARD J RENOWDEN	WG

COMPLETED 33 MISSIONS OVER GERMANY IN B-17'S
JAN 14 / APR 14, 1945
S/SGT SWORDS SHOT DOWN ME109 ON MAR 2, 1945

DUKE SPOOK
34TH BOMB GROUP 391ST SQUADRON
MENDLESHAM, ENGLAND
1944-1945

1LT GENE KRAMSCHUSTER	PILOT
2LT AL MAY	COPILOT
1LT HOWARD TEW	NAV
TSGT JACK CLARKSON	F/ENG
TSGT JOHN NELSON	RO
SSGT BENNIE NEEL	TG
SSGT ERNIE BLAKE	BC
SSGT MAC MCLEAN	GUN
SSGT BERYL BOWKER	TOG

LAUREL C CHARLIE

IN
SAVANNAH GEORGIA



18TH SQUADRON



391ST SQUADRON



7TH SQUADRON



4TH SQUADRON

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

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DEADLINE

All material and items for the Dec. issue of Mendlesham Memories should reach me or or before Oct. 20th 2000. That is the date our final copy will go to the printer.

Jack Share, editor

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Other web sites of interest:

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www.mighty8thmuseum.com

www.air-museum.org/b17.htm

share— a thought.

When Marian and I make our trip to Buffalo for the 34th BGA reunion in September, it will be our second trip from Texas to New York State in the past three months. Back in late June we had a call that my mother was seriously ill. She is in a very fine nursing home in the little village of Groton located in the Finger Lakes area in the central part of the state. She was to be transported to the hospital with severe internal bleeding. We made the decision that we would leave immediately for New York, not knowing what to expect upon our arrival. With air travel being virtually impossible, on a short notice, we had no recourse but to drive and immediately set out on the 1700 mile, three day sojourn. On the second day out we called from Cleveland to see what her condition was. We were told she had been given a blood transfusion and had some minor repair surgery, within hours of which she was released and transported back to the nursing home, all within a few days. This story is not all that unusual except - she is 104 years old. She's doing as well as can be expected. Way to go mom. (She reads our newsletters cover to cover.)

Now, the 34th bomb group business. The crew plaques shown on the front cover are those of crews, from our group, that are currently hanging in the Memorial Garden in the 8th Air Force Museum in Savannah, Georgia. There may be more from our group that I'm not aware of, if so, send in a photo of same and they will be featured in a future edition of MM. Others who might be interested in a plaque for their crew can obtain information from:

Andria Adkins at (912)-748-8888 ext. 165 or by writing to:

The Mighty Eighth Air Force Museum
P.O. Box 1992
Savannah, GA 31402

Lastly, in the past year, younger generations have shown an ever-increasing awareness of WWII. As you will notice, in this issue, this is also true with the offspring of the members of the 34th bomb group. There has been talk in the past about changing our by-laws to accept those family members who are interested in preserving the memories and incidents of our association in the war. Perhaps some action on this matter will be taken at, or before, our reunion in Buffalo. All family members, relatives and friends of our 34th bomb group family are always welcome and encouraged to attend our annual reunions.

Jack Share, Editor



PRESIDENT'S MESSAGE

By the time you read this message, the reunion in Buffalo will be history. For all who attended, I sincerely hope you had a memorable time and returned home safely. For all that couldn't attend, we missed not seeing and talking with you, but understand attendance is not always possible. Hopefully you will be able to join us in 2001 in Savannah, Georgia. We do hope and pray you can.

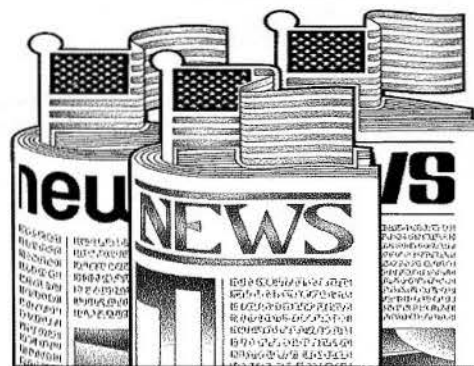
I have received a proposed revision to our Constitution and By-Laws that I personally hope will be adopted by the Board of Directors and members in September. It would allow Associate Members, who have maintained that status for two or more years, to apply for full membership and be approved by the Board of Directors. This will be an opportunity to perpetuate the 34th Bomb Group Association into the future years. Again, by the time you receive the September issue of MM, we will know the results of this proposed revision submitted by Al Israelson. I personally have a great deal of faith and trust in our younger generation; I know they will carry on the 34th Bomb Group with honor and keep up the tradition of Valor to Victory.

This is my last message to you as President. It has given me a great deal of pride and honor to serve you as such. I thank you all from the bottom of my heart for selecting me to serve in this position.

In closing, I would like to thank all the ladies and gentlemen who have worked very hard to keep this outfit going. This includes all the Officers, Board of Directors, the reunion committee and most of all our very talented editor, Jack Share. Great job, Jack! I would also like to thank all the beautiful ladies who do a marvelous job handling tasks that require long hours and little thanks. You are appreciated more than you will ever know.

God bless you all. Till we meet again,

Norm Mayer 20-20





TREASURER'S REPORT

Gosh! Only SEVEN WEEKS left in the countdown to BUFFALO! Lately it seems that TIME has been jetting by!

Unless Jack Share pulls a quick one, this copy of Mendlesham Memories may arrive after we have the reunion in Buffalo. It may be useless for me to urge you to try to attend but I do urge each to attempt to attend the reunion.

SCHOLARSHIP TIME again but this year has seen the least number of applicants since we began the SCHOLARSHIP PROGRAM! The Committee has received 8 applications and will shortly begin determining who our winners are for 2000.

Tony and Mary Coutros, John and Bettye Feda, Randy and Shirley Martin and Jan and I had a wonderful time in Holland in late April and early May. I believe John Feda has an article and picture(s) in this issue regarding the 55th Anniversary of the Food Drops of 1945. A synopsis of the week will appear in the December issue of MM. We managed to parade "smartly", as General Creer would say, before Prince Bernhard, all of us keeping in step as a regimental band provided military music! Meeting many of the people who benefited from the food we dropped was quite emotional, as was our final meeting on Friday night for this was the LAST CELEBRATION of the Food Drops sponsored by the Food and Freedom Committee of the Netherlands.

God Bless and take care, all of you! We will be looking for you at BUFFALO!

Hal

DUES

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REUNION COMMITTEE REPORT

Our 16th ANNUAL REUNION in BUFFALO, NEW YORK at the ADAM'S MARK HOTEL is rapidly approaching. We will be there to greet you when you arrive. All plans have been finalized. The hotel personnel are awaiting your arrival, and the reunion committee believes this will be an excellent city to visit and one of our best reunions. Time is running out on our "Great Generation" and now is the time to renew old acquaintances and possibly make some new ones. We are looking forward to seeing all of you at the reunion.

Input on the "FUTURE REUNION PLANS" will be needed. Hotels are demanding a guarantee on the number of rooms and transportation companies require a 25% advance payment for each bus that will be used. The prices of meals have been negotiated, but we have to give a final number on Wednesday before the breakfasts and dinners. Hotels that furnish shuttle service are becoming hard to find and the hotel rates are going up. (We have two possible hotels for the Savannah reunion in 2001). We hope to see all of you at the reunion in Buffalo.

