



ENDLESHAM MEMORIES



VOICE OF THE 34TH BOMB GROUP (H)



4TH SQUADRON



18TH SQUADRON



391ST SQUADRON



7TH SQUADRON

"The Sea Shall Not Have Them"



A Tribute
to those who served in the
British RAF Air Sea Rescue Service
In World War II

MENDLESHAM MEMORIES

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

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All material for publication is welcome and
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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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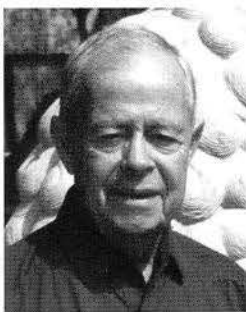
share— a thought.

We here in Houston, Texas, and the vicinity of the Gulf Coast, are very aware of the hurricane season and respect their potential for serious destruction. But no one was prepared for the wrath and fury of the tropical depression, called Allison, which recently devastated parts of this state as well as all along the Gulf Coast and on up into the Eastern seaboard. How do you cope with 20 plus inches of rain in a few hours? The bayous overflowed, sewer drains were filled above capacity and with no place to go the water took to the streets and homes and businesses and literally brought the city of Houston to a standstill for days. To name a few of the problems, it will be months before people can get back into their homes, with nothing left. Hospitals, which had to be evacuated, are closed indefinitely and hundreds of pets, lost in the surging waters do not know where their owners are. When the storm finally left the area there were 22 people dead and 4 billion dollars worth of damage. We were very fortunate where we live, as damage was minimal, but those poor people in the flood ravaged areas are still in a state of shock and will probably never fully recover their losses. Our hearts go out to them.

In a different vein, but in keeping with the water theme, this edition of MM is paying tribute to the British RAF Air Sea Rescue service of World War II which saved over 13,000 lives from the cold seas, many of them Americans. Every airman who flew from East Anglian bases was assured by the presence of these reliable high speed launches, and the men who manned them, of the possibility of being rescued after bailing out or ditching into the sea.

We are fortunate to have an ex member of that service as an associate member of our 34th Bomb Group Association. I was personally introduced to Aubrey Meadowcroft one day in April 1945 when he and his crew of HSL 2579 plucked the B-17 crew of Dinah-Mite from the icy and dangerous waters of the North Sea after being pummeled by German anti aircraft fire over Dunkirk. His article in this issue tells of his life in the Air Sea Rescue service during World War II where he served as first class coxswain on a high-speed launch. To say our crew will always be indebted to him and his crew would be putting it mildly.

Jack Share, Editor



PRESIDENT'S MESSAGE

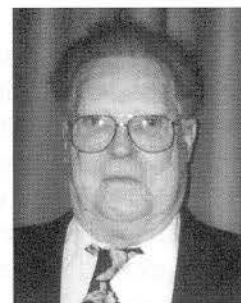
Reunion time is fast approaching and I hope you are making plans to join us in Savannah, Georgia in September. We are in the twilight of our lives and need to take advantage of our remaining time to remember and honor those who have gone before.

Father's Day has come and gone and I hope all of you had a wonderful day. Personally, I had the opportunity to fly in a rebuilt B-25 bomber. It was quite different from any plane I have flown in. It made me appreciate flying heavies rather than mediums. Space was very confining, particularly since I no longer bend well. The noise was unbelievable. In spite of this I really enjoyed a chance to fly in another warplane of WWII.

We can still take some consolation in the fact that, because of our efforts over 55 years ago, we still live in a free nation where "OLD GLORY" still waves, as a symbol of freedom and democracy.

Audrey and I are looking forward to seeing you in Savannah.

Claude Gibbs,
President



DUES

(for those who pay annually)
are due on January 1st. each year.

Please remit your \$10.00 to:

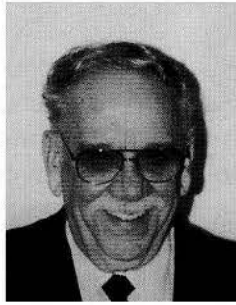
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If a membership card is desired,
please send a self addressed stamped
envelope with your remittance.



TREASURER'S REPORT

Each year after the June issue is mailed I am surprised by the response I get in the mail!! This year is no exception. I've heard from men who haven't paid their dues for several years, most of them including a check in order to get back on the roster of paid-ups. Perhaps it is the reunion in Savannah - or are they getting older and want to again be involved in the 34th BGA? And as I've told many, I don't dun for the years missed. If they send in dues for two years I credit for this year and then mark Paid-Up for the next year also. You can always check on your status by looking at your mailing address: Following your name are two items - 1) Your organization in the 34th and 2) the current year for which you paid dues. I have to use a code to escape the 2YK problem so A1 means 2001, A2 means 2002, etc. So don't expect a letter from me telling you that you owe dues for the year. Dues are payable following the December issue of Mendlesham Memories.



Thought for today:

"No date on the
calendar is as important
as tomorrow.

- Roy W. Howard,
American newspaper
Publisher (1883 - 1964)

REUNION COMMITTEE REPORT

The 17th Annual Reunion of the 34th Bomb Group (H) Association to be held in Savannah, Georgia, at the Hilton Savannah De Soto Hotel, is fast approaching - September 5-9, 2001.

We have 89 reservations as of now - including several first timers and some that have not attended recently. The Reunion Committee welcomes everyone and will do our very best to help you meet old friends and make new ones. For further information on Savannah, refer to "Mendlesham Memories" - June 2001 issue.

We hope to have the arrangements made for Salt Lake City, Utah, our 2002 reunion site, by reunion time. Seymore Isaacs, who lives in the Salt Lake area, will help in the screening process for our 18th Annual Reunion. He will be able to cut down on the number of hotels that will have to be looked at. We had talked about what we needed while we visited during the 8th Air Force Historical Society meeting and he volunteered to help us out.

We will be looking forward to seeing all of you at the September Annual Meeting in Savannah. Some of you will receive this before the reunion, some later due to mail delivery problems

Good health to all. Take care and we will see all of you at the reunion.

THE REUNION COMMITTEE

Harold Rutka
Robert Wright
Bruce Sothern

May God abundantly bless!
Hal

MOVING???

If you are moving, or have moved, send your
new address to:

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CARRIERE, MS 39426

Mailing labels are printed on Feb. 1, May 1,
Aug. 1 and Nov. 1 for the March, June,
September. and December issues.

Life in the RAF Air Sea Rescue Service

By Aubrey Meadowcroft

As far as I can tell from the latest roster, I am the only former member of the Royal Air Force accredited with membership in the 34th Bomb Group (H) Association. This being the case, I thought perhaps you would like to know something about me and my RAF service and how I came to be a member in your organization.

When World War II broke out in September 1949, I was on vacation from school which was due to reassemble at the end of the month. But, not knowing what Hitler was going to do, and with the school located on the outskirts of London and likely to be caught up in any random bombing, the school closed down. I was not quite seventeen at the time and due to go to the university the following year. So what did I do? Along with lots of other boys and girls from the two grammar schools, we set out filling sand bags to shore up the windows and walls of the local hospital. This turned out to be a good move because our benefactor took us all over to the local pub the "Leather Bottle" each day and bought us a couple pints of beer.

When I turned seventeen, I hiked off to the local recruiting office and applied for the RAF. But, not being the required seventeen years, nine months of age this required my parent's permission - and they declined. I found a job with Lloyds of London in downtown London listening to the continuous German bombing attacks. Upon reaching the required age for enlistment, I offered myself as aircrew in the RAF. However, because of astigmatism I was rejected for pilot training and was told I could go home and await for the draft, which could have meant either the Army, Navy or possible Air Force. The alternative was to remain as a volunteer going into an alternative ground trade within the service. I opted for this, especially when they suggested Marine Craft. I did not know much about this except that they had some very fast rescue boats known as HSL's (High Speed Launches). This branch was expanding and needed personnel. From that moment I was in and given seven days special leave to clean up my private affairs and then report to the recruiting center for initial training, assault courses, weapons, marching - the lot.

