



ENDLESSHAM EMORIES



VOICE OF THE 34TH BOMB GROUP (H)



391ST SQUADRON

SAVANNAH, GEORGIA
home of the
Eighth Air Force Historical Society Museum
and site of the
34th Bomb Group Association Reunion
September 5th to 9th 2001



4TH SQUADRON



7TH SQUADRON

at the
Hilton Savannah DeSoto Hotel
HOTEL RESERVATION,
REUNION REGISTRATION FORMS
AND DETAILS OF EVENTS
IN THIS ISSUE.



18TH SQUADRON

MENDLESHAM MEMORIES

Newsletter of
The 34th Bomb Group Association, Inc.
www.excel-tech.com/34th/

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

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DEADLINE

All material and items for the September issue of
Mendlesham Memories should reach me no later
than July 20th 2001. That is the date our final copy
will go to the publisher.
Jack Share, editor

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Other web sites of interest:

<http://members.tripod.com/VALORtoVICTORY>
www.mighty8thmuseum.com
www.air-museum.org/b17.htm
http://www.jccc.net/~bgustaf/34th_Bomb

DEDICATION

Familiar sounds emanated from the heavy bomber base each night as ground crews repaired, tuned up and tested the giant Curtis Wright engines. Propellers bit the early morning air sending sound waves over the countryside awakening English farmers long before sunrise. The sound of grinding gears echoed from giant hangers as GI trucks roamed constantly from one end of the flight line to the other dropping off flight crews at designated hard stands where B-17's waited, silhouetted against a brightening Eastern sky. Smoke wafted lightly upwards from the smoke stacks sticking out of olive drab tents nearby as ground personnel warmed their hands, numbed from clinging to cold wrenches as the last bolt or spark plug was installed.

Earlier, the C.O. had flicked his flash light across wool blankets in the Quonset huts searching for still closed eyes, weary and tired from searching for Nazi fighters yesterday. "Captain Smith's crew is flying this morning. Briefing at 5 o'clock."

The clothes were cold as they covered strong, supple young bodies. Boots with open buckles slogged to the mess hall where the smell of frying eggs and bacon permeated the air. False courage was covered by bantering and jostling in line. Behind the serving counter stood dedicated and courteous soldiers fully aware some of the men in line would not return for dinner. They watched as some of the men ate their "last meal."

At briefing a tall captain in Class A uniform walked to the front of the room and pulled the curtain back, revealing a large map of Europe. Every eye peered through the smoke-filled room and followed the red string as it snaked across the map. As the arrow appeared, pointing to the target, a loud groan swept the room. A few whistles. Eyes shifted aside to a buddy seated on the bench. A few shook their heads - they'd been there before. Meresburg!!

The crew chief was courteous and friendly as the flight crew hopped off the 4 X 4 truck. "We've been up all night, Captain, checkin' her out. New engine on number 4, checks out fine. Had some trouble with the Command Set. Radio man just left. It's O.K. now. Armament finished a-half hour ago. Ten 250 pounders this trip. If you need anything, we're right here."

Jeeps continued to circle the parameter track. Orders, flares, flak suits, parachutes, ammunition, bomb sights, last minute preparations before the giant bombers began to lumber slowly out onto the taxi strip. Then they watched them go, one after the other at half-minute intervals, struggling to lift their wheels from the tarmac, each ground crew member

lifting secretly inside until he could see daylight under the belly of his plane. Only after his bomber had disappeared into the morning dawn did the crew chief turn and walk slowly to his tent on the flight line, then to his Quonset. Now came the waiting.

Eight hours and waiting. Eight and a-half. Nine. The glances at watches are more frequent now. The drifting outside begins. Bicycles begin to populate the flight line as men dismount and rub sleepy eyes. The stairs to the control tower creak as heavy GI shoes stomp upward. Olive drab vehicles, with red crosses on the side, join fire engines moving close to the east/west runway. Eyes move to the Eastern horizon. It's time for the bombers to return.

First the sound of engines, a distant, intermittent, low rumble. Finally, a steady roar. "Here they come!" Fingers point. Heads turn. Below the overcast, in perfect echelon, parade ground formation, the Fortresses came on.

Now the count begins. 36 went out, 31 returning. 3 missing from lead. 2 missing from low. They may show up later. Let's hope so. They peel-off for landing, wounded aboard. A glance at the medics. They are ready. The fire engines move closer.

"How'd it go Captain?" "Rough!"

The interrogation officer writes slowly, searching the faces of the flight crew. A B17 shot in two at the waist. No chutes observed. One ship on fire, going down near the target. One chute observed. No fighters over target. Heavy flak - like flying through hail. Some stragglers - duck soup for Nazi fighters. Some P51's nearby (Little Friends).

The interrogation went on as crews drifted in. Men downed their whiskey allowance. Non-drinkers passed it on. Nervous hands lit cigarettes, one from the other with little fingers hooked together. Parachute harnesses hung down and open flight boots scraped the concrete floor. The men were opening up. Talk was louder as backs were slapped and tension eased. Stomachs, once churning with fear, were now settling. Hunger began to take its place. It was over - until tomorrow!

On the flight line men were busy. A lot of holes to patch. Props needed changing. There were tires to requisition and mount. Turrets to test and fix. And those pesky solenoids to replace. Empty gas tanks needed filling. And generators, always generators, going out. Some planes going to the bone yard for scrap, others for salvage.

The back breaking work went on. Men swarmed over the planes from end to end, checking, patching, and repairing. Tomorrow will soon be here, there is not much time. The air crews need the best; we can't let them down. They didn't!!

At the group hospital, men were wheeled into

surgery. Some walked in unassisted. All were given special treatment. Frost bite, burns, wounds, lacerations, all given attention. Some would fly again, some wouldn't. The chaplain is called. Letters will follow if anything changes. The dreaded reports - missing in action. Killed in action.

As night settles in all across the air base, men and women, the support personnel gave their attention to their assignments, with one purpose in mind - Keep 'em flying!

To those dedicated, conscientious men and women, the ground personnel who behind the scenes gave hour after hour of selfless labor, day and night under the most difficult circumstances, many times without a word of thanks, I want to dedicate this work. To the unsung heroes of the air war. Thanks a lot!!

Walter W. Sturdivan

Ed: This is the prologue to Walter's book "THE RED - TAILED DEVILS FROM MENDLESHAM."

PRESIDENT'S MESSAGE

As we enter 2001, I have been recalling my first experience with the 34th Bomb Group Association. I was a lost sheep until 1982, at which time I attended my first reunion in Cincinnati, Ohio with the 8th Air Force. That is where I met my pilot, Gerald Holmes and bombardier, Henry Lambert for the first time since we were shot down over Brussels, Belgium on July 27, 1944.