The Reunion Committee:

Harold Rutka
Robert Wright
Bruce Sothern



FROM WWII TO VIETNAM

(an enlisted man's air force career)
the Kivet Ivey story

He was born in a small town in North Carolina on May 11th, 1920. His father was an auto-truck mechanic who operated a general auto truck repair shop. From that background, Kivet Ivey became proficient in auto mechanics by the time he was a teenager. He graduated from high school in 1939 then attended several trade schools in North Carolina and West Virginia. In December 29th 1940 he married his high school sweetheart, Lucille Smith. After their marriage they both found jobs at Army Air Depots in support of the war effort. In February, 1943 he was inducted into the United States Army Air Corps at Fort Bragg, North Carolina for the beginning of a life time experience.

After eight weeks of basic training at the "Hell Hole" Keesler Field, Mississippi, he was sent to Harlingen, Texas for aerial gunnery training after which he received his wings and was promoted to buck sergeant.

Following gunnery he was assigned to aircraft mechanic school and was sent back to - "God forbid" - Keesler Field, how he hated that place. On one week end pass to Biloxi his wife Lucille came down to visit him. A weekend with Lucille, what a great life.

Upon graduation from AM school he was promoted to Staff Sergeant and granted a three week delay in route to the crew assignment center in Salt Lake City, Utah. Three short weeks at home then suddenly it was over and off to war he went.

At Salt Lake he was assigned as flight engineer and top turret gunner on a crew consisting of:

Pilot - Gerald Holmes

Co- Pilot - Dale Granger

Navigator - Charles Grezelak

Bombardier - George Ritchie, who was assigned as lead bombardier on another crew after they got overseas.

Nose gunner - "Swede" Jensen

Radio operator - Claude Gibbs

Right waist gunner - "Tex" Weaver, brother-in- law to "Swede" Jensen

Tail gunner - "Pete" Peterson

Ball turret gunner - Edward Berry

The crew was assigned to the 34th bomb group and sent to Blythe, California for combat training on the B-24 heavy bomber. After an accelerated group and flight training program, getting to know their jobs and each other, in a short time they were ready for combat.

While at Blythe they were granted a three-day

pass and decided to go to Los Angeles, where "Swede's" wife lived. "Swede" had a convertible which he kept just off base and agreed to take them to the city. One small problem however, was gas rationing and he did not have any gas rationing coupons. Kivet rigged up an extra gas tank, pulled up beside their B-24 and pumped gas out of the bomb bay tank and into the convertible. They had plenty of gas for the round trip to LA -an explosive situation with all that 100 octane in the boot.

The trip to LA was a welcome break from their 12 to 15 hour schedule. They saw the Hollywood sights and had a great time. "Swede" and "Tex" were still drunk when they arrived back at Blythe.

In March 44 they were assigned a new B-24H direct from the factory which they named "Tiger Rag" because pilot Holmes liked that song. They put 100 hours on the plane getting familiar with every aspect before departing from Blythe and the flight overseas. Gibbs, radio operator, and Kivet were promoted to Tech Sergeants prior to their departure.

The first leg of their flight overseas was to West Palm Beach, Florida. After a couple of days lay over they departed for Trinidad with sealed orders that could not be opened until one hour into the flight. It was then they learned their final destination was to be England. After a couple of days lay over in Trinidad the "Tiger Rag" crew flew to Belen, Brazil for a one day layover, then to Natal, Brazil where their plane was readied for the critical crossing to Dakar, Senegal, Africa. With prevailing winds and good weather, they landed in Dakar with 15 to 29 minutes of fuel left.

The next leg of the journey would be England, skirting the coastline, with guns fully armed, because of possible German activity off the coast of France. Without incident, they landed at Valley, Wales and departed the next day for Mendlesham and the 34th bomb group. It took them 15 days and 70 flying hours from Lincoln, Nebraska to Mendlesham with 90% of the trip in daylight hours.

Their crew chief, Pete Gray and his two assistants were among the best in the squadron. Pete was a no nonsense expert mechanic. If you did something wrong, he minced no words in setting you straight. You couldn't help but like him. He was the last to wave the Tiger Rag crew off on a mission and the first to greet them on their return.

After many hours of flying and training, the crew was combat ready and on May 23rd, 1944 the 34th Bomb Group took off on their first Mission to Mondesir, France. On June 6th, 1944 - D-Day, the Tiger Rag crew was awakened at 1 a. m. to learn that the invasion was on. They flew their first mission of the day to Cain, France in support of the invasion

force. The second mission of the day was to Lisieux, France with instructions not to drop their bombs unless they could see their target and not to salvo them over the water because of the many invasion ships in the English Channel. Because of the clouds, they were unable to drop and carried their bombs back home. This created several problems. One a B-24 was very tricky to land with a full bomb load. Secondly, they had to fly a circular route to and from the target due to the large number of planes in the air. Fuel became very critical, some aircraft had to land at other bases, one ran out of fuel and ditched in the Channel. One pilot elected to ditch rather than bail out because of the chance the plane might crash into one of the thousands of ships in the water. In the ditching attempt, due to a last minute change in course to avoid a ship, one wing hit a wave and the plane came apart. All aboard were lost.

Another tragedy occurred on June 7th. when a German Junkers (JU 88) followed the group home to avoid radar and attacked the formation destroying 4 B-24's. One crashed into the Personnel Equipment building. A second crashed just off the base. A third landed at another base and the fourth crew bailed out of their crippled plane several miles South of Mendlesham. Of the 36 crewmen involved, 12 lost their lives, 9 were wounded or injured. After that fateful event, the crews were ordered to leave their guns in, and loaded, until after landing, and the top turret was to be manned.

Kivet did not know it, at the time, but on June 29th, 1944 his wife, Lucille, gave birth to their first child, a son.

On the Fourth of July, as the Tiger Rag crew was awaiting the weather to clear, for take off on a mission, two of the crew decided to set off a flare in celebration of the holiday. It was a nice red glow and very pretty in the early morning sky but their enthusiasm was short lived as the flare descended upon a farmer's haystack, setting it afire. The crew

got a royal a__ chewing for that bit of horseplay.

On July 27th, 1943 on his 24th mission to Brussels, Belgium, heavy and accurate flak was encountered during the bombing run. Just before "bombs away", they received several hits. Two of the crew were wounded and the rudder and elevator controls were rendered useless. The pilot was having difficulty controlling the plane but managed to turn the aircraft toward home by using the throttle and aileron controls. But they were losing altitude fast and went on standby for bail out. One shell had passed completely through the waist section without exploding - what luck!

They managed to limp back to the English Channel and decided to try the crossing. As they neared the white cliffs of Dover, they knew it would be foolish to try to land the plane so the bail out command was signaled at 13,000 feet. As the pilot, who was the last to go, cleared the plane, it blew up. Since the "Tiger Rag" was out for

maintenance that day, they were flying the Group Commander's plane.

After landing, the two wounded men were hospitalized along with the pilot and navigator with wounds and bail out mishaps. Thus the "Tiger Rag" crew was broken up. The remaining crew members were taken back to Mendlesham to fly their remaining missions as fill ins with other crews.