Being very "wet behind the ears", I was posted to my first Marine establishment at Felixstowe to learn and work afloat before going to the No. 1 Marine Craft Training School at Calshot, near Southampton, for a very intense couple of months, learning all the basic skills needed to be an efficient motor boat crewman.

After posting out very well, I was rewarded with a posting to Sullom Voe at absolutely the extreme end of the country in the Shetland Islands, far off the northern coast of Scotland, where I languished for nearly two years on a very large Marine aircraft base with Sunderland and Catalina flying boats that were covering Russian and North Atlantic convoys, searching out U-boats - with great success. The weather was unbearable, the work hard and the hours long. But, I did learn my trade which ended with a promotion to first class coxswain with the skills and authority to take charge and handle any seagoing boat in service with the Air Force - nobody could have wanted more than that.

Having more than finished my tour of duty at Sullom, I was returned to Felixstowe where I had been as a raw recruit, but now being a part of management. Felixstowe, being located at the entrance of the river where the winds and tides had so much influence on the close in maneuvering of the flying boats as they came in from all over for major, scheduled maintenance and repair. The RAF had no amphibians and I was able to pass on much that I had experienced and learned in the Shetlands. But, my stay there was comparatively short.

Once again, I was back in Calshot with the responsibility to collect and deliver any type of large seagoing craft wherever it was allocated around the British Isles and islands and also to collect them new from the makers. With the ultimate experience of learning about the many virtues and shortcomings of any particular type of craft. This proved to be one of the most enjoyable periods of my service.

It was from Calshot, being at the entrance to Southampton waters, where the major part of Operation Overload was to sail. It was also from here that a new unit was set up designated as No's 32/33 Mobile Air Sea Rescue Unit formed specifically to cover air activity expected once the invasion had started. When the invasion started, we were to spend 3 to 5 days on the beachhead in Normandy, returning to Calshot for two days for maintenance and servicing, before returning to the beachhead. There was so much debris floating around in the channel that we were always hitting something. Can you believe it? As an HSL we even collided with the turret of a Sherman tank that had slipped off its landing craft and gone straight to the bottom. It wiped off all our underwater gear, props, rudders, the lot and we had to be towed ignominiously back to Calshot for repairs.

As the armies consolidated their gains in

France, Belgium and Holland, we moved up the coast to Ostend, Belgium taking over the German E Boat pens as our base and headquarters, remaining there until the end of hostilities. It was quite a lively place to be, very close to the fighting and with the Yanks from Mendlesham and elsewhere having their daily "parties" overhead.

It was while at Ostend, on April 5th, 1945 that I had my introduction to the 34th Bomb Group. We were on stand by late in the afternoon when we got a crash call for an American plane reported down just off the harbour entrance to Dunkirk. Our initial plot put it in the Market Square. However, we were joined by a P-47 Thunderbolt which honed us in on the spot where we found two dinghies. It was a bit hairy as they were only about a mile off shore where it is very shallow, the seas very rough, with high waves, and where the Germans were still surrounded in the town. We had no chart to show where their mine fields were. We recovered the six surviving crewmen and made a hasty retreat to the tune of some 88 MM gun fire back through the mine fields again. It was getting dark by now and we were still two hours from base so the throttles were thrown open and we just flew a long - without hitting a mine. The crewmen of Dinah-Mite were treated en route and were duly handed over to the ambulance crews awaiting them at the dock in Ostend. They were whisked away to the hospital for treatment of severe shock and wounds, especially the radio operator who was in a pretty bad state.

To the best of my recollection, it was quite dark by the time we were able to get back to our moorings and shut down our engines. It was then our fitters told us our middle engine of the three was glowing red-hot and had been running on a wing and a prayer on the way back. There was a gate on the throttles that allowed us to run through for a maximum of 15 minutes - ours had been wide open continuously for at least two hours - needless to say, that engine never ran again.

The radio operator, Jack Share, was taken to a British hospital in Blankenburg, Belgium where I visited him the next day after which he was whisked away by the Americans. It would for another fifty years before I saw him again when he managed to find me (Oh, how he had changed!)

Hostilities ended shortly thereafter when we returned to England, turned in our beloved 2579, picked up a refurbished launch and were dispatched, along with five other crews, to a little island, all to ourselves, in Oslo fjord, Norway where we spent the summer of '45. We were then dispatched back to England via Sweden, Denmark, Germany, Holland, Belgium and then to Gorleston where it all started with launch 2579

in May 1944. A lot of water had flowed under the bridges between those dates. Here the unit was disbanded.

My posting from there, after Christmas at home, was back to the No 1 training school where I saw out the remainder of my time in the Air Force as an instructor to all those who were still "wet behind the ears" in the handling of RAF marine craft. I left in August, 1946; my career in the RAF was finished on the last day of October.

I would love to be able to come to the US and shake hands but distant travel is not on for either my wife, Joan or me. I have seen George Mehling, pilot of Dinah-Mite and Jack Share who came to visit me and that was great joy.

As you may have gathered, I am very proud to have been a member of the Royal Air Force and am equally honoured to be associated with the 34th Bomb Group Association.

My Forgetter

My forgetter's getting better,
but my remember is broke.
To you that may seem funny but,
to me, that is no joke.

For when I'm "here" I'm wondering,
if I really should be "there".
And, when I try to think it through,
I haven't got a prayer!

Often times I walk into a room,
and say "what am I here for?"
I wrack my brain, but all in vain,
a zero, is my score.

At times I put something away,
where it is safe, but, Gee!
The person it is safe from
is generally me!

When shopping I may see someone,
Say "Hi" and have a chat.
Then, when the person walks away,
I ask myself, "Who the heck was that?"

Yes, my forgetter's getting better,
while my rememberer is broke.
And it's driving me plumb crazy,
and that isn't any joke.



PRESS RELEASE

Former Prisoners of war: The VA Wants You

If you are an ex-POW or know of someone who is, please respond to this announcement. The American Ex-Prisoners of War, Inc., has worked hard over the past 20 years to determine the effects of the POW experience on the health in later years of our POW veterans. The Veterans Administration provides benefits related to over 20 health maladies that were presumed to be initiated because of severe prisoner of war conditions suffered in the hands of the enemy. These presumptives include frostbite, heart problems, post traumatic stress, malnutrition, osteoarthritis, and many others. For instance, we who were shot down and experienced the forced marches in the coldest winter, 1944-1945, northern Germany had had in years can well remember the swollen, cold feet; and later heart problems and residuals of frostbite are presumed by the VA to have resulted. Tax-free disability compensation is provided for such.

The American Ex-Prisoners of War organization can keep you informed about the special benefits due former POW's and their spouses or widows. Their volunteer accredited National Service Officers will do their best to help you present your valid claim to the Department of Veterans Affairs, without charge. For more information contact:

American Ex-Prisoner of War
c/o New Member Committee
c/o National Service Office DVARO
National Headquarters
OR
3225 N. Central Av., Ste. 407
3201 E Pioneer Pkwy. #40
Phoenix, AZ 85012-2421
Arlington, TX 76010
(602) 745-2201; (602) 745-2203FAX
(817) 649-2979

ASSOCIATE MEMBERSHIP

(An open letter to the members of the 34th BGA from our Corresponding Secretary and Treasurer, Hal Province).