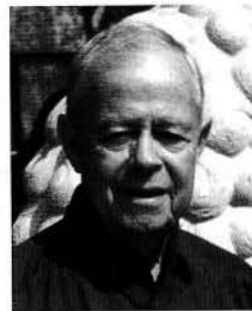
Since that first reunion, Audrey and I have been able to make them all. Later I met my flight engineer, Kivett Ivey and ball turret gunner Edward Berry along with crew chief, Pete Gray and his assistant, Charles Smith.

All this was made possible through the efforts of the leaders of the 34th Bomb Group Association through the years. They are still going strong today. We have been fortunate in having people willing to continue this work for our benefit.

I urge you, one and all, if you can possibly make it, to join us in Savannah this September. A visit to the 8th Air Force Museum is scheduled, as well as the opportunity to meet old and new comrades and friends.

Claude Gibbs

share— a thought.



Through out this issue of Mendlesham Memories you'll find many references to the September reunion of the 34th BGA in Savannah, Georgia. Special attention should be given to the report from the Reunion Committee. Harold Rutka, the committee chairman has detailed the plans, as he knows them to date, and has placed special emphasis on sending in hotel reservation forms early. Since it is impossible to ascertain the number of attendees, the committee must rely on, among other things, experience, location, past attendance and, of course, attrition.

They are required, at the time of booking the hotel, to provide the number of rooms required. The ideal situation is that we would have more attendees than rooms since additional rooms can usually be found. The other side is that if we don't have the participation to fill the requested rooms - then we must pay for those not used.

You'll find, in this issue the hotel reservation and the reunion registration forms. Please, fill them out and send them in as early as possible and make the reunion committee's job a little less hectic come September.

You've probably noticed recently that we have been getting more and more inquiries on deceased 34th bomb group veterans from their offspring, nephews and nieces. Most of these people have done extensive research to find out more about these men who never talked much about their wartime experiences. Some have even developed their own web sites in honor of their loved ones.

Hal Province has been successful in signing several up as associate members. We would hope that they will attend our future reunions and hear some of these experiences first hand. The research library at the Savannah 8th Air Force Historical Society Museum would be a good place to start. We also have our own Rev. Gary Ferrell who has done extensive research on the 34th. to assist them in finding information. But just sitting around listening to these men, that were there, tell stories that have never seen the printed page, would be worth the trip.

Y'all come to Savannah, you won't be disappointed, but whether you should decide to come, or not, we greatly value your participation in our organization and are here to help you in your efforts to find information on our comrades of the Mighty Eighth.

Jack Share, Editor

REUNION COMMITTEE REPORT

The people of Savannah are looking forward to meeting members of the 34th Bomb Group (H) September 5-9, 2001. The Hilton Savannah De Soto Hotel is located in the heart of Savannah's historic district. For those that want to visit the historical sites through out the city, there are 30 such sites within walking distance of the hotel. Savannah's historic district is the largest registered urban such area in the United States and has been a registered national landmark since 1966.

The Eighth Air Force was founded in Savannah in January 1942. The Mighty Eighth Air Force Heritage Museum is in nearby Pooler, Georgia and is a journey of sight and sound that recreates some of our country's proudest times in its darkest hours. State of the art visual displays, the "Mission Experience" and the Memorial Gardens will bring back memories of the past. Lunch is available at reasonable prices.

We will have two busses departing for the Museum at 0900 hours. They will return and pick up the balance of the group at 1000 hours. Each group will have different colored tickets. The busses will make trips back to the hotel for those that desire to return early.

We had heard that another group, the 459th Bomb Group (H), would be meeting in the same hotel, at the same time as our group. I was not able to find the group in the Eighth Air Force but the winter issue of "Briefing" had an article pertaining to them. They were attached to the Fabulous Fifteenth Air Force stationed in Foggia, Italy. (They must be a good group as they flew B-24's).

We would suggest that all make their arrangements early. Airlines serving Savannah are:

AIR TRAIN AIRLINES
COMAIR
CONTINENTAL EXPRESS
DELTA AIRLINES
UNITED EXPRESS
US AIRWAYS

Your travel agent will be able to make your arrangements.

Gen and I have made six trips to Savannah by air and have traveled NORTHWEST to Atlanta and then DELTA to Savannah. Hotel arrangements should be made prior to the "cut off date".

We will be looking forward to seeing you all in Savannah in September.

THE REUNION COMMITTEE

Harold Rutka
Robert Wright
Bruce Sothern

TREASURER'S REPORT

As this is being written, we are ready to send out the 2001 34th Bomb Group Association roster. You may recall that I wrote about it earlier. Since I had very few replies about changes of address, I would like to discuss that now.

It has been some time since we completed the Summer-Winter portion of our address records. Some have moved, others no longer have dual addresses. We need to update YOUR record - if you have a dual address. So - - if you go SOUTH in the winter or NORTH in the summer - - PLEASE drop me a postcard and indicate :

1-Your Winter address and telephone number and the dates you want to receive mail at this address.

2-Your Summer address and telephone number and the dates you want to receive mail at this address.

And, if you've moved, we want the new address and telephone number also.

I hope you've made your plans to attend the reunion in Savannah in September. We're just four months away from that REUNION. Let's make it a good one - - there are many things to see and do around Savannah!

For you who have grandchildren graduating - the deadline for SCHOLARSHIP APPLICATIONS is July 10th, 2001. And, remember, if you need extra applications, just copy the one you have.

Hope to see you all in Savannah. May GOD abundantly bless!

Hal



Thought for today:

"Reflect on your present blessings,
of which every man has many,
not on your past misfortunes,
of which all men have some."

— Charles Dickens

Now They Know - 55 years later.

This is the story about a young man who went to war and never came back. Garfield "Roy" Morehouse grew up in Savannah, Ga. As a youth he was extremely popular with friends, neighbors and all who knew him. A "real gentleman" was the description that fit him well.

Roy was a promising engineering student at Purdue University when called to duty in World War II. He became a navigator with the 34th Bomb Group of the 8th Air Force and was just 22 years old on July 19 1944, when he was reported missing in action somewhere in Europe. Roy was presumed dead but no official word ever came. His parents went to their graves not knowing the whereabouts of their only child.



GARFIELD "ROY" MOREHOUSE 1943

In the summer of 1945, when Roy's disappearance still remained a mystery, members of his Sunday school class paid tribute to Roy by naming their class the Roy Morehouse Memorial Class and continued meeting every two years for a reunion. In 1998 a longtime member decided to collect money for a plaque, in Roy's honor, in the Memorial Gardens at the Mighty Eighth 8th Air Force Heritage Museum.