Kivet flew his first mission with a new crew on September, 22nd to Kassel, Germany in a B-17, since the group had transitioned from B-24's in late August. Over the target at Kassel they encountered heavy flak. With the loss of number three engine and numerous other difficulties, they were forced to drop out of formation and decided to attempt a landing in Brussels, Belgium, which had only been liberated two days before. They landed on the same airfield the "Tiger Rag" crew had bombed on July 25th, the day they were forced to bail out. Kivet got a close up view of the earlier bomb damage. By noon the next day the airplane was repaired and they returned to



**TIGER RAG
FLT/GRD CREW**

**TOP - JENSEN, GREZELAK, IVEY, HOLMES, LAMBERT, BERRY
BOTTOM - SMITTY, PEEWEE, WEAVER, PETE GRAY, PETERSON, GIBBS**



WWII - 1943

Liberty ship "SS Thomas Berry" for an 11 day cruise home. It would be 40 years later before he saw any of the original "Tiger Rag" crew again.

After a 30 day furlough and a reuniting with his family after a years absence, Kivet was sent to Miami Beach, Florida for re-assignment which would be his most hated base - Keesler Field, Mississippi. He was given his choice of assignments: 1-To go to B-29 flight engineering school and then to the South Pacific or 2-Stay at Keeler Field as an instructor. Since he had had enough combat, he chose the latter even though he didn't like the base.

As permanent party, he could live off base with his wife and son, making life more livable. In September, 1945 he was sent to Fort Bragg, NC for discharge and immediately enlisted in the Army Air Force reserves, then home to Seven Spring, NC and civilian life. The next 11 years were spent working as a partner with his father in the auto-truck repair business, raising a family of four, and enjoying the good life. During this time Kivet was promoted to Master Sergeant in the reserves and in 1957 asked for, and received, active duty in the USAF. He was assigned as a jet aircraft mechanic at Seymour Johnson AFB in North Carolina. After 6 months of schooling he was well qualified for his rank. His family had little trouble getting used to a life in the air force. For the next five years, the Ivey family followed Kivet to assignments in Libya and Spain. In 1962 his father was diagnosed with cancer and he asked for reassignment to the states. He returned to Seymour Johnson AFB and was reassigned as NCOIC of Maintenance Control to the 4th tactical

Mendlesham for the remaining two missions to complete his tour.

The last mission was to Berlin where they again encountered heavy flak and after losing number four engine were again forced to drop out of formation before getting to the target. They salvoed the bombs and limped safely back to the base.

With his tour behind him, Kivet boarded the



VIETNAM - 1970

fighter wing, a combat ready unit employing F-105's and subject to world wide deployment with a few hours notice. In 1965 he was promoted to Senior Master Sergeant and again in 1967 to Chief Master Sergeant.

In 1968 when the North Koreans seized one of the Navy's ships the 4th tactical fighter wing was put on "red alert" and in three days all four squadrons were deployed to Kunsan, Korea, ready for war in less than a week. After 6 months of tents and mud, things quieted down and they returned to the states.

In June 1979 with Vietnam heating up, Kivet got orders to leave. It had been 26 years since going off to war in WWII, now at age 50 he was on his way to the "unknown" again.

His duty in "Nam" was flight line maintenance advisor on still another aircraft, the UH-1H Huey helicopter - a new air craft but it did not take him long to learn all about them. Working with a South Vietnamese counter- part it was his duty to take a crew and repair helicopters that had made forced landings out in the "boondocks", not knowing what to expect when they got there. If they could not be repaired, they would put a "sling" on them and lift them out with a U.S. Army flying crane, taking them back to the base. Kivet's job was to supervise the installation of the "sling" and make radio contact with the flying crane; a very dangerous situation in enemy infected territory full of booby traps and snipers. During his 12 months tour in Vietnam, Kivet faced many anxious and dangerous assignments. With his tour at an end, he returned to the states for re-assignment.

After a 30 day leave at home, with his family, he was assigned to Craig AFB, Alabama in charge of Maintenance Control. Now, with all his children out on their own, he and Lucille were again alone. They lived on the base at Craig AFB and were enjoying a life similar to being a civilian; 40-hour workweek, weekends free. After a year at Craig, Kivet was asked by the wing commander, whom he had known previously, to take the position of Senior Airman Advisor to the Wing Commander, thus freezing any reassignment for two years. Since he still was eligible for another tour to Vietnam, this was extremely good news.

For his last 3 years in the Air Force, in his new assignment, he worked with all the enlisted personnel



RETIREMENT - 1975

on the base, being involved in all of their problems and reporting them to the wing commander. The problems became profound and more complicated as more and more females were being taken into the Air Force.

Air Force regulations stated that "an enlisted man who had 20 years or more service must retire at the age of 55." Kivet was fast approaching that age and, although he didn't want to retire, he was "forced out" on May 30th, 1975. At the parade, in his honor, all four of his children attended and were in the reviewing stand, along with Lucille, as he was awarded the Bronze Star. It was an emotional and happy experience for the whole family. They had grown up in the Air Force life and recalled many good times.

Kivet had no regrets as to his service career. In his 30 years in the Air Force he acquired a file full of diplomas certifying qualifications to do all kinds of things, in and out of his career field. He says, "A young person, today, could really benefit from a career in the Air Force."

Upon his retirement, at the age of 55, he and Lucille, took a 5-month tour of the United States, after which he settled into the auto-truck repair business again, this time with his cousin. After 6 years on the job he retired again. After 18 months of this retirement, a sick friend asked him to help him in managing his heavy-duty equipment business until he could get back on his feet. This "job" lasted another two years when he finally retired for good.

In 1983, Ray Summa, a former member of the 34th bomb group, who was helping form up the 34th Bomb Group Association, made up of World War II members, contacted Kivet. This was a tremendous undertaking, since 40 years had passed and they were scattered all over the world.

After joining the organization, he learned that one of the originals on the "Tiger Rag" crew, George Ritchie, lived but at few miles from him. In 1984, at the 34th BGA reunion in Nashville, five of the crew were reunited for a few days of remembering, rehashing old times, and catching up on their lives.

Kivet was 80 years old in May 2000. He and Lucille currently live in La Grange, North Carolina where they have many friends. They have been blessed with 4 children, 10 grandchildren, and 6 great grandchildren. Truly, an extraordinary and exciting life.



DENNIS, SUSAN, BILLIE, KIVETT JR.
KIVETT & LUCILLE S. IVEY - MAY 1997

This article is a condensed version of Kivet Ivey's book "World War II Influence On My Life & Career" for which he has most generously given us permission to present to the members of the 34th Bomb Group Association.

SECRETS FOR A SUCCESSFUL MARRIAGE

My wife and I have the secret to making a marriage last:

1. Two times a week we go out to a nice restaurant, a little wine, good food and companionship. She goes Tuesdays, I go Fridays.
2. We also sleep in separate beds. Hers is in Florida and mine is in Texas.
3. I take my wife everywhere, but she keeps finding her way back.
4. I asked my wife, "Where do you want to go for our anniversary?" "Somewhere I haven't been for a long time," she replied. So I said, "How about the kitchen."
5. We always hold hands. If I let go, she shops.
6. My wife told me the car wasn't running well, there seemed to be water in the carburetor. I asked where the car was. She told me, "In the lake."
7. My wife is on a new diet, coconuts and bananas. She hasn't lost weight but BOY can she climb trees!
8. She got a mudpack and looked great for two days, then the mud fell off...
9. She ran after the garbage truck yelling, "Am I too late for the garbage?" No, the driver said, "jump in."

