



# ENDLESHAM EMORIES



VOICE OF THE 34TH BOMB GROUP (H)



**Contrails**

*By Dale Ganger, Photographer - 4th Sqd.*



18TH SQUADRON



391ST SQUADRON



7TH SQUADRON



4TH SQUADRON

# **MENDLESHAM MEMORIES**

Newsletter of  
***The 34<sup>th</sup> Bomb Group Association, Inc.***

[www.excel-tech.com/34th/](http://www.excel-tech.com/34th/)

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## **Deadline**

All material and items for the December, 2002  
issue of Mendlesham Memories should reach  
me on or before October 15th, 2002. 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](http://www.mighty8thmuseum.com)

[www.air-museum.org/b17.htm](http://www.air-museum.org/b17.htm)

[http://www.jccc.net/~bgustaf/34th\\_Bomb](http://www.jccc.net/~bgustaf/34th_Bomb)

## share - a thought

As we mature in years, we find it necessary to leave our previous dwelling and find a more suitable living space, because of downsizing, moving in with a relative or for whatever reason. This has put a tremendous burden on keeping track of our members and providing them with each issue of Mendlesham Memories. IF YOU ARE MOVING, send your new address to Hal Province, 153 N. Hill Dr. Carriere, MS 39426. Unless you send Hal your new address the Post Office will not deliver your newsletter, even if you only change your apartment number.

Realizing that most people will not send us their new address, we have on the back of each newsletter "Address Service Requested". What happens if you change your address without notification to Hal, the newsletter is sent back to me with your new address, if the Post Office knows it. This is fine, but the hitch is, it costs your organization 60 cents for each one returned and that rate will be going up beginning with this issue due to the increase in postal rates as of July 1<sup>st</sup>, 2002. As you can see, by the number of address changes in each issue, this is a serious drain on our association's finances. In some cases, if the post office doesn't have your new address, the newsletter is sent back as undeliverable and you will never receive another MM since we don't know where you live - DON'T LET THIS HAPPEN TO YOU! Please, send in your change of address as soon as you know you are moving.

We're trying to get this issue of MM out earlier than usual so that you who are going to the reunion will have your copies prior to leaving. Since the reunion is later this year, we have a good chance of accomplishing our mission.

Remembering Ted Williams, the "Splendid Spinter" who died July 5, 2002. A baseball legend who gave up five years of an illustrious and profitable career to fight in two wars - WWII and Korea. One of the greatest of the "Great Generation".



Jack Share, editor



## President's Message

Greetings from the great State of Kansas: Time is really flying by and it won't be long until September is upon us. Hope all of you have your luggage out and ready to head for Salt Lake City. I hope and pray they find the little girl that was kidnapped before then.

It's about the same old thing in Kansas. First it was dry, then quite a lot of rain and now it's dry again. It's been in the nineties, not too bad. Just take it as it comes and like it. One sure can't predict Mother Nature.

I've given up my job as Quartermaster of the VFW here at Kincaid, KS. I thought it was about time, after thirty six years. I've tried to get it done a few years ago and now I've finally got it accomplished. Another job done.

I imagine all that went back to England are home resting up now. I would have liked to have gone back a few years ago and take LaVerne, but it didn't work out. The last few years haven't been too easy on this old body. I just keep plugging along and yes, my wife keeps giving me a little push. I'm sure I need it.

I'm wondering how much more our great country can take. Terrorist attacks and now all the forest fires in the western states. The firefighters must be getting awfully tired being out there so many hours. As I write this, they are gaining a little at a time. If they can hold out.

My wife went and done it again. She had a second detached retina on the same eye. The first one was on March 29<sup>th</sup>, the second on May 28<sup>th</sup>. She had more surgery and is still getting over it. The gas bubble they put in had to dissolve before she can see. Now all she can see is light. No definite figures or designs. It will take time. I'm hoping she's OK by September. Time will tell.

Today is the 4<sup>th</sup> of July. We went to our county seat in Garnett, KA for the 100<sup>th</sup> anniversary of our brick courthouse. A nice little celebration for a small community. I retired in 1990 after serving as County Commissioner for twenty four years. The great granddaughter of the architect that designed the building sang the National Anthem. Very appropriate.