There was also strange feelings that Roy's body had been found. The first check with the 8th Air Force failed to uncover any additional information about Roy but a recheck found a survivor's account of mission #38 - the same mission Roy flew on - when two B-24's collided in mid air over Germany. Of the 20 crew members on those planes, only two survived.

Meanwhile, more pieces of the puzzle began falling in place. A newsletter from the 34th Bomb Group Association, "Mendlesham Memories",* included a note from Horst Wilhelm, a German author, who, as a little boy, saw the planes crash over his hometown. "I would like to have information regarding that raid.." Horst wrote. "I plan to publish the story of those two planes together with other events of WWII".

After contacting Horst Wilhelm, it was discovered that Roy's name was listed among those buried in the American cemetery at Ardennes cemetery near Luttich, Belgium. After all these years, they still remember their buddy who never came home, and now - - they know what happened.

* March 2000 issue of MM "The Story of Hell's Belle and Anne". p 11

ED: This article appeared in the August 3rd, 2000 edition of the Savannah Morning News and was submitted by Hawley Hudson, 4th Sqd.



Did You Know- That a D-Day Museum is being built in Bedford, Virginia?

The museum will be the ONLY National D-Day Memorial in the United States and should not be confused with the D-Day Museum in New Orleans, Louisiana. The Memorial is being built completely without funds from the Federal Government.

The Memorial has a web site complete with information and pictures for viewing. The site address is - www.dday.org

Should one care to contact the Memorial Foundation the email address is - dday@dday.org

THE EARLY YEARS

By Norm Bolduc

I enlisted in the Army Air Corps, Regular Army, for the 34th Bomb Group (H) on the 19th of June 1941 at Westover, Field, MA. At the completion of 12 weeks of basic training, I was assigned as assistant to the newly assigned Group Chaplain, Captain Carl E. Melberg. This was, quote, unquote, to be a temporary 2 week assignment until he found an assistant of his own faith. This was, however, not to be since I was with him until early June 1942.

On January 22, 1942 the 34th bomb group boarded a three-section troop train for POE, San Francisco, CA. Several miles west of Chicago one of our equipment trains was damaged in an apparent sabotage attack. The main body of the group, HQ & HQ Sq, the 1st Recon Sq. the 4th, 7th and 18th Sds. continued on to the Denver Freight Yard where we laid over until the 26th when we were rerouted with a destination of Pendleton Field, Pendleton, Oregon, arriving in the middle of the night.

Pendleton was the B25 base of the 17th Bomb Group (M) and when we arrived we found there were no barracks for us. The solution was for the 17th to give up half of their housing and stack us 3 high in bunks, mighty hard on all concerned. This arrangement was continued until the 17th left for the east coast to practice for their famous raid on Tokyo in April.

The group put up a cadre for the 305th to go to Gowen at Boise, ID, under the command of Major Curtis E. LeMay. In late April, or early May, we made another PCS to Davis-Monthan Field, Tucson, AZ. Again, another unit was on base and we were regulated to tarpaper housing in the so-called Rattlesnake Gulch, outside the base fence.

We shared this area with the 14th Cavalry Regiment (Horse) that was patrolling the Mexican border. As the cavalry troops came off patrol, they turned in their mounts and headed, by troop train, for Camp Funston, Kansas to be trained as armored cavalry. This was a pretty sad affair as most of the troopers had been with the same mount for up to 12 years.

Around mid June, Chaplain Melberg left the group for assignment to McArthur's Hq in Australia and I was assigned to the 4th sq. as the S-2 NCO when we left Tucson for Geiger Field, Spokane, WA. After attending 2nd Air Force Intelligence and Photo Interpreter's School at Salt Lake City AFB I returned to Geiger as the group was moving to Ephrata. What a nice home, 6 man tents with a potbelly cast iron stove plus a ration of one candle per tent for light.

I believe it was mid November when we moved once more to Blythe AFB, California. After one week there, we repacked the whole thing up again and returned to Ephrata where I was re-assigned to Teletype at Glasgow, Montana as the S-2 NCO for the 96th Bomb Sqd., 2nd Bomb Group (H) thus ending my association with the 34th Bomb Group.

ED: Norm Bolduc recently joined the 34th BGA as a new member.



DRIVERS' SAFETY TIP

When we see an accident, we all tend to slow down. When you do that, please also put on your hazard lights. That way the driver behind you knows there is something ahead of you that they may not have seen yet. Hopefully, they will catch on and do the same for the driver behind them.

The worst feeling a law enforcement officer can have is when some drivers don't slow down and speed right by them while their investigating an accident. "Our hearts go right to our throats."

Ed: This tip comes to us from a new associate member of the 34th BGA. Her name is Fawn Leason and her uncle was Clair Zarfoss, pilot of the original crew of the "Flying Dutchman". Fawn is a deputy sheriff in the Houston, TX area. She is very interested in the B-17 and the WWII air war and is in the process of creating a web page dedicated to the men who flew in the "Flying Dutchmen". Welcome aboard, Fawn. Hopefully, we'll hear more from you in the future.

AIRLINE HUMOR

After WWII many pilots, both British and US, went to fly for the Airlines. It became well known that the German controllers at Frankfurt Airport area are a short-tempered lot. They not only expected you to know your parking location, but how to get there without any assistance from them. So it was, with some amusement, a few years back, that we (Pan Am 747) listened to the following exchange between Frankfurt ground and a British Airways 747 (radio call Speedbird 206) after landing.

Speedbird 206: "Good morning Frankfurt, Speedbird 206 clear of active."

Ground Control: "Guten morgan, taxi to your gate."

The British Airways 747 pulls onto the main taxiway and stops.

Ground Control: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, ground, I'm looking up the gate location now."

Ground Control (with typical German impatience): "Speedbird 206, have you ever flown to Frankfurt before?"

Speedbird 206 (coolly): "Yes, in 1944 but I didn't stop."

From the 463rd. BG newsletter



POW Statistics

In the course of all wars and conflicts since the Civil War, where the United States service Personnel served as combatants, a total of 850,229 soldiers, sailors, marines and airmen were captured and held as prisoners of war. Of this number 8.96% or 73,021 died in captivity. The percentages by war and conflict break out as follows:

CONFLICT	HELD	DIED	PERCENTAGE
Korea	7,140	2,701	37.8%
WWII, Pacific	34,648	12,935	37.3%
Vietnam	766	114	14.9%
Civil War, Union	211,000	30,000	14.2%
Civil War, Conf.	462,000	26,000	5.6%
WWI	4,120	147	3.6%
WWII, Europe	95,532	1,124	1.2%
Persian Gulf	23	0	0%

The combined overall death rate for WWII POWs was 10.8%. It is interesting to note that 28,000 or 29.3% of the 95,532 WWII European prisoners were 8th Air Force Airmen. Our POWs suffered greatly in serving our nation and many have endured hardships and physical disabilities during the intervening years resulting from their period of incarceration. With recent dedication of the new POW museum at Andersonville, Georgia, the 8th Air Force Heritage Museum just wanted to take the opportunity to salute all POW's and say thanks.