As was mentioned in the June issue, I have been answering Internet Postings and have been getting inquiries from second and third generations of our members. For the most part, the inquirer wants to determine what Dad, Grandpa, Uncle or Cousin did when they were part of the 34th Bomb Group! "They never wanted to talk about it and now they are gone and I'm trying to piece together the information!"

I try my best to supply what information I have available and pass on to Gary Ferrell those questions on: 1) What missions were flown in. 2) What aircraft on. 3) On which dates were they flown. After supplying the available information I usually pass on the idea that we will accept requests for associate membership from anyone who has the same interest as most of us have in the 34th BGA, which is, "Keeping the organization alive and telling the story of the 34th Bomb Group in World War III!" I believe it is our duty to pass the 34th bomb group heritage on to our children and grandchildren. I ask each of you to consider making, or offering your kin, the idea of associate membership in the 34th BGA.

At our reunion in Savannah in September, we should pass an enabling amendment to our constitution that will give a vote to the associate members who have been associate members for two or more years running. In my opinion, this should have been done last year! Until we give the privilege of voting to these associate members we are a last man's organization. I don't want to see that happen! The interest is there, in our heirs, and we need to make certain that they can carry on the heritage of the 34th Bomb Group.

Hal

Double Take

This fellow felt sick and decided to go to the doctor. The doctor examining him say's "Well, I can't seem to find the problem, but I think it has something to do with alcohol."
"Well then I'll come back when your sober."

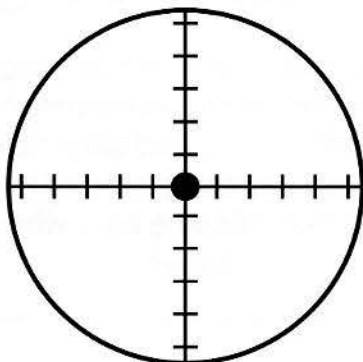
Fighters and the 34th

By March 1945 the Luftwaffe combat policies were shorn of their former arrogance, even compelled to restrict their attacks to make the most of every hour in the air and drop of gasoline. What remained of enemy aircraft after Allied fighters destroyed them in the air and on the ground and bombers kept them hopping about by tearing up their airfields were forced to avoid dogfights and attack bombers whenever possible. Formerly, Luftwaffe pilots had preferences and "priorities" according to whether it was a Fortress or a Liberator formation, or the color insignia on their tail sections marking their favorite groups to hit.

The 34th, with many more hours of formation flying under its belt than average, could hold a close formation. The enemy knew it was an old group fresh from good training in the States. At first they preferred to let the "stranger" alone and continue attacking their favorites. This policy held until March, and other units flying in front or behind the 34th were hit instead.

But on March 2nd, when Allied bombers were roaring over the Reich a thousand at a time, it was a desperate case for attacking fighters. At 1017 hours, on the bomb run to Dresden, the spare but speedy Luftwaffe appeared and 35 jet propelled fighters made intermittent attacks in elements of three, peeling off to close in from all positions and levels. The 34th's only loss was their record; none of the bombers were shot down, and the attackers gave up at 1035. Group gunners claimed eight enemy fighters destroyed, seven probably destroyed and five damaged. Gunnery training had not been relaxed in ten months although hardly a gunner flying that day had ever seen an enemy in his gunsights or was from an original crew.

The enemy did more than make passes during that month. On March 30th on an attack on Hamburg, two of our planes received major battle damage, seven minor. The most spectacular damage to any of the Fortresses occurred to one named "Thelma Jane", piloted by 1st Lt. Carl Washburn. The following account of the mission is told by the tail gunner in his own words.



The Story of "Thelma Jane"

By Jack Kling, Tail Gunner

What started out as a beautiful day for "Thelma Jane", a Fortress (B-17) and crew with 1st Lt. Carl Washburn in command, suddenly turned into a day of fighting for their lives. We were flying from the assembly point to the target for the day, the shipyards and oil installations in Hamburg, Germany.

The propeller hub of #3 engine froze, making it impossible to change the pitch of the blades. This caused quite a dilemma in that if we returned to base or dropped down to a lower altitude it would appear that we were deserting our mission. So, we shut down the engine, which was now windmilling, causing us to lose speed as we kept falling back in the bomber stream.

We must have been at least an hour behind the main 34th group as we turned on the I.P. and headed for the original target. When we got to Hamburg the sky was full of debris and flak was heavy. It seemed like moving barrages, one high, one low were coming at us. Suddenly, from out of the sun and contrails came a ME 262, the new German jet fighter, with cannons firing at us. Being at the tail gunner position, I sounded the alarm by return fire. The fighter scored a hit on the trailing edge of the left wing, which shot out the aileron and wing from the tip to almost the engine nacelle. It exposed the gasoline lines from the wing tip to the main tank; thankfully, the gas was already transferred.

After much discussion between the navigator, pilot and flight engineer it was decided to turn slowly toward England rather than head straight north to Sweden. They accomplished this by a slow flat turn to avoid losing the wing completely. Within the next half-hour, another Me 262 appeared and the ball turret gunner and I opened fire as soon as he got into range. My sight went completely out but I sighted as well as possible down the gun barrels. The ball turret gunner called that the tracers were all around the jet but we did not see him go down.

The navigator plotted a course over the North Sea. The radio operator contacted the British Air Sea Rescue to stand by, as we were not sure if we could maintain enough altitude to reach Mendlesham. The pilot fought the controls all the way from Hamburg as we made a long, straight approach to the runway, finally landing (very rough) without any casualties.

Interrogation followed from our group as well as Wing personnel. E for easy, "Thelma Jane" was sent to the hanger for a new wing and off to London Town for the crew who jelled together that day to continue their battle until the end of the war.

Crew of the "Thelma Jane"

Co Pilot	-	Thomas Bond
Navigator	-	John Perez
Gunner	-	John Polly
Tail Gunner	-	Jack Kling
Pilot	-	Carl Washburn
Flt Engr	-	Crawford Hardy
Gunner	-	Thomas Needham
Toggaleer	-	Fred Kitlinger
Radio	-	Erwin (Skip) Moen



Battle Damage Inflicted by ME 262

#159 Gustrow Suicide Mission

by Fred Berglund 7th Sqd.

An amazing book "The Flight of the Luftwaffe" by Adrian Weir has finally been published. The book is about the suicide attack on the 8th Army Air Corps, April 7th, 1945.

The 34th bomb group was a part of that mission on that fateful day. From my co-pilot seat, I witnessed history being made. I saw two German ME109 fighter planes dive straight down 1000 ft. into two B-17's, with yellow tails, in the bomb group ahead of the 34th. Their suicide rams were within one minute of each other. All that was left was two giant puffs of black smoke, which we flew right in to. Not one speck of wreckage could be seen of the 4 planes. Smithereens were all that was left.

The book shows that we followed the 493rd bomb group. The appendix does not show that the 493rd lost 2 B-17s due to ramming so we must have been following another group.

I checked a letter I wrote after the Gustrow mission and I wrote that we lost a fellow crew of the "Gotta Haver" that day. I saw the plane go down smoking after ack-ack hits to the engines. The crew bailed out and we saw several men a few weeks later. Patton's 3rd Army rescued them from a German jail and the guys were all welts from being beaten up by farmers with clubs. I saw the pilot, Paul Roscher, at a 8th Air Force reunion in Los Angeles in 1982. He was badly burned, as he had to stay with the burning B-17 until the crew all bailed out. He remained in a German hospital and said he never saw any of his crew again.