With that, I'll sign off and we'll see you all in Salt Lake City. Take care and God Bless,

Wayne E. Howarter, President



# From the Treasurer's Computer

(A Memorable Ride)



A few weeks ago, I took a BIG STEP BACKWARD! For several years now I've narrowly missed being at the right place at the right time to see the COLLINGS FOUNDATION B-17 and the only flying B-24 on their nationwide tour. When the New Orleans paper announced that the aircraft would be on display there, my youngest son, Keith, immediately let me know and suggested we visit it together. Like many of you, I hadn't been particularly verbose in talking about my experiences during the war and I was very pleased that he was interested in seeing what I had flown in back in the 40's! With Paul Nichols, a friend who was a B-24 pilot in the 43<sup>rd</sup> BG in the SW Pacific, we were at the gate on Saturday AM just itching to get to visit and examine both aircraft. Except for a static display at Lowry Field at Armorers school I had never been in a B-24 and was anxious to be able to relate to stories I had heard from the B-24 airmen of the 34<sup>th</sup>.

First, naturally, we went to the B-17 line and I was answering Keith's questions as we waited to climb into the nose of the aircraft and NO—I didn't attempt to enter it the way we did in the 40's. I heard later that the old way is now referred to as "Pulling A Gregory Peck" obviously, from his failure to climb into the nose in the movie "Twelve O'clock High". Visitors both ahead and behind us in line were listening to me relate how it was then and soon they were asking questions on their own. And as some of them moved on they took the time to thank me for what I had done during the war! The running commentary continued even as we entered and observed the B-24 and I was able to compare the two aircraft. I'll let you in on a little secret—the B-17 has shrunk! I could hardly get through the bomb bay! The visitors showed much interest in the B-17 ball turret mainly because they were able to look inside it as it sat on the hardstand.

The B-24 was strange to me - down past the ball to get to the bomb bay then up to the radio room. We had to leave from the bomb bay because the rest of the aircraft was roped off - I couldn't get through the bomb racks there either! I now have a good idea of the 24 and will be able to visualize the setup when you B-24 airmen talk and refer to it!

As Keith and I were making our way to get a cold drink, he remarked, "Dad, I sure would like to ride in that B-17". Finding that room would be available on the 5:00 PM flight and figuring my plastic card was good for a few more hits - for such a good

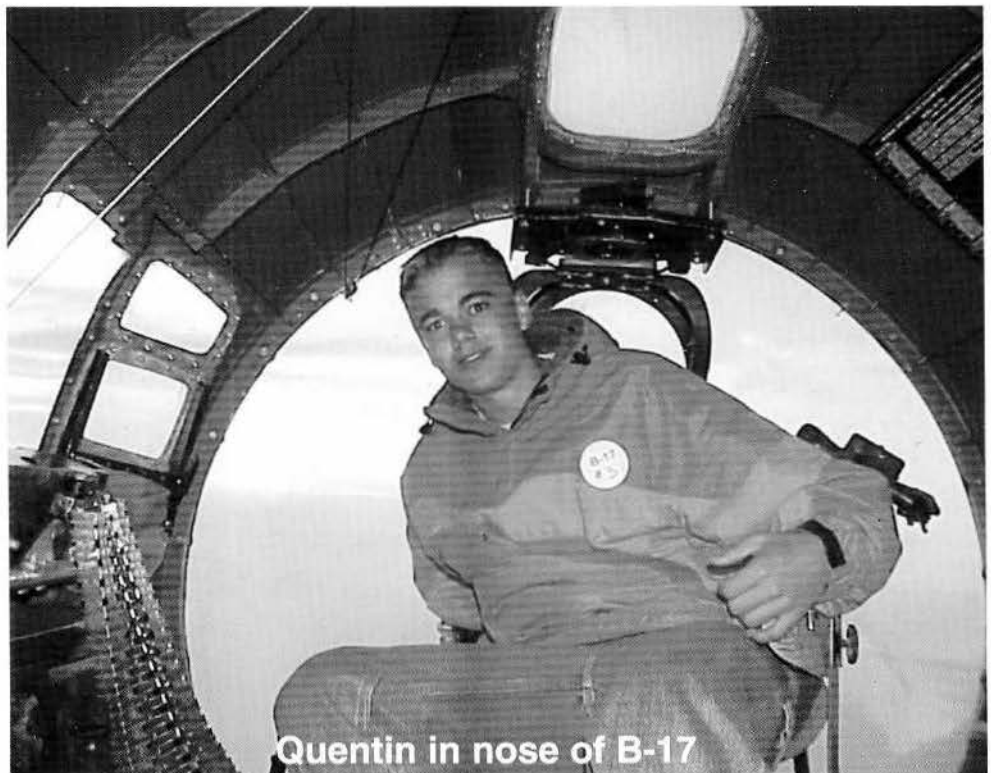
cause - we made the arrangements. Since we had a few hours before take off, we decided we would return to the airport after we took my buddy, Paul, back to Picayune. We then picked up my youngest grandson, Quentin, who had been taking an ACT test that morning, hoping that he would be able to tour the two aircraft. When we arrived at the airport Keith left Quentin with me to tour the aircraft. I started my spiel once again explaining how it was in '45, doing my best to give my version of how the two aircraft operated. Unfortunately, the B-24 was ready to be warmed-up so Quentin missed the tour of that aircraft.