Lt.Gen. E.G. Shuler, Jr., USAF, Ret.
Chairman, Board of Directors
Eighth Air Force Heritage Museum
From the 463rd. BG newsletter

Finally a "Smart Blonde" Joke

A blonde walks into a New York City bank and asks to see a loan officer. She explains she is going to Europe on business and needs to borrow \$5,000. The bank officer says the bank will need some kind of security for a loan, so she hands over the keys to a brand new Rolls Royce, parked in the street in front of the bank. The title and paper work all checked out and the bank agrees to accept the car as collateral for loan. The loan officer drives the car into the underground garage and parks it.

Two weeks later the blonde returns, repays the \$5000 loan and the interest, which came to \$15.40. The loan officer says "we are very happy to have your business and this transaction worked out very nicely, but we are a bit puzzled. While you were away, I checked you out and found you are a millionaire. What bothers me is why did you bother to borrow \$5000?"

The blonde replied, "where else in New York City can I park my car for two weeks for \$15.00?"

Below photo from top left:

John Work
Engineer/Top Turret Gunner

Mark Hall
Pilot

J. Brown
Mickey Operator

Eugene Blatz
Co. Pilot

R Henderson
Tail Gunner

RV Rubley
Waist Gunner

McClure
Bombadier
Vito Violante
Radio Operator

William Chambers
Navigator
Robert Rutherford
Ball Turret



I have a reservation at the Hilton Savannah DeSoto for September 5-9, 2001

Check in time 4:00pm
Check out time 12:00 noon

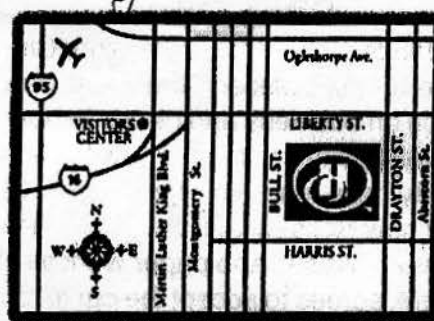
Hilton Savannah DeSoto
15 East Liberty Street
Savannah, Ga. 31401
912-232-9000
Fax: 912-231-1633

Transportation to Hotel:

Coastal Transportation

\$15.00 per person—one way— **ROUND TRIP TICKET \$20.00**

Located in Baggage Claim Area at Savannah Int'l Airport



Take I-95 to I-16 East to the Montgomery Street exit. Turn right on Liberty Street. Hotel is 5 blocks on the right

The Hilton Savannah DeSoto is pleased to host the **34th BOMB GROUP ASSOC. (9/5-9/01)**.

To ensure accurate reservations, please complete this reservation request and return it before **08/05/01**.

Requests received after this date will be accepted based on room and rate availability. Reservation requests must be accompanied by a deposit equal to one night's room rate plus 12% occupancy tax. This deposit will be applied to the last night of the reservation.

Room type preference: Single Double Triple Quad

☒ King \$99 \$99 n/a n/a

☐ Two Double Beds \$99 \$99 \$99 \$99

☐ Concierge King \$119 \$119 n/a n/a

Special Requests (subject to availability)

☒ Roll Away Bed (\$10 per night) Available in King bedded rooms only

☐ Crib (\$10 per night)

☒ Wheelchair Accessible

☐ Nonsmoking Room

Name: _____

Arrival Date: _____ Arrival Time: _____

Address: _____

Departure Date: _____

City/State/Zip: _____

Additional Guest(s): _____

Telephone: _____

☐ I have enclosed a check in the amount of one night's room rate plus 12% occupancy tax.

☐ Please charge one night's room rate plus 12% occupancy tax to the following credit card:

☐ Mastercard ☐ Visa ☐ American Express ☐ Diners Club ☐ Discover

Card Number _____

Exp. Date _____

I understand that I will forfeit my deposit in the event that I do not arrive or cancel less than 48 hours prior to arrival (unless contracted differently). All reservations will be assessed a \$50.00 early departure charge for each night I check out in advance of my scheduled departure date.

Name of Credit Card Holder

Signature of Card Holder

Maximum of two rooms held per name. Bed types are not guaranteed and are based on availability.

* Check in time after 4:00pm. Check out time is 12:00 noon. Occupancy tax is subject to change.

* Cancellation or modification of reservation must be made at least 48 hours prior to arrival to avoid forfeiture of deposit. Ask for and retain cancellation number until you receive refund of deposit or credit to credit card.

* No charge for children under 18 when sharing room with parents and using existing bed space.

* All hotel accounts are subject to credit arrangements at time of registration and payable on departure.

Please call 800-426-8483 for reservation assistance

REUNION 2001

The 34th Bomb Group will hold it's Annual Reunion at the DeSoto Hilton Hotel, 15 East Liberty Street, Savannah, GA 31412 TX 912-232-9000, from 5 - 9 September 2001

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 46617-1029
TX 219-232-4287

Make checks payable to 34th Bomb Group Association.

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

REGISTRATION AND SCHOLARSHIP FEE \$15.00 EACH PERSON

NOTE: Both Member and Spouse or Guest must pay

$$X_{\underline{\quad}} = \underline{\quad}$$
9/7 Friday

Breakfast \$11.00 per person

$$x \underline{\hspace{1cm}} = \underline{\hspace{1cm}}$$

Tour of 8th AirForce Museum \$16.00 per person
(includes transportation and cost of admission)

$$X_{\text{---}} = \text{---}$$

Dinner \$25.00 per person

X 1 = 1

9/8 Saturday

Breakfast \$11.00 per person

X _____ = _____

Gala Banquet \$25.00 per person

$$X_{\text{---}} = \text{---}$$

Choice of Chicken Cordon Bleu or London Broil (beef) # chicken: _____ # beef: _____

9/9 Sunday Breakfast \$11.00 per person

X =

TOTAL

Name	Spouse/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 5 AUGUST 2001

Full refund given (less \$5.00 for Scholarship Fund) if notice of cancellation received by 2 September 2001.

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NEW: AUTO WINDOW STICKER - 2"X4 1/4" BLACK AND SILVER

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MED. LRG. XLRG. XXLRG.....	\$24.50ea.
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RUBBER STAMPS (3 B-17'S IN FORMATION).....	\$ 7.95ea.