My letter after the mission stated that we had major damage to 11 of 13 B-17s in our 7th squadron due to heavy flak that day. Only two planes could fly on the next day. I reported the suicide collisions to G-2 after the mission and they said it was due to young, inexperienced pilots. I told the "BS" we had seen German pilots fly through out 34th bomb group that day and there was no "inexperienced collisions". Our flight engineer, Weber Butler and our ball gunner, Mike Jacobauski shot hell out of a ME262 which came from 2 o'clock high right at us. The 262 flew apart right off our wing. Reports said the pilot had bailed out before the plane busted up.

I had guessed that the suicide pilots were young German Hitler Youth, "Jugend". The book has pictures of many outstanding decorated veteran German pilots who wanted to die for the "Fueher" and their country.



The suicide "Elbe" German pilots numbered 120. From 25 to 40 died on April 7. They destroyed 13 American bombers on that day and 188 suffered major damage.

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REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH.....	\$37.50ea.
LATEST 34TH B.G. HISTORY BOOK, 1999 edition.....	\$49.95ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No).....	\$ 7.00ea.
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KEY RINGS - 8TH AIR FORCE - B-17 - B-24.....	\$ 4.00ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW	\$ 3.50ea.
VALOR TO VICTORY (LADY'S STICK PIN).....	\$ 3.50ea.
WINGS - 2 3/4" - PILOT - BOMBARDIER - NAVIGATOR - GUNNER.....	\$ 4.00ea.
WINGS - 2" CREW.....	\$ 4.00ea.
WINGS - 1" - PILOT - BOMBARDIER - NAVIGATOR - ENG - GUNNER.....	\$ 3.50ea.
TIE TACK - 8TH A.F. - 4TH - 7TH - 18TH - 391ST SQDNS.....	\$ 4.00ea.
BALL PEN (retractable) W/REPLACEABLE CARTRIDGE	
DK. BLUE W/GOLD LETTERS (34TH BOMB GROUP, 8TH AIR FORCE) AND GOLD TRIM.....	\$ 1.49ea.
CAPS - SOLID ROYAL BLUE (New 34th B.G. Design).....	\$ 7.00ea.
CAPS - 34TH. B.G. (Mesh back).....	\$ 6.00ea.
CAPS - 50TH ANNIVERSARY - 8TH A.F (Royal Blue).....	\$ 5.00ea.
V.C.R. TAPE 58 mins. (" Start Your Engines + 50 Years").....	\$27.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. EMBLEM (Hunter Green - beautiful)	
MED. LRG. XLRG. XXLRG.....	\$24.50ea.
MEN'S POLO SHIRT (Cobblestone beige) W/34TH B.G. EMBLEM and LOGO - (no pocket).	
MED. LRG. XLRG. XXLRG.....	\$24.50ea.
MEN'S POLO SHIRT (White W/ Emblem - no pocket) Large or X Large.....	\$27.00ea.
LADIES POLO SHIRT (White W/ Emblem - no pocket) Large or X Large.....	\$27.00ea.
SPORTS BAG - WHITE - W/Emblem.....	\$10.00ea.
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 \$4.50 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!

A Crew Chiefs Anguish

By Oliver Bolduc

Much has been written lately about the 34th's 64th mission on September 17th 1944. This was the first mission after transition to B-17s. On that day, the B-17 assigned to me, as a crew chief with two assistants, went on that mission and failed to return to our Mendlesham air base. Its assigned number was 43-38365-N from the 391st ssquadron.

My notes show it was a 5 1/2 hour mission to bomb tactical targets at Derben, Germany. That was the first, and only, mission that new aircraft went on. I have no record as to why it failed to return.

Words can never be put into writing the sadness, the heavy hearts, the complete empty feeling, the wonders of what happened, what went wrong. Did we, as crew chiefs and assistants, overlook, or fail to check something, before we allowed the bomber to leave our hardstand? We try to accept the fact that "war is Hell" and that we all accept and do our very best for our country and the beautiful flag of our Land of Freedom.

I became friends of pilot Hazen Eastman, who was shot down over our Mendlesham base by the German intruders. Lt. Eastman was on the 13th bombing mission for the 34th bomb group. Two men bailed out before the B-24 - 4252733 crashed in flames about 11:00 P.M. Of the two who bailed out, only Edwin J. Irwin lived as they were very close to the ground.

I was crew chief on that plane and witnessed the entire catastrophe and have to grieve over that loss and others and with God's help find peace of mind, 'tho I do have flashbacks.

D-DAY TURMOIL

From Allen O. Israelsen, 4th Sqd.

A booklet titled "Thunderbolts Over High Halden" about those early morning D-day rendezvous' was written by an Englishman Graham J. Hukins, believed to have been a youngster living nearby, when the 358th, P-47 fighter group moved into south England's High Halden "Advanced Landing Ground" in April 1944 - the same time we were moving into Mendlesham. The booklet (84 pages published in 1996) is based on operational records, plus anecdotes and photos, collected from veterans of the group. Through a nephew of my wife, Agnes, I met the daughter of Capt. Howard Gurley of the 365th Squadron, 358th Group. She loaned me this book in which Capt. Gurley describes the early morning rendezvous on June 7th as follows:

The fun began once we were airborne. Although we each had assigned positions in the flights, it was impossible to join up in any semblance of staying in formation using the other planes lights - red on the left wing, green on the right. We did not know whose wing we were on. After our 'leader' circled our field quite a few times with planes on his left wing and also on his right wing, he decided he had better fly a heading to our rendezvous point. We later learned that we were flying on the wing of one of our new inexperienced pilots.

With all planes airborne, the group set course for their rendezvous at Portland Hill. One plane aborted with electrical failure and others returned early because the weather and darkness made it impossible for them to make the rendezvous.

Capt. Gurley's description of their problems in P-47's surely reminded me of our similar problems in getting into formation on D-day with the 34th Group's B-24's. It was a very dark morning and in addition to the jammed beacons going on and off we occasionally were in and out of thin clouds and - oh yes, after forming, we flew up to Scotland and flew more race track patterns until our time to join the bomber stream and fly south across England and the channel to our target at Caen. After all that preparation it was a big disappointment to not bomb because of cloud layers between us and the target. Then it was a long way home, flying west and north to stay clear of other activities over that busy channel. No wonder Miser Agent ran out of fuel.

Another quote from the book:

28 May 1944, the group dispatched 49 P-47's to provide withdrawal support for 8th Air Force heavy bombers that had attacked the oil targets. Led by Lt. Col. Therriault, this was on of the 358th Fighter Group's longest hauls so far, deep into Germany.

That 28 May 1944 mission was the third one for our crew. We were lead crew for the 34th and the 34th led the 93rd Wing to the oil plant and power station at Lutzendorf. I don't recall if it was P-51's or P-47's that escorted us out of Germany that day but it could well have been P-47's from the 358th Group.



UNITED STATES SOLDIERS' AND AIRMEN'S HOME

For more than a century and a half the Naval Home in Gulfport, Mississippi and the United States Soldiers' and Airmen's Home, in Washington, D.C. have provided the finest retirement and medical care for our nation's veterans. Both facilities, now under the unified management of the Armed Forces Retirement Home, are considered model retirement centers, complete with on-site assisted living and long-term care facilities to meet the future needs of each resident.

Residency is open to veterans from all of the Armed Services whose active-duty military service was at least 50 percent enlisted or warrant officer, received an honorable discharge and who are one of the following:

- * Retirees with 20 or more years of active-duty service, and who are at least 60 years old.
- * Veterans who are unable to earn a livelihood due to a service-connected disability.
- * Veterans who served in a war theater or received hostile fire pay and are unable to earn a livelihood due to injuries, diseases or disability.
- * Female veterans who served prior to 1948.

Despite their names, veterans from any service are welcomed at either home.