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Ken Paxton
6402 E. 11th St.
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Continue sending in your orders!!! These items make wonderful gifts!!

Thanks for your support of the 34th BGA. We wish all of you good health and much happiness!

FIRST MISSION

By Lee E. Harkleroad, Jr. 7th Sqd.

On September 17, 1944 the 34th bomb group flew a mission to Arnheim, Holland. The reason I remember it as if it were yesterday, was because it was the first combat mission of Lt. James (Al) Gibson's crew, of which I was assigned as the tail gunner. No combat crewman ever forgets his first mission no matter how mundane it might have been. Ours, as mission went, was a relative "milk run" (a rather easy mission) but you could not have told us, or convinced us, of that then. Students of history or the Mighty Eighth Air Force will remember that, among other targets that day, as the day General Montgomery, commander of British Forces on the continent of Europe launched his offensive, named Market Garden. This was an effort to turn the German flank on the Western front. We were sent in to support his efforts.

At the briefing held for all combat crews assigned to fly the mission that day, we were instructed to bring our bombs back home to England with us if we had not made our bomb run on Arnheim by 12:00 o'clock noon. We were not told why we were to do this. Take off and assembly over our assigned bunker area went off without a hitch and, along with the rest of the Eighth Air Force, we departed from England for our target area on the Continent of Europe. We arrived at the I.P. (initial point) for the start of our bomb run some time after 11:00 AM and made our bomb run. Strike reports later told us that we had missed our target of German anti-aircraft batteries, which were being used as infantry support against our troops but did do damage to a billeting area for ground forces. At least we deprived them of a place to sleep that night.

As we turned off the bomb run and set a course for home we learned why we were instructed to bring our bombs home if we had not dropped them by 12:00 o'clock. We encountered the glider train of C-47's towing 3 gliders each carrying 15 men. All members of the 101st Airborne Infantry. From our vantage point we could not see the end of the glider train which seemed to stretch for ever back toward England.

Our trip home was uneventful but we did lose at least two planes out of the lower element. I had a front row seat as I watched them collide in flight and did not see any chutes from either plane.

I went on to fly 29 more missions, only one of which sticks in my memory. A story recorded in the 34th history book, volume II titled "A Night Out of the Past" describing a mission to Frankfurt, Germany on Christmas Eve, 1944. On that mission we were shot out of formation while crossing the front lines and came home on two engines. The vision I carry of that night,

as I stood safely on the ground, was the planes returning, with landing lights shining through the dark sky, in an effort to relieve the stress of the airplane commanders. It seemed like one enormous Christmas tree as the 8th Air Force attempted to complete its mission under adverse weather conditions - 55 years ago Christmas Eve.

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 the first day of
February, May, August and November
for the
March, June, September and December issues

PRESERVING OUR HERITAGE

(from the 463rd Bomb Group newsletter)

It is no secret that, due to our ages, all organizations made up exclusively of WWII veterans are destined for extinction. There has been much discussion as to how the heritage of WWII organizations might be continued, but with little action until now.

At a recent reunion of the 463rd bomb group the members took the bull by the horns and organized a group made up of their offspring and called it the "Kids Squadron" (Kids include sons, daughters, grandchildren, nieces, nephews and their spouses).

There is a growing group of "core" people who are attending the reunions every year since the program was started. The "Kids" held their own "squadron" meeting at the reunion in Sacramento, California in 1998 and discussed how best to help the 463rd bomb group at upcoming reunions and how best to gather information to keep the spirit of the 463rd alive and well into the 21st century.

At their 1999 reunion in Pensacola, Florida, the Board of Directors of the 463rd bomb group agreed to recognize the "Kids" Squadron as a new addition to the group and a representative, elected by the "Squadron", will serve as a member of the board.

Food for thought, perhaps?

THE LAST MISSION

(OR HOW GRANDPA LOST HIS STRIPES)

by Joe Remy, 18th Squadron

Back in 1998, Joe Remy, the ball turret gunner on Bob Butler's crew, wrote of his experiences during the World War II and addressed it to his grandchildren. (A good idea for all of us). This story is a summary of his life in the Army Air Corps taken from that transcript.

Joe Remy, with a lot of other 18 and 19 year olds, entered the service in New Cumberland, PA. He passed the Air Force test and was sent to Greensboro, NC for basic training. Following basic, he went to Ft. Myers, FL for gunnery school. The crew was formed at Chatham Field, GA. Pilot-Bob Butler, co-pilot-Ray "Pop" Reynolds, navigator - Dick Sculley, radio - "Kal" Kallinen, flight engineer - Dante Schifani, tail gunner - Bill Swords, nose gunner - Jim Stuthers, waist gunner - Ed Renowden.

They trained, as a crew, on B-24's in Georgia late in 1944, after which they headed for overseas in a new Pathfinder B-24. They went the northern route by way of Goose Bay, Labrador, Reykjavik, Iceland and on to Valley, Wales. Upon landing at Valley, they were relieved of their new B-24 and decided to call themselves "Butler's Bums". They headed to East Anglia and found themselves at an airbase called Mendlesham and the 34th bomb group where they immediately transitioned to B-17's.

It didn't take Bob Butler and crew long to adapt to the new aircraft and on January 14th, 1945 they flew their first combat mission to Derben, Germany. They finished up their tour on April 14th on a mission to St. Remy a town in the Royan area in southern France, a place famous for its wine and with the same name as our author, Joe Remy. To this day Joe likes his wine.

On arriving back at Mendlesham and this being the last mission, the pilot, Bob Butler, decided to buzz the field prior to landing. However, at the debriefing the intelligence officer was not impressed and expressed his displeasure in no uncertain terms. All was soon forgotten as the scotch flowed freely in celebration. Most of the crew had had enough and collapsed into their bunks. Three were still in the mood for celebrating, however, including Joe and proceeded to the pubs of Mendlesham. They drank, kissed the

girls, sang songs with the locals and had a great time.

On returning to the base, very well inebriated, to make the 10 o'clock curfew, they decided to continue the party and shot off three red flares into the night sky, lighting up the whole base thus making a great target for enemy bombers that might be in the area. Not realizing the seriousness of the situation they stumbled into their Quonset huts and fell into bed.

Soon after they were rudely awakened by an MP who dragged the two enlisted men off to the brig to sleep it off and suffer the consequences which were to follow. The co-pilot, who was also involved miraculously escaped to the Officer's Quarters and was never questioned. The next morning the MP pulled their hungover bodies from the sack, made them go to breakfast and on to company punishment resulting in demotion in rank and loss of stripes, they were now both buck privates.

Joe's brother Jim, a troop commander responsible for taking troops back and forth between the USA and Europe was in the area at the time. He came to Mendlesham to see Joe and finding him in the brig asked if he could take him home with him since he had finished his tour. "Absolutely, not", the base commander said emphatically, "Your brother is in jail and he will stay in jail". Brother Jim, being a strict

army man, left but never told anyone of Joe's problem, and their father and mother never knew.