PLEASE CIRCLE ITEMS DESIRED
THANK YOU FOR YOUR ORDER

Please add \$.35 postage for orders under \$20.00 and \$.45 postage for orders \$20.00 and over

Send check or money order to: 34th B.G. PX
Ken Paxton
6402 E. 11th St.
Wichita, KS 67206
Tel: (316) 683 - 2900
e-mail kenpax1@aol.com

We will have several new jackets for viewing at Savannah and need your help in deciding which one to have our logo and name on.

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

PROPOSED AGENDA
34th BOMB GROUP REUNION

DESOTO HILTON HOTEL
SAVANNAH, GEORGIA

WEDNESDAY 5 SEPTEMBER 2001

1300 – 1600 hours EARLY BIRD REGISTRATION (lobby area)

THURSDAY 6 SEPTEMBER 2001

1000 – 1600 hours REGISTRATION (lobby area)
1500 – 1700 hours Board of Directors meeting – Hospitality Suite 421

FRIDAY 7 SEPTEMBER 2001

0730 – 0830 hours Breakfast – Harborview Room 15th floor
0900 hours First Group departs Hotel for tour of 8th AirForce Museum
1000 hours Second Group departs Hotel for tour of 8th AirForce Museum
 Lunch will be on your own.
1430 First Group returns from tour
1530 Second Group returns from tour
1800 – 1900 hours Cash Bar – Harborview Room 15th floor
1900 hours Dinner – Harborview Room 15th floor

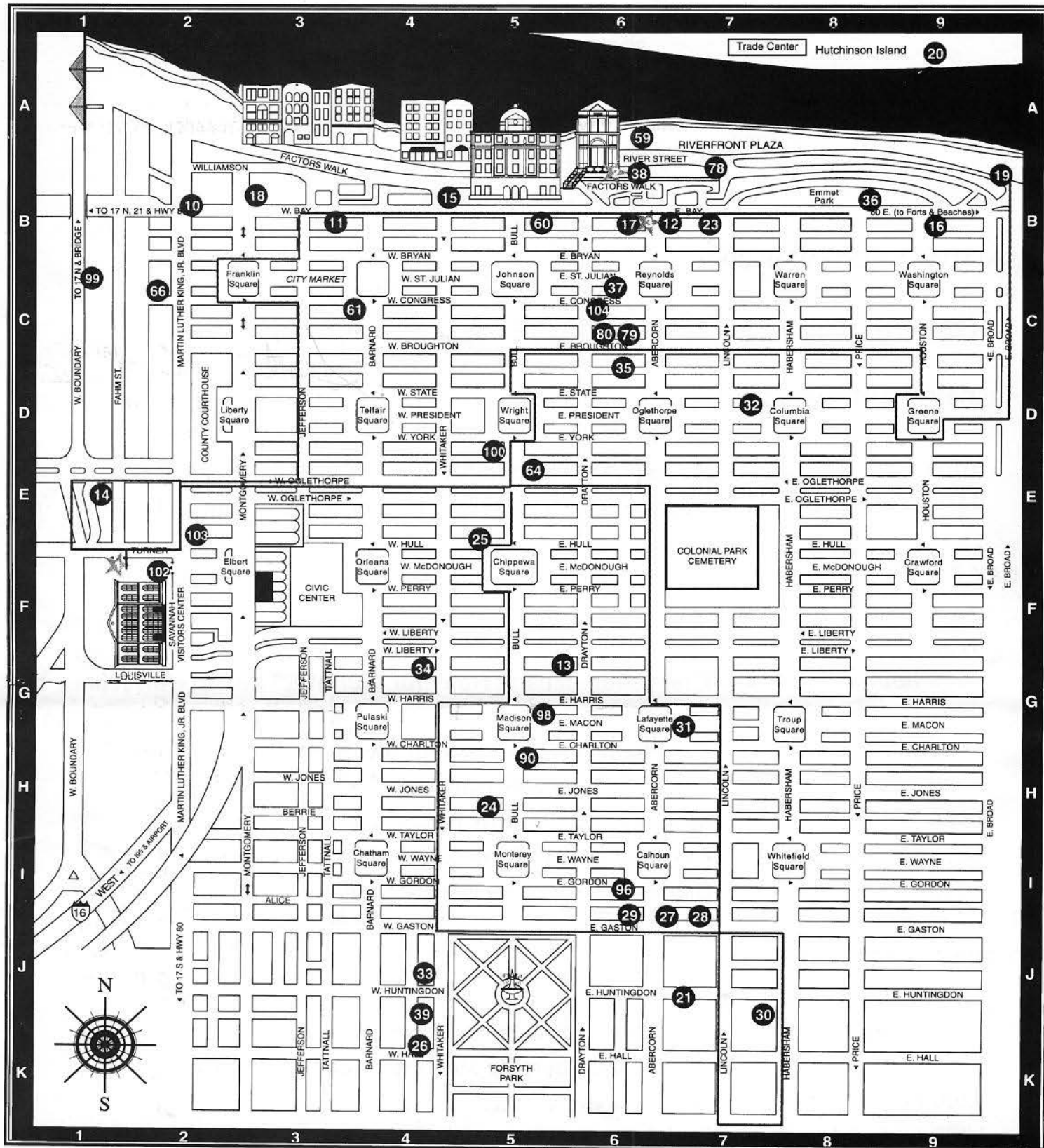
SATURDAY 8 SEPTEMBER 2001

0730 – 0830 hours Breakfast – Harborview Room 15th floor
0900 hours General Membership Meeting following breakfast
1200 hours Lunch on your own/free time
1800 – 1900 hours Cash bar – Atrium 1st floor
1900 hours Gala Banquet – Atrium 1st floor

SUNDAY 9 SEPTEMBER 2001

0730 – 0830 hours Breakfast – Atrium 1st floor
 Farewells until 2002

Post Exchange (Monterey Room 2nd floor) to be open at hours yet to be determined.