Both homes offer each resident a private room, three meals per day, some on-site medical care, plenty of recreational activities and access to medical treatment at nearby VA or military treatment facilities.

In addition to fine living accommodations and recreational activities, residents enjoy spending time among people with whom they share a special bond - the bond of military service and service to this nation.

More information is available through our website (www.afrh.com) or by calling the toll-free numbers for each home. The U.S. Naval Home can be reached at 800-332-3527 and the U.S. Soldiers' and Airmen's Home can be reached at 800-422-9988.

The Straggler

I saw a Fort knocked out of it's group,
Afire and in despair.
With the Nazi fighters surrounding her,
As it flew alone back there.

The Messerschmitts came barreling through,
Throwing a hail of lead
At the crippled Fort that wouldn't quit,
Though two of its engines were dead.

But a couple of props kept straining away,
And here guns were blazing too.
As she stayed in the air in that hell back there,
And fought like the Fortresses do.

Four times a fighter belched fire and smoke,
Four times a fighter went down,
As the Fortress kept winging home.
And the nerve of the crew stayed sound.

But time after time the fighters came back,
And attacked the lagging plane.
I knew she couldn't last for long,
And my heart was touched with pain.

Her gunners fought a bitter fight,
But now the guns were still.
And a fighter, seeing the time was ripe,
Came in to make the kill.

A stream of lead ripped into a tank,
And the Fort exploded in two.
And somewhere the angels prepared a place,
For a weary Fortress crew.

T/Sgt Orvil (Second Timer) Lindsey.



8th Air Force Bomb Groups in England in World War II

BOMB GRP	STATION	AIRCRAFT	MISSIONS	LOSSES
34th	Mendlesham	B-24/B-17	170	34
44th	Shipdham	B-24	343	153
91st	Bassingbourn	B-17	340	197
92nd	Podington	B-17	308	154
93rd	Hardwick	B-24	396	100
94th	Bury St. Edmonds	B-17	324	153
95th	Horham	B-17	320	157
96th	Snetttherton Heath	B-17	321	189
100th	Thorpe Abbots	B-17	306	177
303rd	Molesworth	B-17	364	165
305th	Chelveston	B-17	337	154
306th	Thurleigh	B-17	342	171
351st	Polebrook	B-17	311	124
379th	Kimbolton	B-17	330	141
381st	Ridgewell	B-17	296	131
384th	Grafton Underwood	B-17	314	159
385th	Great Ashfield	B-17	296	129
388th	Knettishall	B-17	306	142
389th	Hethel	B-24	321	116
390th	Framlingham	B-17	300	144
392nd	Wendling	B-24	285	127
398th	Nuthampstead	B-17	195	58
401st	Deenthorpe	B-17	256	95
445th	Tibenham	B-24	282	95
446th	Bungay	B-24	273	58
447th	Rattlesden	B-17	257	97
448th	Seething	B-24	262	101
452nd	Deopham Green	B-17	250	110
453rd	Old Buckenham	B-24	259	58
457th	Glatton	B-17	237	83
458th	Horsham ST Faith	B-24	240	47
466th	Attlebridge	B-24	232	47
467th	Rackheath	B-24	212	29
486th	Sudbury	B-17	186	33
487th	Lavenham	B-17	185	48
489th	Halesworth	B-24	106	29
490th	Eye	B-17	158	40
491st	Metfield	B-24	187	47
492nd	North Pickenham	B-24	64	12
493rd	Debach	B-17	158	41

Additional losses incurred by the 8th in other than "Combat"

The above tabulation represents a record of planes lost only on "Combat" missions, primarily on the continent. Not taken into account are such losses as crashes in England when returning from a raid, losses in training, ferry flights, etc. When "all causes" are counted, the 8th Air Force aircraft losses look like this:

B-17's - 4,754

B-24's - 2,112

P-47's - 1,043

P-38's - 451

P-51's - 2,201

In addition to these better known aircraft, the eighth also incurred losses in a variety of light and medium bombers plus aircraft in weather observation, troop carrier, radio counter measures, training operations, etc.

A total of 12,731 B-17 Flying Fortresses were built. About 50 still exist with only a dozen or so still flying.

Friends Write

DEXTER JORDAN - HUNTERSVILLE, NC

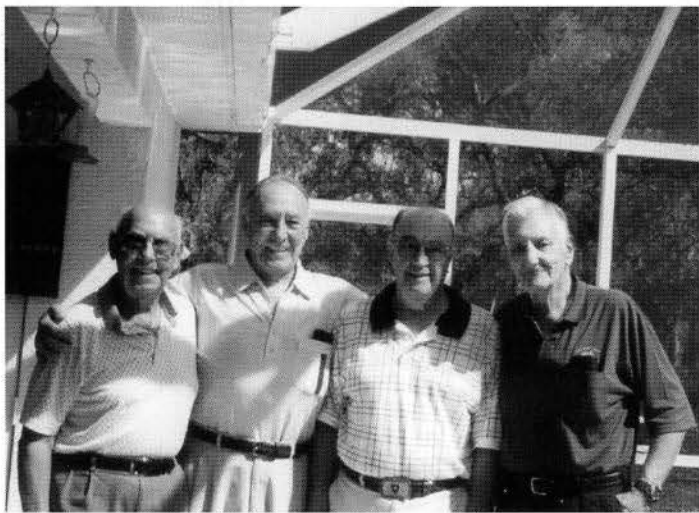
It is with a sad heart that I write this note. I received a note yesterday from Betty Schommer that Paul, her husband, had passed away March 7th 2001.

Paul worked on my ground crew the latter part of our time in England. He was a good friend.

Men who were assigned to my crew from time to time in England were Elmer Scofield, James Miller, James Watkins, Paul Schommer and Paul Meeder. They were not just mechanics; to me they were good friends. Hang in there, Paul Meeder, it is just you and me now - all the others are gone.

BOB WRIGHT - PORT CHARLOTTE, FL

Sending this picture along for the MM. We had a mini-reunion at the Stuthers home in Nokomis, FL in March with a buffet lunch. It was very nice.



Left to right - Bob Wright, Loren Pittman, Richard Sculley and Jim Stuthers.

LOU TAMBURRO - TARPON SPRINGS, FL

Finally got to the 34th bomb group dues time.

Been waiting to move since my wife passed away. The time was right now; have downsized to one bedroom.

Hoping to be present in Savannah in September as it is close and I can drive up.

JACK OYSTER - NICEVILLE, FL

As a relative new member of the 34th Bomb Group Association, I'm looking forward to the 17th annual reunion in Savannah. It is with strong hope that I will meet several other crewmembers that flew on the following missions:

June 7, 1944 - the 13th group mission - France

June 14, 1944 - the 16th group mission - Germany

Sept. 27, 1944 - the 69th group mission - Ludwigshafen, Germany

It was the June 7th mission that what I thought was a German JU-88 (later others said it was a He 111) shot down two of us as we were coming in for a landing at Mendlesham. As I remember it, one plane on our right wing was hit and the other was lower off our left wing. Our pilot, Captain Sam Laskin, killed our lights, hit the deck and landed us safely at another base. I and the other enlisted men of our crew joined Col. Wackowitz on a futile search for the members of one of the planes. I understand that their remains were later found in a cornfield.

On the June 14th mission, we were returning from our bombed target and were severely hit by flak close to Antwerp. Captain Laskin was wounded by flak that came up through his seat, through his right thigh, and split his right hand between thumb and forefinger. I shot him with morphine, put a bandage and tourniquet on his leg and bandaged his hand. Despite his severe injuries, Capt. Laskin fought our crippled B-24 and safely crash-landed it on a cement square somewhere over the Cliffs of Dover. Needless to say, each and every crewmember owes his life to him. Capt. Laskin was awarded the Silver Star and the last time I saw him was in the hospital in Oxford. I have tried to locate him or his heirs at his last known address, but to no avail. If anyone has any idea where I can get in touch with him, or his heirs, it would be most appreciated.