We were to be on the second B-17 flight and had to attend the briefing for those who were going. Keith rejoined us and asked if my credit card was maxed out? He had checked to see if there was room for Quentin to ride also - there was - so the three of us were going for a ride! I figured this might be the only chance Quentin would ever have to fly in a B-17!

The B-24 warmed up and took off. Then it was time to warm up the B-17 engines prior to take off. This, of course, required that the props be pulled through for each engine before starting. I was finally able to get Quentin to pull a couple of times so he would know what we had to do back in 1944 - 45.

To make a long story short, we took off and circled over Lake Ponchartrain and downtown New Orleans. We were able to get to the nose of the plane once airborne and it was fabulous to be able to experience the ride with my son and grandson. It was the FIRST airplane ride for the 15 year-old Quentin and I'm sure he will always remember it - a ride in a 57-year-old warplane! (His dad and I won't soon forget the ride either!) It was well worth it for now we have a common experience to share! I have four other grandsons and can hardly wait for the 2003 tour by The Collings Foundation!

Hal



Quentin in nose of B-17



*Members of the 34th laying wreaths on the Mendlesham Memorial.*

## Report on June 2002 Tour To England

Fourteen members, wives and children traveled to England in June. Arriving at Heathrow Airport on Thursday, June 6, they journeyed to their home for the next five days, the Crown Plaza Hotel, for a five hour jet lag rest.

On Friday, they visited, and toured, the RAF base at Lakenheath then back to the hotel for dinner with their British friends.

On Saturday, they visited Mendlesham where they were transported to the Memorial via restored WWII military vehicles. They were greeted by some of those who maintain the memorial, the Rev. Philip Grey and several local citizens. After prayers by the Reverend Grey, wreaths were placed on the memorial. A fly over by a P-51 was followed by a visit to St. Mary The Virgin Church where candles were lit for deceased members of the 34<sup>th</sup> Bomb Group. The Mendlesham visit ended with a very special luncheon, prepared by the ladies who maintain the memorial, at the community center.

Saturday evening we were driven to Molesworth, in vintage vehicles, for the "Hanger Dance". As we marched into the hanger, preceded by a bag piper, we were greeted by about 1,000 people standing and clapping their hands in appreciation for our efforts in WWII. There were not many dry eyes in our group. The dinner was followed by "Back to the Forties" dance. Some of our members joined in the dancing. Following a full day of inspirational memories, we returned to the hotel.

On Sunday, after a stop at the American Cemetery at Cambridge where we placed a wreath, it was on to Duxford where we viewed some of the new additions being installed in the American Museum. A B-24 that has been in restoration for several years is practically finished for placement in the museum. The day being cold and windy, we were ready to return to our hotel and our farewell dinner.

On Monday, June 10<sup>th</sup>, we left for Hendon and the Bomber Command Museum. Then it was off to London and the Gloucester Hotel for three day of tours, shopping, theater and relaxation.