- | | | | | |
|----------------------------------|-----------------------------------|-----------------------------------|--------------------------------------|-----------------------------|
| 10. Best Western | 20. Westin Savannah Harbor Resort | 31. Hamilton-Turner Inn | 60. Savannah Onstage | 98. E. Shaver, Bookseller |
| 11. Days Inn | 21. Azalea Inn | 32. Kehoe House | 61. Ray Ellis Gallery | 99. Grayline Tours |
| 12. Hampton Inn | 23. East Bay Inn | 33. Magnolia Place Inn | 64. Juliette Gordon Low Birthplace | 100. Hospitality Tours |
| 13. Hilton Savannah DeSoto | 24. Eliza Thompson House | 34. Manor House | 66. Ships of the Sea Museum | 102. Old Savannah Tours |
| 14. Howard Johnson | 25. Foley House | 35. Marshall House | 78. Boar's Head | 103. Old Town Trolley Tours |
| 15. Hyatt Regency | 26. Garden Inn | 36. Olde Harbour Inn | 79. Casbah | 104. Savannah Walks |
| 16. Mulberry Inn | 27. Gaston Gallery B & B | 37. Planters Inn | 80. Sakura | |
| 17. Oglethorpe Lodge | 28. Gastonian | 38. River Street Inn | 90. Savannah College of Art & Design | |
| 18. Quality Inn | 29. Granite Steps | 39. Whitaker-Huntington Inn | 96. 'The Book' Shop | |
| 19. Savannah Marriott Riverfront | 30. Habersham Inn | 59. Riverstreet Riverboat Company | | |

— Free CAT Shuttle route
 ★ 2 ★ Visitor Information Center

NAVIGATOR TO CREW!!

Remember guys when we came together to form the crew in Dec. of 1943? Our training days with Schiller, our first pilot. And how lucky we were to get J.C. Smith as our new skipper?

All the training missions in good old Blythe, the hellhole of the universal, and how we counted the days 'till we could go on leave to Hollywood. Up RT.66, thru Desert Center, Twenty Nine Palms and San Bernadino then on to L.A. and then back to the salt mines. More flights, more practicing navigation, bombing and gunnery. Finally, we received our new bird. "The Nearsighted Robin". Where did we get that name? As many crew members as we were, that's how many stories there are as to the origin.

Up to Lincoln to the modification center for 10 days. Great steaks as I recall. Then we were airborne and opened our orders. The ETO, the 8th Air Force. The first stop was Morrison Field, Florida, just outside West Palm Beach. On to Trinidad, Natal, Belem, Dakar, Marrakeech and then to Holyhead, Wales. Just as a sideline, do you recall the rum we bought in Trinidad and the silk stockings in Brazil?

After Holyhead, we flew to Mendlesham. More practice missions and then our 1st real one. Hey guys, remember the 1st burst of flak? Looked like dirty smoke. Then they got our range. Boom, The Robin would go up a couple of feet from the concussion. Scary, wasn't it? I was that's for sure.

Then, the real surprise. We were taken off ops. and trained in B-17's. As I recall, it took three weeks. Then our 1st B17 mission, Kassel, Germany. My only trip in a 17. When we landed, I was told I was done. Believe the gunners, radio, and engineer were also finished. I sure as heck did not argue. I was done.

Finished. Smitty, Fred and Vic flew 4, more I believe.

The sixty four dollar question. What was the name of our B17? "The Miss Behavin Ravin". Gary Ferrell furnished me that nugget of knowledge.

Guys, we were very lucky. No wounds, no casualties. Ben saved my life. Fred had called for an

oxygen check and I failed to respond. Ben checked on me and found me slumped on the navigator's table. My hose connection came loose and I was out cold. He put me on pure oxygen and brought me to. Thanks, Ben.

So, here we are today, 56 years later. A little grayer, a little slower, but still filled with same go-go spirit. For truly, you can really call us "The Exhausted Robins".

Let's not forget Vic Lupei and Don Morrison who have flown their "LAST MISSION". May the Lord grant them eternal peace. Amen.

Ed: Letter written by Bob Pacholski, navigator of the B24 "NEAR SIGHTED ROBIN" and Presented to the eight surviving members of the crew, all of whom

attended the 34th BGA reunion in Buffalo, N.Y.



DUES

(for those who pay annually)

are due on January 1st. each year.

Please remit your \$10.00 to:

HAROLD PROVINCE

153 NORTH HILL DR.

CARRIERE, MS 39426

If a membership card is desired, please send a self addressed stamped envelope with your remittance.

Friends Write

CHARLES CONWAY - METUCHEN, NJ

Enclosed find check for dues. Finally received Mendlesham Memories on Jan. 18th which included dues request. Lorraine and I are looking forward to Savannah. Sept. 8th is our fiftieth anniversary.

BILL CHEEK - LAKE LAND, FL

Betty and I are at our mountain home in North Carolina. My December Mendlesham Memories arrived 1/16/01. Glad to know the Pony Express is alive and well. It is a good issue which we enjoyed very much.

We plan to get as many from my crew as we can to be in Savannah. You might recall we had 8 present in Raleigh and the local newspaper did a feature article covering us.

Our ball turret gunner, James H. Smith, passed away 9/6/00 which was listed in the Dec. issue. Enclosed is a \$10.00 donation to the Summa Scholarship Fund in his memory from Betty and me.

Looking forward to see you in Savannah.

RAYMOND FREDETTE - ALEXANDRIA, VA

Enclosed is my check for \$85.00 for a life membership in the 34th BGA.

I recently had a thorough check-up and come out O.K. so I figure I'll be around for awhile.

EDWARD BERRY - BENTON, AR

We've moved to Jonesboro, Ark. and are building. Will send our permanent address when we occupy our new home.

Do you remember the haystack Grezelak and I set on fire accidentally, with a flare, on June 4th, 1944? 'Caused quite a ruckus on the base.

ARTHUR BUSSE - ANAHEIM, CA

Enclosed please find my check for \$10.00 for my annual dues.

My wife, Kathy, and I are in good health and hope you are also. We hope to go to Savannah next September. If so we will see you there.

LOUIS TAMBURRO - TARPON SPRINGS, FL

The 34th is looking A-OK from where I'm sitting. As old age has approached, all is still well. You also are looking great.

Keep up the good work you younger fellows are doing.

John Northrup (deceased) was my navigator, great guy.

PATTI GOODROE - ALBUQUERQUE, NM

Hal, thank you so much for the back issues of the 34th Bomb Group newsletters. I have been enjoying them. My father (Arcade Joubert) also thanks you. His crew of "EVADIN MAIDEN" was in the Sept. 93 issue. He was so excited! He's going to get in touch with some of his crew. He's feeling much better these days. You never know we just might make one of those reunions.

I want to thank you again for all your help. I've enclosed my membership dues, and my father's as well. If any questions you can e-mail me at Pattigal@cnsf.com.

Ed: Patti is one of our new associate members.

SUSAN J. PETERS-RAMOS - GLOVERSVILLE, NY

My dad, Richard J. Peters was a T/Sgt, radio operator, with the 34th bomb group. He served in Europe and participated in the invasion of Normandy and the Rhineland air offensive. He was the recipient of the good conduct medal, American Service medal, with five oak leaf clusters, the bronze star, the European service medal, with four bronze stars, and the purple heart. His plane, B-24, "OFF LIMITS", crash landed at Dungeness, on the coast. The pilot was Lt. Guy M. Gibson and co-pilot, Lt Franklin A. Draper. (From Rev. Gary Ferrell's web site "The Mighty Eighth - VALOR TO VICTORY").