The September 27, 1944 was Group Mission 69. We had gone to Ludwigshafen on September 25th but evidently didn't do a very good job, so we went back on the 27th. We were lead plane, but our electrical system was goofing up so we had to signal the deputy lead to take over, just before the bomb run. As we moved over, we were hit by flak: all eleven of us bailed out. The only crewmember seriously hurt was the micky operator (radar). I was a guest of the Germans until April 26, 1945.

When we were shot down the tail gunner was replaced by R. Stellmach, visual navigator. We also had Major H. Burton as co-pilot from the Wing, and W. Davis, radar operator. Our co-pilot was moved to the tail gunner's position to spot formation.



Back Row - L to R

J. Dealer - Gunner, J. Oyster - Radio, R. Huebler - Flt Engr, R. Pearce - Bombardier, E. Lian - Co-pilot.

Front Row - L to R

? - Tail Gunner, J. Wolf - Top Turret, Capt. J. Blackburn - Pilot, C. Orr - Navigator

Look forward to seeing one and all in Savannah.

FRED BERGLUND - WAHKON, MN

Looking forward to Savannah reunion. May be the latest and greatest.

JOE RAPISARDA - RICHMOND, VA

Re: Bruce Bleeker's article "Close Call" (December 2000 issue MM).

I was one of the men on that flight and I must say it was quite an experience.

Bruce and I recall returning from Iceland on a mail plane with bench or bucket seats and landing at Presque Isle, Maine, then going to Miles Standish just outside Boston, by train.

I am wondering who else was on the flight that day and if you have heard from any of them. If you have please publish as it might be interesting to correspond with them.

Ed - see F/O Ed Gronkowski's story "Whew, Close Call II in March, 2001 issue.

MARIE DENNY - SEBRING, FL

With a sad heart, I would like to let you know that my husband, Howard H. Denny, passed away on February 7, 2001.

Howard always enjoyed reading Mendlesham Memories. Thank you for the memories you provided him over the past years.

VERNA EDWARDS - LAKE KIOWA, TX

I want to let you know that my husband, Joseph W. Edwards passed away May 4th 2001. He was a life

member and loved the 34th.

He was buried in the Dallas-Ft. Worth National Cemetery with full military honors.

MERLE RUSSELL - CASA GRANDE, AZ

I just received the new roster and wanted to notify you that Irwin P. Pochter and his wife, Beverly were killed in a plane crash in Kansas on June 8th 1999. We were crew members on the same plane.

JIM HINCHEE - SALEM, VA

Helen Maciel called me this morning to say that Earl passed away in the early morning hours. Our group keeps getting smaller.

I went to the D-day Memorial on the 6th. It was very impressive and Bush gave a good address. There sure was a large crowd there. We were lucky and had a nice clear day - but hot. Cannot have everything. Just thought you would like to know.

MARY ANN SACHERMAN - WOODLAND HILLS, CA

Friends are sending a tribute to Lee as he loved reading the quarterly newsletter. He almost finished a book about WWII. Incorporated in the book are 200 love letters that he wrote to me while in training and then from overseas. Our daughter will try and finish it. We had 57 happy years together. I want to thank you from the bottom of my heart for the lovely letter written me. He and Val McClellan spoke often and fondly about the 34th bomb group and as you say "memories" - even with a "hole in my heart".

PS - You should receive a donation from my teachers where we volunteer and teach English, as a second language, once a week, to parents and adults, free of charge. I organized this class 3 years ago. It is most gratifying to help so many adults learn to speak our language.

ROBERT MACIEL - WARWICK, RI

I'm saddened to report the passing of my father, Earl J. Maciel on 9 June 2001. He and his family are proud of his 35+ years of military service to his country and he was particularly fond of his participation on the 34th Bomb Group Association. It was clear your annual reunions were eagerly anticipated by my parents. Upon going through his effects, it appears he kept every issue of "Mendlesham Memories".

Before he died, I promised I would continue with the 34th. Please advise how I can best accomplish this.

Warmest regards.

Ed: Hal Province has extended an invitation to Rob to become an associate member of the 34th Bomb Group Association.

PAUL KUTCHER - NORTH CANTON, OH

I was stationed with the 34th bomb group, 4th squadron at Mendlesham in 1944-45. Some years ago I was asked if I was with the group in England and I replied that I was, but never joined. I want to thank you for the occasional newsletter I receive each year.

Enclosed is a check for my dues. You are doing a very good job.

PAUL GUSTAFSON - WOOSTER, OH

Enclosed find a check for \$20.00 for 2001 and 2002 for dues to reinstate my membership in the 34th BGA. For some reason, I have often, over the years, been off schedule on payments.

I have been a placid member of the organization, feeling I should support it but not on to talking much about service time or associate with others that do.

Bret, our son, first got interested in his maternal grandfather's WWI unit, 28th (Pennsylvania) division, then on to WWII history, the tail end of which was Air Corps, navigator - and so - the 34th bomb group. He has probed and prodded and gotten me somewhat more interested in my past and I will keep at it.

Thanks for forthcoming with "Mendlesham Memories" and thanks for getting me on the ball and thanks for your interest in Bret's work.

JOHN CIARLELLI - HAMDEN, CT

I would appreciate very much if you would send me the home address and telephone number of the Norm Bolduc whose article "The Early Years" appeared in "Mendlesham Memories" Vol XXVI No 2, June 2001.

He and I served in the same 34th bomb group, but different squadrons from Westover Field, Massachusetts to Ephrata, Washington.

Enclosed is a \$25.00 check - just cuz!

WAYNE WRIGHT - JACKSON, TN

Regret not sending dues the past several years. I've experienced very good health but my wife, has been immobile for several years and past away last Jan. 8th, so I've been living in the past for several months.

I hope to make the reunion at Savannah in September.

I saw in the last Mendlesham Memories when Louis Tamburro of Tarpon Springs Fl. said John was his navigator. Would you please send me his address so I can write to him.

Also, I'm enclosing a donation to the Ray L. Summa Scholarship Fund in memory of John.

LLOYD INMAN - KELSO, WA

Think I owe dues for this year. If I'm late I'm sorry - health problems have slowed up my response time!

Looking forward to Savannah and visiting old friends again. Thanks for all your good work for the association.

MARGO BURNELL - KIRKLAND, WA

Enclosed are our checks for two associate memberships. One is Bill's son, Robert who will be with us in Savannah and the other is my son, Michael who joined us on the field Father's Day when Bill went up in the B-17 and has showed an interest in his stepdad's war years.

Thanks so much for your work in keeping the 34th going in this way.

GORDON MATSON - LATHAM, NY

I want to thank you for the information and the opportunity to become a member of the 34th bomb group association. I am very excited about the recent contacts that have come my way. The co-pilot of my uncles crew, who from fate was placed on another plane the day of 8/24/44 and had the very unpleasant experience of watching his close friends go down with extreme helplessness. However, Scott Mackey and I are extremely lucky for this for there is probably no other who knew our uncles the way he did.

I am seeing information about the Savannah reunion - 90% sure about going for Fridays and Saturday leaving Sunday morning.

I have enclosed a check for \$10 for the membership fee. Some information about me. I have a wife, Bonnie, of 8 years and two boys, Mack (41/2), Scott (5 mos).

Looking forward to meeting people and talking about the 34th bomb group while at Mendlesham.