All agreed that it was a great trip and some of the younger generation members in the group expressed their desire to return on future tours.

Harold C. Rutka,  
Reunion chairman.

## Reunion Committee Report

The 18<sup>th</sup> annual reunion of the 34<sup>th</sup> Bomb Group (H) Association to be held from 25<sup>th</sup> to 29<sup>th</sup> of September 2002 is rapidly approaching. We hope to see you all in attendance. Salt Lake City is a wonderful place to visit. The hotel is the "Best Western Salt Lake City Plaza. The shuttle service is the "D.J. Executive Image". We will be on hand to welcome all of you.

We hope that our members will not be frightened by the events of September 11, 2001. Harold Rutka and Bob Wright checked out the aircraft when we flew to Mendlesham, England in June - we returned safely, as did all 14 34<sup>th</sup>'ers who went on the tour.

Time is running out on the "Greatest Generation". Now is the time to renew old acquaintances and possibly make some new ones. We are looking forward to seeing all of you at another great reunion.

The reunion committee,  
Harold Rutka  
Robert Wright  
Bruce Sothern

**From England** - comes word that **Ron Buxton**, staunch supporter for the preservation of the memories and incidents of the 8th Air Force in World War II has passed passed away after a long illness at the age of 74.

Ron was one of the founders of the 390<sup>th</sup> Bomb Group Memorial Air Museum at Parham airfield near Framlingham, a tribute to all American service personnel stationed in Suffolk during World War II. He worked tirelessly to create a unique collection of WWII memorabilia and will be surely missed by veterans and air enthusiasts alike.

As a teenager in World War II, he used to watch the bombers going over and went to one or two crash scenes. He and his stepson, Stewart Evans, also an 8<sup>th</sup> Air Force enthusiast and friend of the 34<sup>th</sup> Bomb Group Association, hit the headlines in 1972 when they found the wreckage of the aircraft piloted by Joseph Kennedy, brother of President John F. Kennedy. Joe died when the plane he was piloting crashed over North Suffolk in 1944.

The members of the 34th Bomb Group Association would like to extend our heartfelt sympathy to the family and friends.



# America, the Good Neighbor

## A tribute to the United States

(From a Canadian Newspaper)

*Widespread but only partial news coverage was given recently to a remarkable editorial broadcast from Toronto by Gordon Sinclair, a Canadian television commentator. What follows is the full text of his trenchant remarks as printed in the Congressional Record.*

"This Canadian thinks it is time to speak up for the Americans as the most generous and possibly the least appreciated people on all the earth. Germany, Japan and, to a lesser extent, Britain and Italy were lifted out of the debris of war by the Americans who poured in billions of dollars and forgave other billions in debts. None of these countries is today paying even the interest on its remaining debts to the United States. When France was in danger of collapsing in 1956, it was the Americans who propped it up, and their reward was to be insulted and swindled on the streets of Paris. I was there, I saw it. When earthquakes hit distant cities, it is the United States that hurries in to help. This spring, 59 American communities were flattened by tornadoes. Nobody helped. The Marshall Plan and the Truman Policy pumped billions of dollars into discouraged countries. Now newspapers in these countries are writing about the decadent, warmongering Americans. I'd like to see just one of those countries that is gloating over the erosion of the United States dollar build its own airplane. Does any other country in the world have a plane to equal the Boeing jumbo jet, the Lockheed Tri-Star, or the Douglas DC10? If so, why don't they fly them? Why do all the International lines, except Russia, fly American planes? Why does no other land on earth even consider putting a man, or a woman, on the moon? You talk about Japanese technology and you get radios. You talk about German technology, and you get automobiles. You talk

about American technology and you find men on the moon – not once, but several times – and safely home again. You talk about scandals, and the Americans put theirs right in the store window for everyone to look at. Even their draft dodgers are not pursued and hounded. They are here on our streets, and most of them, unless they are breaking Canadian laws, are getting American dollars from ma and pa at home to spend here. When the railways of France, Germany and India were breaking down through age, it was the Americans who rebuilt them. When the Pennsylvania Railroad and the New York Central went broke, nobody loaned them an old caboose – both are still broke.