My dad could never talk about the war and knowing how very painful this was for him, I would never press him for the horror stories. They are nightmares that never leave you. I am so proud of my dad and love him with all my heart and I miss him so much every day. He passed away suddenly a few years ago. GOD BLESS ALL THE MEN -you are the greatest generation of all!!!

If anyone knew my dad, please let me know. I would love to talk with anyone, thank you.

Ed: Hal Province saw this comment in Gary's web site on the B-24 page. He answered and invited Sue to become an associate member of the 34th BGA. Her answer follows.

Hello Hal,

I was very happy and excited to hear from you! I went to all of the sites which were just wonderful. I

wish so much that my father could have seen the many sites and read all of the postings from the men who were in the war. No one in our family had a computer until after his death. I just found the guest book site last week! I think that is so great. I have spent hundreds of hours trying to get as much info as I possibly can on the 34th BG and now, thanks to you, I have the missing info that I was unable to find for so long.

I would really appreciate it if you could send me a membership blank. I would like to know more about it.

Susan Peters

FRED BERGLUND - ENGLEWOOD, FL

There are miracles!!

I won the championship at our Wildflower C.C. here in sunny SW Florida. It took me twenty years of competing but finally I won the 54 hole tournament. Not bad for a 77 year old ex-B-17 co-pilot!

I started the last 18 holes 5 shots behind a much younger "Tiger Woods" type player.

I will treasure the trophy and brass nameplate in the clubhouse for many years to come - I hope!

PS - I was only 3 over par on the back 9.

LEE HARKLEROAD - BRISTOL, TN

Helen and I had been for a ride, me on my scooter and my fraulein riding Shanks mare (whatever that is). I had a flat tire on my Rally scooter and we had to return home. A neighbor loaded my buggy into his van and drove us home. I went in the house and sat down in my chair lift and had trouble breathing. My fraulein convinced me I needed to go to the emergency room where they confirmed I had had a heart attack. After an eleven day stay in the hospital they let me out this morning. I feel fine - all's right with the world - I think.

JOE WONG - ALAMEDA, CA

Happy, healthy and prosperous New Year!

Marilyn and I enjoyed Niagara Falls and Buffalo immensely. The Falls are so magnificent and beautiful - - what a wonderful sight! Unbelievable! The reunion group did an outstanding job with their selection of Buffalo and the hotel. Buffet dinner was the best ever! "Ho-Ho" as the Chinese would say, meaning "very good".

Kung Hei Fat Choy to your family and the members of the 34th bomb group. For the year of the "Snake" I am enclosing a donation to the Ray Summa Scholarship Fund, in memory of Ray Summa, Gerry Pine and Jack Farley.

Take good care and see you in Savannah.

KAREN LYNN JENNETTE - BINGHAM FARMS, MI

Thank you for keeping in touch with my mother, Carrie M. Smith. I am sorry to inform you of her death. Both my parents enjoyed the Mendlesham Memories and would share them with me often.

Please accept this small token in honor of my parents, Charles E. and Carrie M. Smith in hopes that it may help with your efforts to keep the Mendlesham Memories arriving in the mail boxes of those deserving of it.

FRED MUENTE - WAUWATOSA, WI

After sending you my original letter for renewal membership, the family came up with a birthday idea of a "Life Membership". If possible, I would like to revise the regular membership. Use the \$20.00 check, previously sent and the enclosed \$65.00 check as payment for the life membership.

Sorry for the confusion, but this will forego anymore of the forgetfulness that comes with aging. Thanks for your help in this matter.

WILLARD ATKIN - SIERRA MADRE, CA

Sorry to be so late paying dues for '01. Jean and I have had some serious health problems the past few years, but seems to be improving now. Will take this opportunity to try to bring you up to date on the make up of our crew, and correct some missing information you may have received. Our aircraft, "Goomba" did complete 100 missions, without an abort, during our assignment of 35 missions. At what point, I can not recall. We completed our tour in late April, 1945 and, as I recall, that part of the war was over in May. Now, about our crew. We were designated as crew 101, assigned to the 391st squadron. Make up of crew:

Pilot - Joseph Sekaus, 1st Lt.

Co-pilot - Robert Mason, 2nd Lt.

Ft. Engr - John Blair, T/Sgt.

Toggallier - Malcolm Corrum - S/Sgt.

Radio - Paul Baber, T/Sgt.

Ball turret - Frank Besnier - S/Sgt.

Waist gunner - Charles Lux - S/Sgt.

Tail gunner - Williard Atkin - S/Sgt.

I'm sorry for the poor printing. I have the tremors pretty bad and am unable to write. Anyway, I hope you can decipher these scribbles. I want you to know I admire the effort all you fella's put into keeping our organization going. Wish I was able to contribute some energy to help. FYI, today is my fifth birthday since receiving my new heart.

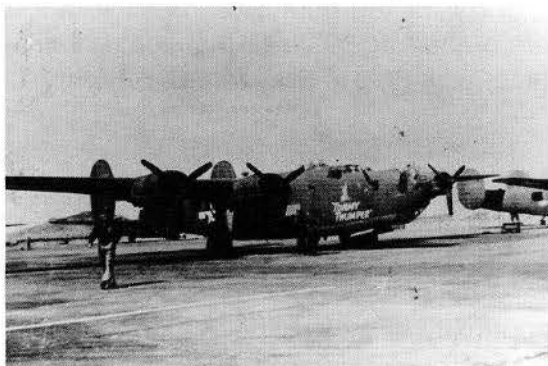
Take care and hope I have helped you.

MARIANNE (DAUGHTER OF ROSE AND ELI BALDEA)



Here is a picture of mom and dad at my house for Thanksgiving. We were able to bring him over from the nursing home and he had a good meal and a good time. For Christmas we had a party at the home and he enjoyed that also.

WALTER STURDIVAN - STOCKTON, CA



"TOMMY THUMPER" shown above at Blythe, California. This B-24, #41-29562 was flown to Mendlesham by Warren Thrun and his crew. The aircraft was the first 34th bomb group loss due to a hard landing, on a training mission, with a full bomb load. William Pedigo was the pilot at the time. Thrun's crew was given the B-24 #42-94811, the plane originally assigned to Allen O. Israelsen and named "TOMMY THUMPER II". This second plane was transferred to the 467th bomb group and crashed on Jan. 22, 1945 with the loss of the entire crew.

LON S. FELKER - MIAMI, FL

I wish to inform you that my father, Walter J. Felker, Jr. who served with the 34th BG in WWII, died this past Dec. 7th. He was a member of the 34th BGA and took considerable pride in his service with the 34th and the 391st squadron at Mendlesham, England in the years 1944-1945.