DAVE KILEY - SAN DIEGO, CA

My father, Warren Kiley, died July 23. I have attached the obituary that ran in the San Diego Union Tribune. We are very proud of his service to his country and of all his comrades in arms. He had a US Air Force detail at his funeral and the local VA-POW group provided his pallbearers. I would like to join the 34th association to keep in touch.

His obituary read that he was born in Chicago, IL, and was an aerospace engineer for many years. He served with the 34th bomb group of the 8th Air Force as a B-17 bomber pilot during WWII for which he received numerous medals. After being shot down in October 1944, he spent 7 months in a German POW camp.

BILLIE D. EZELL - SILOAM SPRINGS, AR

I was very glad to see the article about "Tommy Thumper" by Walter Sturdivan as I was the Flight Engineer on "Tommy Thumper" and "Tommy Thumper II". We flew 28 missions on "Tommy Thumper II". We were issued "Tommy Thumper" at Blythe, Ca. The emblem above the name "Tommy Thumper" is a rabbit put there at the request of Lt. Warren Thrun's wife. When we left Blythe, we flew to Omaha, NE, West Palm Beach, FL, Havana, Cuba, Georgetown, British Guiana, Belem, Brazil, Marrakech, Morocco, then to Mendlesham, arriving there with the rest of the 34th bomb group in April 1944. Below is a picture of "Tommy Thumper II" and our crew.



Back Row Standing

Charles F. Norton - Waist Gunner
Billie D. Ezell - Fight Engineer
Albert J. Migiorelli - Tail Gunner
Phillip F. Sheridan - Bombardier

Front Row Kneeling

Frankie L. Champion - Ball Turret
Guatemazie Garcia - Waist Gunner
Eugene J. Troth - Radio Operator
Richard H. McCauley - Co-Pilot
Warren E. Thrun - Pilot

LIFE - a learning process

I've learned that no matter how bad it seems today, life goes on, and it will be better tomorrow.
I've learned that you can tell a lot about a person by the way he/she handles three things: a rainy day, lost luggage and tangled Christmas tree lights.

I've learned that regardless of your relationship with your parents, you'll miss them when they're gone from your life.

I've learned that life sometimes gives you a second chance.

I've learned that making a "living" is not the same as making a "life".

I've learned that you shouldn't go through life with a catcher's mitt on both hands. You need to be able to throw something back.

I've learned that if you pursue happiness, it will elude you. But, if you focus on your family your friends, the needs of others, your work and doing the very best you can, happiness will find you.

I've learned that whenever I decide something with an open mind, I usually make the right decision.

I've learned that even when I have pains, I don't have to be one.

I've learned that every day you should reach out and touch someone. People love that human touch - holding hands, a warm hug, or just a friendly pat on the back.

People will forget what you said, people will forget what you did, but people will never forget how you made them feel.

I've learned that I still have a lot to learn.



TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
CARROLL	GEORGE, H	7LM	04-21-01	RT 1 BOX 189	GILBERT	LA	71336
DENNY	EDWARD, H	391LM	02-07-01	2502 DAVIS CIRCLE	SEBRING	FL	33870
DUKES E.	FRANKLIN	18		2645 CORALBERRY PL	CHARLOTTESVILLE	VA	22911
EDWARDS	JOSEPH, W	391LM	05-04-01	830 KIOWA DR. E.	LAKE KIOWA	TX	76240
KILEY	WARREN, J	18		5255 LENORE DR	SAN DIEGO	CA	92115
LARSON	LOWELL, A	4W	03-26-01	636 W 5TH ST	OXNARD	CA	93030
MACIEL	EARL, L	391LM	06-09-01	59 LIVERPOOL ST	WARWICK	RI	02886
POCHTER	IRWIN, P	7	06-08-99	E CALLE SIN PECADO	TUCSON	AZ	85718
SACHERMAN	LEE, R	391	05-25-01	21801 BURBANK BLVD #89	WOODLAND HILLS	CA	91367
SCHWARZ	BERNARD, M	391 CP LM	01-01-01	100 SEQUASSEN AVE	OLD SAYBROOK	CT	06475
SCHOMMER	PAUL C	7	04-07-01	550 VIEW APT #10	ST. PAUL	MN	55102
SKAGGS	LEWIS	LWP	08-23-00	1718 ZUNI RD	PUEBLO	CO	81001
STOCKMAN	J EUGENE	4	?	RT 2 BOX 262	CLINTON	SC	29325
WESSEL	JEROME, R	4 & 18	?	4915 RAMSDELL AVE	LaCRESCENDA	CA	91214

LIFE MEMBERSHIP

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
STURROCK	JAMES, D	391	PO BOX 1300	TRYON	NC	28782

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ASHLEY-ADNEY	HELEN, L	391A	N LATANA ST	CAMARILLO	CA	93010
BRIGHT	MICHAEL, J	7A	8144 17TH AVE, SW	SEATTLE	WA	98106
BURNELL	ROBERT, C	7A	21215 NE 156TH ST	WOODINVILLE	WA	98106
CHESTER	EVELYN, L		8689 OLD CHARLOTTE PILE	PEGRAM	TN	37143
MACKEY	SCOTT 4A		7671 TRAPHILL CT	COLUMBUS	OH	43235
MATSON	GORDON	4A	4 DORSMAN DR	LATHAM	NY	12110

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 LEE SACHERMAN
 JOHN T. NORTHRUP

DONOR

WALLACE GREEN
 WALLACE GREEN
 HELEN ASHLEY-ADNEY & SONS
 VAL J. McMCCLELLAN
 BILL & BETTY CHEEK
 BRANDEIS ESL GROUP
 MARGARET NORTHRUP (WIFE)

NEW E-MAIL ADDRESSES

HARRY ACKERMAN 655 NORTH PARK BLVD APT 120 GRAPVINE, TX 76051 - HarryRenored@aol.com