I can name you 5,000 times when the Americans race to the help of other people in trouble. Can you name me even one time when someone else raced to the Americans in trouble? I don't think there was outside help ever during the San Francisco earthquake. Our neighbors have faced it alone and I'm one Canadian who is damned tired of hearing them get kicked around. They will come out of this thing with their flag high. And when they do, they are entitled to thumb their nose at the lands that are gloating over their present troubles. I hope Canada is not one of those."

***Stand proud America!***

## German Invaders Hit Mendlesham

"On 7 June, 1944, the office, files and records of the Inspection Section were completely destroyed when a B-24 airplane crashed and burned during an attack by enemy aircraft. M/Sgts. Ward and Arsulich, T/Sgt. Ryan and S/Sgt. Merkley were in the office awaiting the return of our aircraft at the time of the crash. These men managed to get out of the building but very narrowly escaped death or serious injury. S/ Sgt. Merkley was slightly burned when the gas tanks exploded and Sgts. Ward, Arsulich and Ryan were blown through a partially constructed building twenty feet away by the crash. The Inspector's Office moved to a Nissen hut on the taxi strip near the briefing block and was in operation within twelve hours after being burned out."

*From the "Narrative History of the 34<sup>th</sup> BG" written  
By Capt. Frank R. Foust on July 14, 1944*

As we are all aware, this was the evening when we were returning from a mission to Tours, France, very late in the evening. German invaders hit us over our air base shooting down four B-24's in just a few minutes. The plane referred to here is the one flown by Hazen D. Eastman of the 391<sup>st</sup> Squadron. Only one man escaped by parachute from the aircraft.

*Submitted by Walter Sturdivan, 18<sup>th</sup> Sqd.*

# They Waited – They Prayed

*This article appeared in the "FOTE NEWS". It highlights the reactions to the dreaded War Department telegram, which many of our family members of the 34<sup>th</sup> BGA experienced during World War II. In this case Mary Jane Smith, wife of Bill Smith, the pilot of the B-17 "Piccadilly Commando" describes her torment during those difficult times.*

On 13 January 1944, the beginning of another war-torn year, my small world was completely shattered by the ringing of the doorbell and the presence of a small and obviously nervous Western Union messenger. After presenting me with an envelope, which I immediately noticed had two gold stars on it, the boy and I exchanged looks of both horror and fright, and then he literally tore down the stairs to his bicycle. What with my husband being a flier located in England and constantly in immediate danger, I knew the bitter meaning of these stars, yet my mind was fogged and blank. Did two stars mean 'wounded'? Three stars, four stars – what did they signify?

I do remember walking back into the house feeling as though I were shackled in irons, my weight being so depressively heavy. As a matter of fact, my mind no longer seemed aware of the envelope I was holding, but seemed to travel back to the laughing, carefree days he and I had enjoyed prior to 7 December 1941. Eventually, I realized I was still clutching the unopened message in my anaesthetized hands. How long I sat in this self-induced mesmerism while recalling first one pleasant incident and then another I do not recollect, but it was with cold fear in my heart, yet boundless hope, that I carefully opened the envelope.

The text was precise and terse *'General Ulio, Adjutant General of the Army, wishes to inform you that your husband, William W. White, 0-686707, Is reported missing in action as of 31 December 1943. When further information is received you will be advised immediately'.*

My reaction was such that it would be a farce to attempt describing it. To be reborn or reincarnated might be vaguely comparable in recapping my ultimate ecstasy and gratefulness.

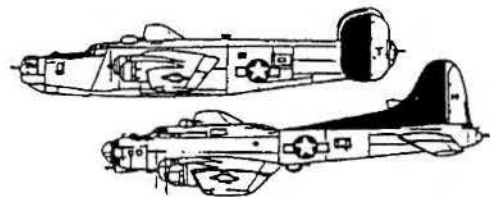
As I had been keeping a scrapbook of newspaper cuttings regarding the B17 bombers over England, as a memoir, I discovered I had priceless material on hand with which to check back to that fateful day of 31 December. On the date approximately 1200 bombers left England for various targets and losses were heavy. The information was well censored yet the more I read the more I definitely decided that my husband was alive and missing – I refused to believe otherwise.