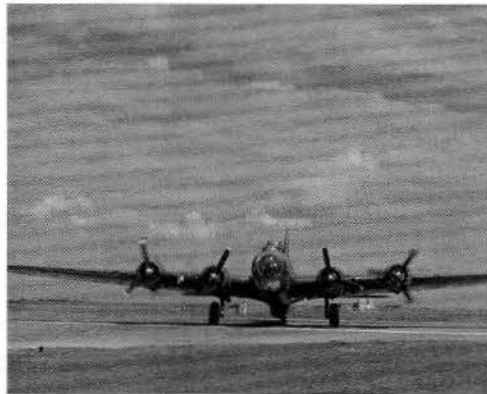
About a month later private Joe Remy returned to the states with KP duty, on the ship for the two weeks it took to cross the ocean. Coming into the New York harbor and seeing the Statue of Liberty was a sight he never forgot.

The happy ending to the story was that Papa Joe Remy got his stripes back prior to being honorably discharged in 1945.

He went on to attend Villanova, under the GI Bill, graduating with a degree in Economics. Joe and his wife have been happily married for some 45 years with four children and eight grandchildren to whom he has dedicated this account of his war time experiences.

Joe retired, after 40 years in the lumber business and currently resides in suburbia Philadelphia where, among other activities he is enjoying the game of golf.

Joe and his wife have revisited Germany since the war seeing many of the places he visited during the war in the B-17, "Butler's Bums".



WHERE DID ALL THE B-17'S GO?

(submitted by George Mehling 18th sqd.)

The first B-17 like aircraft was built in 1935 under the description of Boeing Model 299. In January 1936 the Army Air Corps ordered 13 of these aircraft which it designated as the YB-17 "Flying Fortress". In September 1943, after several modifications, the B-17G model was introduced as the final version. Of the 12,725 B-17's manufactured, 8,680 were G models; with the last one coming off the Douglas assembly line on June 28, 1945, with the serial number - 44-83885. In April 1945, there were a total of 2,800 B-17's in Europe and many in the States.

Of course, many B-17's were lost in combat and training during the war. In a period of force reduction, after the war, surplus aircraft were sold to the public for as little as \$700.00 for a B-17 and \$1000.00 for a P-38. Many more aircraft were given to countries in Europe

Also, during the post war years, as early as 1946, the B-17 became the backbone of the USAAF and later the USAF in the unmanned target and airborne sampling for the nuclear testing program of guided missiles. These B-17's were modified and became QB-17's, or Drones, (radio controlled, unmanned target aircraft). Others became DB-17's and were the control, or "mother" planes called Airborne Director Aircraft.

The early model Drones (QB-17's) were controlled by High Frequency Radio signals either from the ground or from the "mother" aircraft (DB-17's). These first configuration Drones were subject to a vast amount of outside interference from such things as taxi dispatchers and other HF users. An auxiliary instrument panel was installed in the radio room of the Drones to transmit vital information such as; heading, airspeed, altitude, rpm, manifold pressure, etc. back to ground control and to the mother plane via TV. The second configuration aircraft were controlled by frequencies in the UHF band and interference problems were solved. TV was also phased out in favor of telemetry, which proved to be much more reliable.

George Mehling, a pilot in the 34th bomb group, 18th squadron during WWII remained in the air force after the war and became involved in the Drone operation in February of 1954 with the qualification of Director Pilot or pilot of the DB-17.

He picked up the Drone after take off and escorted it to the target area and altitude, usually 35,000 feet, after which he broke off to a safe area and turned heading control over to the Radar Controller on the ground who kept the Drone on the desired track until the Missile

Intercept (either Ground to Air or Air to Air as the case might be). After the intercept, if the Drone was still flyable, the Director aircraft picked it up, maneuvering it back to the base and final approach with gear and flaps down. At this point the Rudder and Elevator Controllers, on the ground, took control for landing.

Mehling also qualified as Airborne Remote Controller who operated from the nose of the Director Aircraft, (nicknamed "Beeper"), and also as Rudder Controller, his main Drone specialty for 13 years. He also checked out as Elevator Controller, Air Controller and Safety pilot who sat in Drones pilot seat during training flights and took control if radio control commands became unsafe during these practice flights. Mehling states that some 250-300 QB-17's went down in glory, others took ugly hits and survived. They often wondered if a crew had been on board would they have brought it home or hit the silk! According to the book "Final Cut" by Scott A. Thompson, from which some of this information was taken, many QB-17's that survived the missile hits have become displays at various museums throughout the United States.

It is interesting to note that some of the first missiles tested against these QB-17's are still in use today ie; Falcon, Sidewinder, Hawk and Phoenix.

Mehling's participation in the Drone project took place at Holloman AFB, New Mexico from February 1954 to January 1959, when the B-17 was phased out. The project was then moved to Eglin AFB in Florida, continuing for eight more years, using B-47's and F-104's. He retired from the Air Force in 1965 but continued in the program, as a civilian, for three more years.

Mehling remained in the Gulf area after his retirement where he and his wife Mary Jo currently reside in Shalimar, Florida.

NEW BOOK

"FAMES FAVORED FEW", a new book just published and written by a member of the 34th Bomb Group Association is about the personal life of one airman. "One of the boy's" in a lead crew over Europe in late 1944 - 1945. Action pictures and clippings from "Stars and Stripes" will take many of us back to our combat years in Mendlesham.

The book is a hard back 8 1/2 X 11" and cost \$28.50 (includes priority shipping charges) may be obtained by writing:

Robert E. Vaughn
106 Country Club Dr.
Picayune, MS 39466
Tele: (601) 799 - 1407

England Reunion

When the 34th Bomb Group returned to England on a tour recently M/Sgt Mark Brotherton, a member of the USAF stationed at the RAF base at Mildenhall, hosted them to a luncheon at the base. At the luncheon Sgt. Brotherton read a poem that he wrote. Several members of the reunion party requested copies of the poem but there were not enough to go around, so for those who didn't get a copy and for the rest of us to enjoy, Sgt Brotherton has generously consented to allow us to publish it in this issue of Mendlesham Memories.



ED: Sgt Brotherton's uncle, Douglas Brotherton flew 17 missions with the 401st Bomb Group and was shot down on 25 June 1944 over Normandy, France He was captured and executed by the 2nd Panzer Division. His burial sight is unknown. Sgt Brotherton has made several research missions to France but his efforts have been in vain, sadly no remains. He finds great comfort being with those who served in the 8th Air Force and with those Tom Brokaw calls "The Greatest Generation."

THE EIGHTH MEMORY

By M/Sgt. Mark Brotherton

The English girls loved you.

The German cities hated you.

You littered Europe with bombs and fallen comrades.

You learned to like the bitters and hate the weather.

The cold was always there, so was the hope.

I still see you there, children in leather and green

So much younger than you really seem.

Adapting, adjusting and bringing about death,

Certain and doubtful all in one breath.

Odds are against you, what do you have to lose?

But lose you will, if not your own life, then

someone you knew.

Your livelihood riding cold on the skill of

dedicated ground crew, and never turning back.

Life in a tin can, work in a freezer, shot at day

by day.

Boredom and absolute terror never far away.

Fighters and flak stalking your dreams and every move.