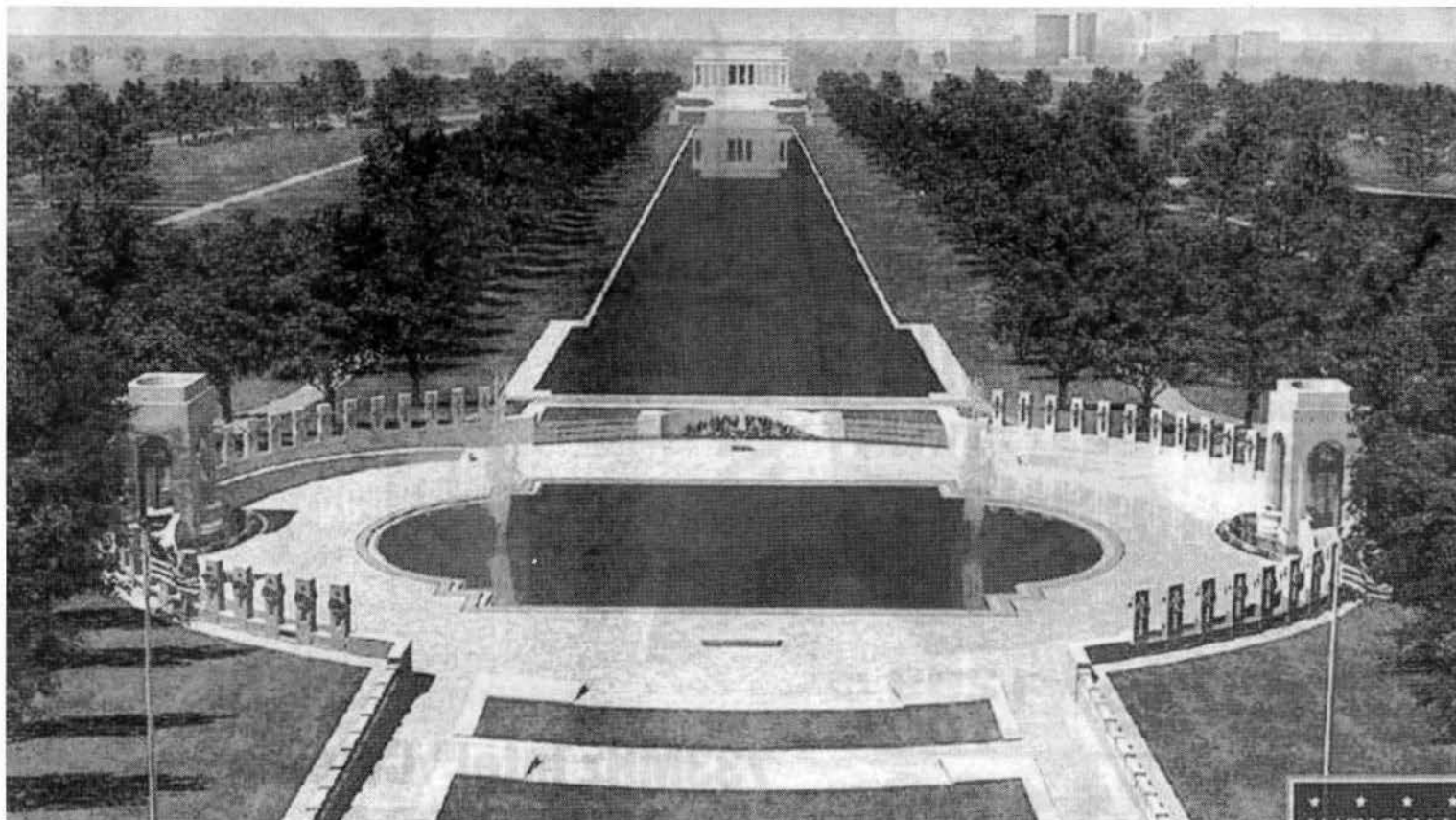
WEDDING ANNIVERSARY

MARTIN AND ELIZABETH WEGENER

60 YEARS

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
ACKERMAN	HARRY	HDQLM	655 NORTH PARK BLVD#120	GRAPEVINE	TX	76051
ALDRIDGE	FREDERICK, P	4/391	467 SUNSET BLVD	CLINTON	SC	29325
ALVORD	FAYNE, L	18	914 CHESTNUT ST.	COAL TOWNSHIP	PA	17866
ANDERSON	MAURICE, N	18	12800 MARION FARMS APT516W	MINNETONKA	MN	55305
AUSTIN	PAUL, E	18	14188 COUNTY RD 12	PENGILLY	MN	55775
AZZOPARDI	HARRY	391	7314 PASEO VERDE	CARLSBAD	CA	92009
BARRETT	WILLIAM, J	GRP	8001 HOPE CROSSING	EVANSVILLE	IN	47712
BERRY	BOB	7A	1907 CATHARINE CIR	JONESBORO	AR	72404
BERRY	EDWARD G	7	1907 CATHARINE CIR	JONESBORO	AR	72404
BLACKHAM	JACK, F	4	P0 BOX 50852	MIDLAND	TX	79710
CAMP	JAMES, R	18LM	9250 N BAYSHORE DR	MIAMI	FL	33138
CHANCEY	KENNETH, J	18	5853 CHANCEY RD	PATTERSON	GA	31557
COLE	SANFORD	7	BOX 501	SIMSBORO	LA	71275
CONSTANCE	JOHN E	18/391	5412 S 106TH ST	OMAHA	NE	68127
EGGLESTON	A.C.	7	1200 PASEO VERDE DR.	MERCED	CA	95348
FILLMAN	DONALD, K	18LM	1101B CARRIAGE LANE	CAMERON	MO	64429
FOX	ROBERT, B	7LM	PO BOX 42882	INDIANAPOLIS	IN	46242
FRANK	DALE, L	475SDLM	415 WEST BENTON	WINTERSET	IA	50273
FRANK	PAUL, E	7	903 EUSTIS ST	EUSTIS	FL	32726
GARRETT	JOSEPH, O	4	535 STABLEGATE DR	ALPHARETTA	GA	30004
HARRELSON	THOMAS K	WLP4	5344 S LANSING STRA	TUCSON	AZ	85706
HELLAND	PHILLIP	18	1669YANKEEDOODLERDAPT208	EAGAN	MN	55121
HENSON	HAROLD R	18	216 W MAIN ST	PAYSON	AZ	85541
HOENNINGER	AUGUSTINE, R	7	2556 82ND ST	EAST ELMHURST	NY	11370
JORGENSEN	WAYNE 7	15206	GREENHAVEN WAY	BURNSVILLE	MN	55306
KNOWLTON	ROBERT, W	18	786 HARRISON DR	SAINT GEORGE	UT	84790
LEWIS	CHARLES, H		PO BOX 3631	WENATCHEE	WA	98807
LOCKARD	LESTER18	415	SOUTHWOOD DR	TIPTON	IN	46072
LUCAS	RAYMOND, E	4	6501BRUSHCOUNTYRDUNIT135	AUSTIN	TX	78749
NURRE	ALVIN, H	18	4607 HEGER DR	CINCINNATI	OH	45217
ORTON	WILLIAM, H JR	14460RDLM	POBOX190503	BOISE	ID	83719
REYNOLDS	WINFIELD, K	18LM	4 TEWKSBURY CT	PINEHURST	NC	28374
REILLY	GLENNIS	18A	13307 PEACHTREE RD	OCEAN CITY	MD	21842
RICE	LOUIS, H	18	6700 VOLCANES RD NW APT217	ALBUQUERQUE	NM	87121
ROE	WAYNE	391	410 N CENTRAL AVE	ALLERTON	IA	50008
ROWLEY	FRANCIS, O	4	2121 N CENTER #42	MESA	OK	85201
SARGENT	CLARA MAE	391A	15 ABBY CHASE	JEFFERSONVILLE	IN	47130
SAKOWSKI	JOHN, J	391	401 PHELPS AVE	GLEN BURNIE	MD	21060
SEILER	TOBY		8600 U S HWY 41	PALMETTO	FL	34221
SIMPSON	WILLIAM R	HDQ	10 BISHOP BLVD APT 204	HOLLY HILL	FL	32117
SUDDERTH	CLYDE, T	7	4616 LAKE JEANNETTE RD	GREENSBORO	NC	27455
TANDY	ERVIN, LEE	4LM	1907 E MUNCIE AVE	FRESNO	CA	93720
TOPOR	ALBERT, C	HQ	420 MORNINGSIDE DR	MIDLAND	MI	48640
VENNE	DERRICK, J	7	100 LYNN CT	GULFPORT	MS	39503
WAARVICK	TILVERN, M	391	9463 SW LAKESIDE DR	TIGARD	OR	97224
WEST	LOUIA, E	4/18	10858 VALIENTE CT	SAN DIEGO	CA	92124
WILLIS	LYN	391LM	9617 ESTRELLITA ST	RIVERSIDE	CA	92503
WOOLFORD	WILLIAM, J	391LM	983 NETZEL ST	OREGON CITY	OR	97045
YOUNG	JAMES, C	7A	1839 GREEN ST APT305	HARRISBURG	PA	17102



*The artist's rendering above shows the World War II Memorial
on the National Mall in Washington, D.C.*

The Veterans Administration provides these sobering statistics. Of the 16 million American men and women who served in uniform during World War II, about 5 million are alive today. In 2004 - the earliest date the Mall memorial could be dedicated, if everything proceeded smoothly - 3.8 million veterans will be left. For every year after that - well, you do the math.

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

34th Bomb. Group



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