And so the days went by, fifteen to be exact, when the doorbell rang once again. ( In the meantime many people had knocked on my door, but incredibly not one caller had rung the bell!!). There stood, again, a small nervous boy in a Western Union uniform. He and I both knew he was delivering a fateful message. I was not only expecting him but also actually waiting for him, an action that he seemed to sense. I asked him to come in and he refused, politely. When I asked him if he would open the message and read it to me, he again politely refused and stated that this was against the regulations of the company.

I tore open the telegram knowing one of two words would greet me, 'sorry' or 'glad' – and the latter proved to be the first word I saw. The words which followed were equally as delicious.

*'-to inform you that your husband, William W. White was not wounded and had been reported by the International Red Cross as a prisoner of war by the Germans'.*

An incident? No, not really – a lifetime.



## DUES

(for those who pay annually)  
are due on January 1<sup>st</sup>. 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.

## On Growing Older...

It doesn't seem that long ago that anyone over the age of 30 wasn't to be trusted.

Back then, a person who had turned 40 was supposed to have reached middle age.

The half-century mark - age 50- was viewed as a mind-boggling milestone by the younger generation.

Senior citizenship was associated with reaching age 60.

And we can remember when antiquity was regarded as being synonymous with age 70 and beyond.

But time marches on, and times change. These days, people start receiving material from AARP (the Association of Retired Persons) at about the time they reach the age of 50.

Some people actually do retire when they hit 55, of course, and some of them manage to do it even before that.

Conversely, we know lots of so-called senior citizens - those who have reached or surpassed age 60 - who are still very much in the prime of their lives. Some of them remain extremely active professionally, and some continue to excel at physically demanding activities like cross-country and downhill skiing, bicycling and running.

Do such people regard themselves as being "old"? Hardly. Most of them are quick to tell you that you're only as old as you feel.

We think that's a pretty fair assessment of the situation. Besides, what once seemed old doesn't seem nearly so old as one grows older.

Of course, it's a foregone conclusion that at some point, the fellow or gal one meets in the bathroom mirror each morning will start to look a bit different than he or she once did. The eyelids begin to appear a bit heavier, and the facial wrinkles slowly become more obvious - and try

as many do to conceal it, the hair gradually turns gray.

One's physique changes too. The upper body becomes less well defined and not quite as firm as it used to be. And for most of us, the waistline ultimately gets to the point where it can no longer, in good conscience, be considered slender. The bathroom scale can also reflect what growing older often involves. It might tell us, for example, that we weigh a good bit more than we did a few years ago - or even last year, or last month, for that matter. It might also tell us unequivocally that if we're to succeed in getting rid of those excess pounds we vowed to shed as the clock struck midnight last New Year's Eve, we're either going to have to eat a lot less or be a lot more active - or both.

But each time another birthday rolls around, it's important to remember that everything - age included - is relative. Almost everybody turns gray and develops wrinkles as they grow older, and advancing age may deprive most of us from keeping our youthful physiques. Waistlines expand, feet get flat, hairlines recede, and weight redistribution happens over time. But as long as we have our health and can stay active and happy, does it really make much difference how old we are?

Sure, it's nice to be young - but youth has its drawbacks too. There's inexperience, for one thing. And does anyone really want to go through life using the words "like" and "whatever" in almost every sentence?

No, growing older isn't really so bad. As is often suggested, it certainly beats the alternative.

So here's to life, and the passage of time. May we all enjoy many more birthdays - and have lots more time for growing older.

*Reprinted courtesy The Cortland Standard - Cortland, N.Y.*



Glider built, and flown, by Gen. Creer and classmates at Spanish Fork, Utah in the 1930's.