Pubs and English lovers never open long enough to soothe.

Lives ended too soon, missions that lasted too long.

Your being there, now written on an airfield in marble stone.

In November they bring you poppies, hoping somewhere your well.

Remembering the good times, remembering your hell.

They see you in their memories,

They pay tribute to your mates at Maddingley.

They remember your presence,

They remember your fight.

They remember you most as those who flew in broad daylight.

They called you "our lads" in villages and in dales, from Norwich to Lavenham from Framlingham to Deenethorpe the story is passed down of the day the Yanks brought new hope to town.

From Flying Fortresses, Liberators to Mustangs the stories live in small churches, pubs and in village halls.

To London in the sacred roll of honor behind the altar of Saint Paul's.

You who fought without hate,

You, those immortal young men of the American Mighty Eighth.

MANNA FROM THE SKIES

Late in April, 1945, as World War II was winding down, and it was becoming apparent that Hitler and his Nazi gang were defeated, what they left behind in the occupied countries was complete chaos and thousands of starving people. Nowhere was this more apparent than in Holland where things were so critical, Queen Wilhelmina of the Netherlands asked for emergency aid from the Allies. The British and Americans quickly responded and within eight days 11,000 tons of food was dropped to save 20,000 people from starvation.

Every five years since 1990 U.S. servicemen, who participated in those food drops have been invited back so those Netherlands countries could thank and pay homage to those airmen who were their saviors.

This spring, former members of the 34th bomb group association, John Feda, Hal Province, Tony Coutros, and Randy Martin, made the trip to participate in the celebration.

John Feda's return to the Netherlands was recently profiled in his home town newspaper the Marshall Independent, Marshall, Minnesota, a small city in the southwest part of the state.

John was a navigator on a B-17 bomber crew during WWII. After flying 20 combat missions in early 1945 with the 34th bomb group of the 8th Air Force, the war was all but over and all missions into Germany were canceled on April 23rd 1945. At this time the food drop missions were starting and on May 1st his crew flew their first of several mercy flights prior to VE Day.

After the war, John went on to a career in educational administration that included serving as Marshall, Minnesota's school superintendent from 1970 to 1981. He later served as Minnesota's Commissioner of Education and was elected mayor of the city of Marshall from 1988 to 1992.

John has been a mainstay and valuable member in the 34th Bomb Group Association, currently serving as our recording secretary. He and wife Betty Mae have been attending the annual reunions for many years and are well known throughout the organization.

One of their sons, John has flown U2 missions for the past 11 years and another son, Jim served with the Seebies.

To John, Hal, Tony and Randy we thank you for representing the 34th Bomb Group in this year's celebration in Holland.



FOOD DROP CELEBRATION PARTICIPANTS
LEFT TO RIGHT: JOHN FEDA, HAL PROVINCE,
US AMBASSADOR, R. SCHNEIDER,
ANTHONY COUTROS

A TRIBUTE TO WILLIAM NORMAN "PETE" GRAY

It all started on March 2, 1945, the date of my second mission. The target was Dresden, Germany and I had been assigned to B-17 No E/H309, "Ol Buddy".

I had arrived at the hardstand a little early and started a visual check of the plane when I heard of voice with a Southern accent so thick it could be cut, say, "What are you doing?" I told him, and his next question was, "Where are you from?" My reply was, "Massachusetts." To this he replied, "No damn Boston Yankee is going to fly this plane." Well, that was the beginning of a feud that went on until Pete's passing this past February.

Over the years I would call Pete and when he answered the telephone I would say, "Norman, how y'all?" His answer would be, "Who is this?" To which I would reply, "None of your damn business". He would then asked, "is that you, you damn Yankee?"

My last call to him was about a week before his passing. We went through the same ritual and talked for awhile. It ended by his saying, "I'm really tired".

Pete, y'all take care now,
R.R.M. (Randy Martin)

ENGLAND REUNION 2000

Members of the 34th bomb group joined with members of the 94th, 100th, 303rd and the 452nd bomb groups at Heathrow airport on Thursday, 1 June 2000. We boarded our bus and departed for "Dunston Hall" at Norwich.

Those on the tour from the 34th were: Claude & Gen Conklin, Carolyn Guertin, Betty Lampey, Ken & Kathleen Paxton, Jack Rude, Harold & Gen Rutka and Fred & Rachel Waltz. The first day was devoted to R & R - checking out the area, dinner and briefing and orientation meeting.

Friday - visited the Mildenhall Air Force Base, the home of the 100th Air Refueling Wing. Lunch at the officer's club, extensive tour of all the base support operations, tour of the flight line conducted by air force personnel. The high point of the day was the dinner with our guests from Mendlesham. They are involved in caring for our memorial and assisting on reunions. Seating arrangements were made so that we had a good mix of British and Americans.

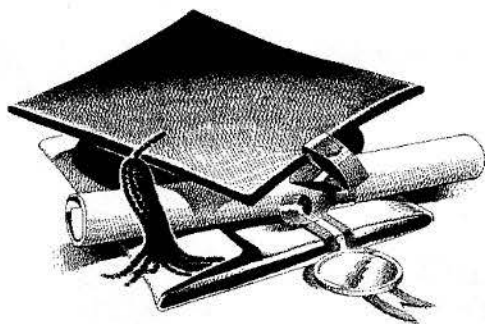
Saturday - was a busy day, we traveled to Mendlesham, we parked the bus and traveled to the memorial in WWII vehicles furnished by the "Military Vehicle Restoration Group". The Rev. Philip Grey conducted the memorial service. Two wreaths were placed on the memorial and we talked with those that attended the

service. Back on the military vehicles and then a tour of the area and then back on the bus to visit Mendlesham. Rev. Grey opened St. Mary the Virgin church so that the Memorial Book could be viewed. Then back to the bus to the village hall where we had a wonderful dinner and had a chance to visit with all in attendance. We said our good byes and headed for Molesworth for the dedication of the 303rd bomb group memorial and then on to the hanger dance. We were preceded into the hanger by a bag piper. About 1200 people rose and started clapping as we entered. I don't think that there were many dry eyes in our group. The music of the "fourties" was enjoyable and many of our group still could cut loose on the dance floor. Back on the busses and to our hotel. It was a long day from 7AM breakfast to 11:30 PM bedtime.

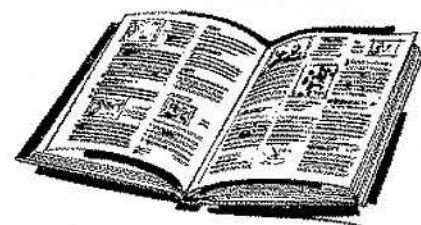
Sunday - 9AM, departure for the American cemetery at Cambridge for a combined memorial service by the four groups. Each group placed a wreath on the "Wall of the Missing". Back on the bus to Duxford and the American Museum. Then back to our hotels and a farewell dinner at the hotel.

Monday - We left for Hendon and the Bomber Command Museum. Then on to London to the Gloucester Hotel and three days of tours, shopping and relaxation. We all had a great trip and it took us three days after our trip to return to reality.