He is survived by his wife, Jane Ann Felker, his daughter, Keturah Ann Ruppert and myself (son) as well as six grandchildren and five great grandchildren.

My father retired from the Air Force after a long career that saw service, not only in WWII, but also the Korean War (B-29's) and Vietnam, stationed at Tan San Nut AFB overseeing freight operations. He was recalled for Korea and after suffering severe injuries

in a civilian car-train accident in Japan, recuperated and went on to serve in the administration with MAC, where he was twice recognized as Outstanding Transportation Officer, as other numerous decorations and awards.

OLIVER BOLDUC - CHAPLIN, CT

First, what a great job all the staff of MM do in creating such history for us all to enjoy. Most of us fail to put it down until we've read it all the way through. I know you need articles and I, for one, fail to pick up my pen and write, even to say thanks to all the staff.

Trust you having a nice spring. We still have ice and snow but it is slowly going.

I must write a "new found" member, Norman Bolduc of the 4th squadron to find out if we are related.

REQUEST FOR INFORMATION
J.O. CAMP

On October 14th 1943, at the Air Force Base at Blythe, California, a B-24 belonging to the 4th squadron of the 34th Bomb Group exploded on take off killing all aboard. Among those killed, was Joseph Oscar (J.O.) Camp. It was rumored, at the time, that it was a case of sabotage.

Jim Walker of Boise, Idaho is the nephew of J.O. Camp and is interested in obtaining any information that might be forthcoming from the members of the 34th Bomb Group Association that were stationed at Blythe at the time of this incident and might possibly have known his uncle. Mr. Walker visited the base at Blythe when he was about 5 years old and remembers there being a big white X placed at the site where the crash occurred. He also recalls a S/Sgt F.L. Consiglio who accompanied his uncle's remains to his home in Illinois.



Jim and his wife Renee can be reached at:

Walker Graphics
1718 North 30th. St.
Boise, Id 83703

Or by e-mail - jw1718n30@aol.com

LT. WILLIAM K. MACKEY

Scott Mackey, nephew of Lt. William K. Mackey who was lost over the North Sea on August 24th, 1944, on a mission to Kiel, Germany would like to hear from anyone who remembered that mission. It was the 34th bomb group's last mission in B-24's. Any information about Scott's uncle would be appreciated. He can be reached at:

Mr. Scott Mackey
7671 Tramhill Ct.
Colombia, Oh. 43235
Phone 614- 761-7973

CHANGES OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ACKERMAN	HARRY	HDQLM	N PARK BLVD	GRAPEVINE	TX	76051
CAMP	JOHN, B	18LM	9250 N BAYSHORE DR	MIAMI	FL	33138
CARROLL	DANIEL, P	?	1604 NW 21ST AVE	GAINESVILLE	FL	32605
FANGUY	FLOYD, J	4	127 MAGNOLIA COURTYARD	HOUMA	LA	70364
MORTON	ROBERT, J	391	418 EAST PROSPECT ST	GIRARD	OH	44420
WALLACE	KARL, S	4LM	8922 BLOOMFIELD BLVD	SARASOTA	FL	34238
WEBSTER	GEORGE, C	7	42 BEL FLORA RANCHO SANTA	MARGARITA	CA	92688

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
EISWERT	LEONARD, G	18	02-10-1998	3024 O'DONNELL ST	BALTIMORE	MD	21224
PRATT	ROBERT, E	391	08- -1998	328 S. SAGINAW	FLINT	MI	48502
SMITH	CARRIE	7A	?	30725 TIMBERBROOK LN	BINGHAM FARMS	MI	48025



Day is done
Gone the sun
From the lakes
From the hills
From the sky
All is well
Safety rest
God is nigh



E-MAIL ADDRESS

WILLARD M. FAGER -

WRFager@juno.com or brfager@srv.net

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CHARLES AND LORRAINE CONWAY

50 YEARS

SEPT. 8, 1951

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DONOR
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JOE AND MARILYN WONG

KAREN LYNN JENNETTE (DAUGHTER)

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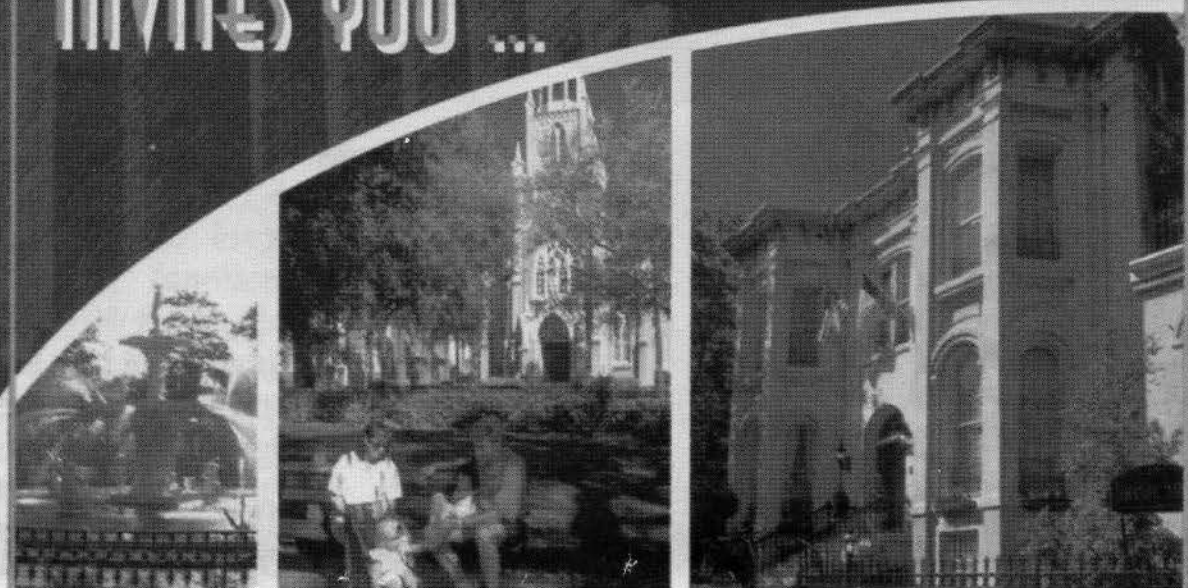
Hal Province
153 North Hill Dr.
Carriere, MS 39426

Mailing lists are given to printer on the first day of
February, May, August and November
for the
March, June, September and December issues



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The Woodlands, TX 77382
(936) 273-3561

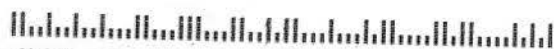
34th Bomb. Group



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