### HAIL TO THE CHIEF

#### Happy 90th!

#### Still Flying High and Showing Us the Way

*Thank you for your very kind Birthday Wishes. Every member of the 34<sup>th</sup> is very special to us.*

*It was a blessing to be able to celebrate at home with my family.*

*Carry on Smartly!*

*Wm. E. Creer and Vivienne*



*Composite photos put together by nephew, Tom Taylor of Salt Lake City, Utah.*



## More on the B-24

*The following is an excerpt from the book "The Wild Blue Yonder" by Stephen Ambrose and submitted by John H. Boysun, 4<sup>th</sup> and 18<sup>th</sup> squadrons. The text is about the B-24 bomber and John goes on to say "I am sure that most of us who flew combat in a B-24 have encountered some of the same circumstances at one time or another.*

**"The B-24 was built like a 1930 Mack truck, except that it had an aluminum skin that could be cut with a knife. It could carry a heavy load far and fast, but it had no refinements. Steering the four-engine airplane was difficult and exhausting, as there was no power except the pilot's muscle. It had no windshield wipers, so the pilot had to stick his head out the side window to see during a rain. Breathing was possible only by wearing an oxygen mask - cold and clammy, smelling of rubber and sweat - above 10,000 feet. There was no heat, despite temperatures that at 20,000 feet and higher got as low as 40 or even 50 degrees Fahrenheit below zero. The wind blew through the airplane like fury, especially from the waist gunners' windows and whenever the bomb-bay doors were open. The oxygen mask often froze to the wearer's face. If the men in the waist touched their machine guns with bare hands, the skin froze to the metal.**

There were no bathrooms. To urinate, there were two small relief tubes, one forward and one aft, which were almost impossible to use without spilling because of the heavy layers of clothing the men wore. Plus which, the tubes were often clogged with frozen urine. Defecating could be done only in a receptacle lined with a wax-paper bag. A man had to be desperate to use it, because of the difficulty of removing enough clothing and exposing bare skin to the arctic cold. There were no kitchen facilities, no way to warm up food or coffee. But there was no food anyway, unless a crew member had packed in a C ration or a sandwich.

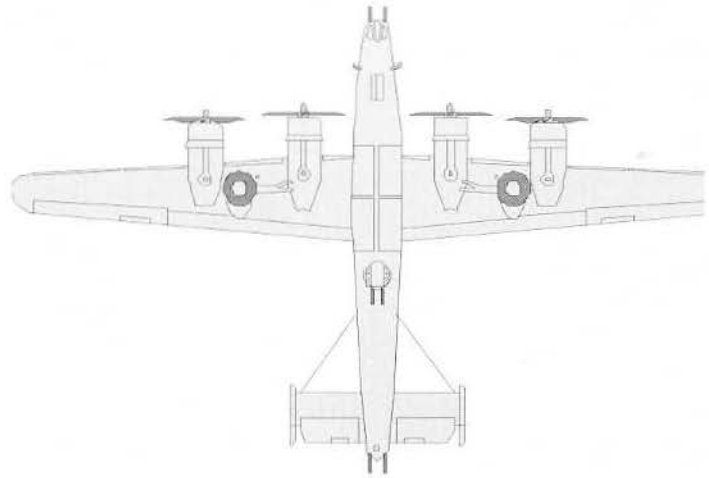


### **PATRIOT DAY**

*September 11*

President George W. Bush signed a House resolution designating September 11 as Patriot Day. To honor those who died in New York, Washington and Pennsylvania, flags will be lowered to half-staff every year and the President will issue a proclamation.

- **ARMY**, February, 2002



There was no aisle to walk down, only the eight-inch-wide catwalk running beside the bombs and over the bomb bay doors to move forward to aft. It had to be done with care because the aluminum doors, which rolled up into the fuselage instead of opening outward, on a hinge, had only a 100 pound capacity, so if a man slipped, he would break through. The seats were not padded, could not be reclined, and were cramped into so small a space that a man had almost no chance to stretch and none whatsoever to relax. Absolutely nothing was done to make it comfortable for the pilot, the copilot or the other eight men in the crew, even though most flights lasted for 8 hours, sometimes 10 or more. The plane existed, and was flown, for one purpose; to carry 500 or 1,000 pound bombs and drop them accurately over enemy targets.