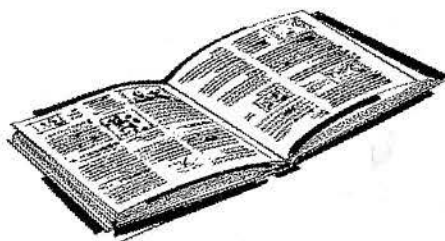
Reunion Chairman,
Harold Rutka



SCHOLARSHIP APPLICANTS FOR YEAR 2000



APPLICANT	HOMETOWN	SPONSOR	SQUADRON
AKPAN, Jessica	PITSFORD, NY	HARRIS NESBIT	7TH
JETTON, Mark	JENKS, OK	RAY JETTON	18TH
MARTIN, Anne	MEDFORD, MA	RANDALL MARTIN	7TH
MILLS, Andrew	COOPERSVILLE, MI	MARVIN JALVING	7TH
MORRISON, Amanda	FEDERAL WAY, WA	DONALD MORRISON	HDQ
SAWADA, Julia	KAILUA, HA	JIM CLEMENS	7TH
STARK, Lindsey	WISCONSIN RAPIDS, WI	BEN BUCKLEY	7TH
STEMEN, Adrienne	CARDINGTON, OH	CARL STEMEN	7TH



Friends Write

HARRY C. PETERS - FLORISSANT, MO

This letter is not one to be critical but to correct the article "A HISTORY OF THE 34TH BOMBARDMENT GROUP (H) on page 5 of MM dated June 2000.

Walter did a very fine job but I wanted to correct the location of the GP. The 34th. was in Pendleton, Oregon, not Ohio.

We used to be working on our planes on the airfield we shared with United Airlines and watched them landing on, I think, the only runway, which led past the one hanger to the administration building.

Our line chief of the 18th was M/Sgt. John Arney and the 1st Sgt. was Jake Timko. Both had a few years in the Army and were always at each others throats. But in those days a M/Sgt. was one grade higher than a 1st Sgt.

We had 3 B-17 E's in the 18th and I recall the group having an LB30 for awhile.

I lost a very good friend on a night flight from Pendleton over Boise, Idaho.

From Pendleton it was constant transfer of cadre to form new units.

The only other thing I noticed was on the first page. The insignia of the 18th, as I remember, had the nose of the bomb slanting down to about 8 o'clock. What memories!!!

FRED MAUNDRELL - MENDLESHAM, ENGLAND

To introduce myself, I am a close friend of Eli Baldea, met him and his wife also "Mac" McAllister, and his wife Ruby, on the first 34th. Mendlesham reunion. They were wandering through to Old Market Street and came to our, then, house "Weald House" and we showed them around our ancient Tudor. From that date on we became, and remain, close friends and keep closely in touch. I was the instigator of the Memorial Book which is now kept in St. Mary's church. The book was produced along with Maldwyn Williams with the help of the American Forces historical group.

Unfortunately, Maldwyn Williams died and so I lost a good friend and the 34th lost the man who produced and gave a splendid book to you all in the 34th.

I write so you can adjust your mailing list and not

spend unnecessary money on postage, etc. The arrival of your latest "Mendlesham Memories" with your association reunion information made me write to you about Maldwyn's death.

Thank you for taking over Eli's editor's job, you have done a great job and produce an excellent "MM". Congratulations, you have done it more than well, a good piece of work.

MITCHELL R. GRENDZINSKI - MIAMI, FL

Enclosed you will find a check for \$10 for my membership. I would also like a membership card for which I am sending a self addressed stamped envelope.

I wish I could attend the Buffalo reunion, but I find it very difficult to travel in my condition. I am doing fine so far. Maybe if someday it will be in Florida, and I am still alive, I will go.

I enjoy very much the magazine. Brings me back many memories. Too bad things have changed so much since then and for the worse. Thank again and keep well.

ROBERT P. BUCHNER - PITTSBURGH, PA

Sorry I'm late. I saw '99 after my name and thought I had paid, but after checking my bank statement I find I was wrong.

It's so easy to forget. The mag brings back so many memories. Enjoyed the poem about the ball turret gunner.

BRET GUSTAFSON - WOOSTER, OH

My father, Paul M. Gustafson, was a navigator in the 34th flying 22 combat missions during March and April 1945. I have always had a great interest in WWII, reading a great deal about it with a particular interest in the air war. My father has never been one to talk about his experiences but over the years he has shared with me his copies of Mendlesham Memories which I have enjoyed reading. This past Christmas my parents put together for us 'kids' photo albums of both sides of the families. Much to my surprise was a section that included crew and aircraft photos of his plane "Flying Dutchmen". This inspired me towards more research and I found Gary Ferrell's web page linked off the HeavyBombers page. Gary, in turn, was able to supply me a great deal of information that included mission lists, aircraft mission list, etc. As I

am sure you well know, he is an unbelievable asset to the history of the 34th.

Anyway, I put together a small web page about the Flying Dutchmen and her 'last' crew and thought I might share the web address with you to be added to your list in Mendlesham Memories. I hope to continue to add to this work in progress.

Bret's website -

http://www.jccc.net/~bgustaf/34th_Bomb



LAST CREW OF THE
"FLYING DUTCHMEN"

STANDING L TO R

JULES DUTEL - fit engr
TOMALEE HARDESTY - ball
PAUL GUSTAFSON - navigator
JOSEPH MAHALIK - togglier
JULIAN RAMIREZ - waist gun

KNEELING L TO R

ARTHUR MODE - radio
BYRD QUINN - tail gun
DON McCUTCHAN - pilot
JAMES STURROCK - co-pilot

MARVIN JALVING - SPRING LAKE, MI

I am a former "Ball Turret" gunner of the 7th squadron flying on "Ol Buddy" with Randy Martin. Page 22 of the last issue of MM was great and I was very impressed. I would like to know who was responsible for it and if it's possible to get a copy of it suitable for framing?

I would like to thank you for all the above and beyond great things you are doing. Keep up the good work.

Ed: This piece was taken from another bomb group publication and the finished product was a joint effort with the publisher.

H.R. (MAC) McNEILL - NAPA, CA

Reading the 34th bomb group roster, I don't find the names of our crew. There are some similar names, but I don't think they are any of us. We flew

with the original group from Florida to Trinidad, Brazil, Africa, etc., on the B24 "The Uninvited".

Pilot	-	Tom Copeland	- 34 missions
Co-pilot	-	H.R. McNeill	- 32 missions
Nose gunner	-	Zapac	- 26 missions
Ball turret	-	Rosenzweig	- 26 missions
Flight engineer	-	Jordan	- 26 missions
Radio operator	-	Carl Hicks	- was killed by flak, I believe on his 20th or 21st mission.

Ed: Our roster only includes those who have joined the 34th BGA not the entire 34th Bomb Group personnel roster of WWII.

THOMAS H. SMITH - BELLWOOD, PA

I want to thank you folks for sending the June 2000 issue of Mendlesham Memories. I haven't received any issues since 12/98. Apparently I have had a senior moment, neglecting to send a check for '99 and 2000 dues. So I'll enclose a check for \$20 to cover the above.

Perhaps Lorlene and I can attend the Group Reunion at Buffalo, NY.

LORRAINE HARTWICK - BELLEVUE, OH

Hello everyone!

I sure have missed not being at the last four reunions. That was something Bob and I always looked forward to. I hope to be at Buffalo this year.

I have gave a new address. I just moved into a much smaller place - had lived 39 years at the other home.

New address:

114 Hickory St.

Bellevue, OH 44811

Hope everyone's health is great. Sure sad to see so many good friends have departed.

May God Bless

RICHARD PAYMENT - COHASSET, MN

Please forgive me for not getting back to you before this. The past 6 years have not been the best for me.

I still have some names from my Mendlesham group and will try and get them to you soon.

I have enclosed a check for \$20 for my dues. Put the rest to whatever. Hope to get back to you soon.

CHANGES OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ALSTON	WILLIAM C. JR	7	4134 E 31ST ST	TULSA	OK	74135
BOLSTRIDGE	CHARLES, W	W	13454 W. FIG ST	BOISE	ID	83713
DONLON	WILLIAM, J	18LM	14355 CLUBHOUSE Dr	BOKEELIA	FL	33922
FORBES	DOUGLASS, SR	7	34 HILLSIDE AVE	PARSONSFIELD	ME	04047
HARTWICK	LORRAINE	7A	114 HICKORY ST	BELLVUE	OH	44811
HEASTY	CLARENCE, N	391LM	331 S WATER ST	SPARTA	WI	54656
HOLCOMBE	CHARLES, B	4	65 BARBARA LN	ATLANTA	GA	30327
MANKIN	CLEON, J	4	607 W.VETERANS MEMORIAL	KASSON	MN	55944
MCBLAINE	MARGIE	4A	2170 SW 192ND AVE	BEAVERTON	OR	97006
OLDS	MELVIN, J	18	765 RAIN DANCE WY	CORDOVA	TN	38108
POLAK	RICHARD E.	18	3222 29TH ST	BETTENDORF	IA	52722
PRITZ	JOHN	?	6375 SHADEYGLEN	CINCINNATI	OH	45243
RICHARDS	ROBERT, S	391	202 W.KETCHIE ST	CHINA GROVE	NC	28023
SPROUL	CRANDFORD, C	391	3791 YELLOW MOUNTAIN RD	CULLOWHEE	NC	28723
STONEFIELD	RICHARD	7	401 S. EPTON AVE	OLDHAM	SD	57051
VENNE	DERRICK, J	7	525 S CONWAY RD APT 97	ORLANDO	FL	32807
ZIVNEY	RODNEY, P	18	3950 KOVAL LN AAPT 2217	LAS VEGAS	NV	89109

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
JOHNSON	GEORGE O	7	?	1293 SAN MATEO DR	SAN LUIS OBISPO	CA	93401
SCHERWERTS	DANIEL, J	WP18	4-30-00	100 PEARL ST	CLAREMONT	NH	03743
CAMPBELL	THOMAS, J	4LM	7-3-00	301A HERITAGE VIL.	SOUTHBURY	CT	06488
WILLIAMS	MALDWYLN	FOTE	?	HM 5 FREELANDS	MENDLESHAM	STOWMARKET	
				SUFF IP14	5TW		

NEW LIFE MEMBER

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
RUDE	JACK	391	2609 S. BOWIE ST	AMARILLO	TX	79109

NEWLY FOUND MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
TORRE	GREGORY, M	ASSOC	670 EAST 19TH ST.	BROOKLYN	NY	11230
TORRE	MICHAEL, A	391	2375 EAST 16TH ST.	BROOKLYN	NY	11229

NEW E MAIL ADDRESS

LAST NAME	FIRST NAME	E-MAIL ADDRESS
DONLON	WILLIAM	Wdonlon@aol.com

DONATIONS TO THE RAY L. SUMMA SCHOLARSHIP FUND

IN MEMORY OF
DOROTHY NEWELL PEAVEY
JOHN JAMES
DOTTIE ROY

DONOR
MARION T. BROADHURST
ROBERT E. HAMM
BONNIE & DON SHEE & HERB ROY

Then and Now
James & Kathryn Stuthers



1945



2000

Lincoln and I

*Standing, looking down the Mall,
The Monument makes me look small.*

*My thoughts are why did I leave to fight a War
Thinking there would be no more.*

*Many friends no longer to see?
Thank God He left so much of me!*

*A whisper came like a Sunrise, light.
It's me "ABE", sharing with you this sight.*

*Don't fret my son, you gave your best.
Oh, why have so many been laid to Rest?*

*Thank you for sharing your time with me today.
So many others forget to just "Pray".*

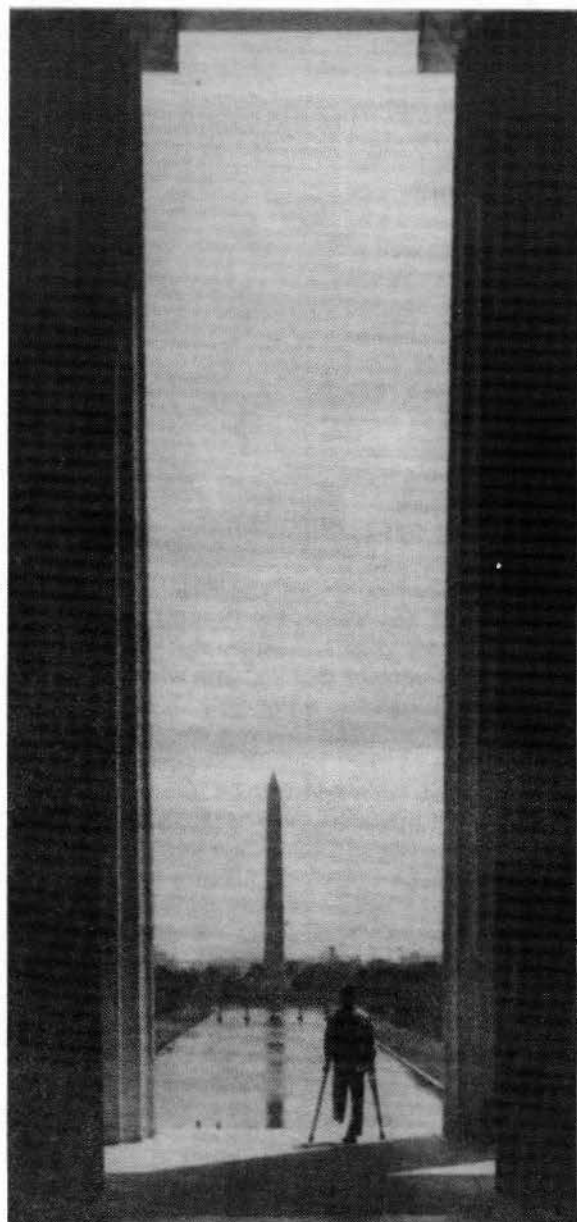
*Visitors will say what a beautiful sight,
Forgetting the Soldiers that gave them this right.*

*Day after day I really try,
But Brave Men like you, Make Me Cry.*

"Just ABE"

The photo at the left shows a pensive Veteran who was obviously lost in thought among some of the Memorials in Washington DC. It was taken from inside the Lincoln Memorial facing East, over the Reflecting Pool, toward the Washington Monument.

(Veteran and Photographer Unknown)



Jack Share
22 So. Avonlea Cir.,
The Woodlands, TX 77382
(936) 273-3561

34th Bomb. Group



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From the collection of:

Al Israelsen

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