It was called a Liberator. The Consolidated Aircraft Corporation first made it, with the initial flight in 1939. Consolidated, the Douglas Aircraft Company, and North American Aviation - together called the Liberator Production Pool - went on to make over 18,300 of them, about 5,000 more than the total number of B-17's. The Liberator was not operational before World War II and was not operational after the war. (nearly every B-24 was cut up into scrap in 1945 and 1946 or left to rot on Pacific islands). The people involved in producing it, in servicing it, and in flying the B-24 outnumbered those involved with any other airplane, in any country, in any time. There were more B-24's than any other airplane ever built."



# And The Saga Continues

## UNITED STATES AIR FORCE ACADEMY 34<sup>TH</sup> EDUCATION GROUP

### VALOR TO VICTORY

Commitment to the Mastery of Aerospace Power

The 34<sup>th</sup> Education Group (34<sup>th</sup> EDG) was activated on 7 November 1994, a unit of the new 34<sup>th</sup> Training Wing at the Air Force Academy. With this change of wing structure, the people assigned to the group inherited the distinguished legacy of a proven combat unit – the 34<sup>th</sup> Bombardment Group.

The 34<sup>th</sup> Bombardment Group (Heavy) was activated on 15 January 1941, almost a year before American entry into World War II. The group was the first B-17 equipped unit in the U.S. Army Air Corps and was created to prepare the nation for possible combat in Europe. Although the oldest unit to serve with the 8<sup>th</sup> Air Force, the 34<sup>th</sup> Bombardment Group spent its initial three years training other bomber groups. As the men “behind the men behind the sticks, bombsights and guns,” the 34<sup>th</sup> prepared the aircrews that later projected American airpower into the heart of Germany.

In late 1943, Major Joseph “Jumping Joe” Eaton, Jr., the Group Operations Officer, took advantage of an opportunity to convince General “Hap” Arnold, the Commander of the Army Air Forces, to change the status of the 34<sup>th</sup> Bombardment Group from a training to a combat unit.

Under the motto *VALOR TO VICTORY*, the 34<sup>th</sup> Bombardment Group moved to Mendlesham, England, and entered combat in May 1944. Originally flying the Consolidated B-24 ‘Liberator’ against coastal targets to prepare for the D-Day invasion, the group converted back to Boeing B-17, “Flying Fortress” in October 1944 focusing its attacks against strategic installations in Germany itself, including targets in Rheine, Nurnberg, Ansbach, Bremen, Ludwigshaven, Berlin and Leipzig. In February 1945, the crews and planes of the 34<sup>th</sup> took part in “Big Week” the bomber and fighter offensive that effectively won the allies control of the skies. They flew their last combat operations in April 1945, but continued with the humanitarian aid missions. The 34<sup>th</sup> flew a total of 164 bombardment missions over enemy territory and held the distinction of being the only bomber group in the 8<sup>th</sup> Air Force not to lose a single airplane to Luftwaffe fighters over enemy territory. This success alone was ample proof that the men of the 34<sup>th</sup> Bombardment Group were exemplary airmen-scholars, teaching others the art of air combat while superbly applying their own lessons when called to battle themselves.

The 34<sup>th</sup> Bombardment Group was deactivated at Sioux Falls Army Airfield in August 1945, but the U.S. Air Force Academy’s Education Group continues its proud heritage. The 34<sup>th</sup> Bombardment Group develops future Air Force officers committed to the mastery of aerospace power by focusing on our profession’s context, theory and application. By educating tomorrow’s aerospace leaders today, the 34<sup>th</sup> EDG continues the 34<sup>th</sup> Bombardment Group’s legacy of *VALOR TO VICTORY*.

*Ed: From the United States Air Force Academy web site – [www.usafa.af.mil/wing/34edg/history.htm](http://www.usafa.af.mil/wing/34edg/history.htm)*

## HOW (*not*) TO SPEND A HUNDRED DOLLARS

By Ralph “Muggs” Standberry, 7<sup>th</sup> Squad.

Lt. William E. McDannold and crew took delivery of a new B-24J in San Francisco after finishing our phase training. Somewhere along the way to the ETO, we paid \$100 to paint the nose art on our new airplane. If I remember correctly, our bombardier, Lt. Ken Amerman, picked the name and provided the artwork. The name, “John Barleycorn”, was a figure in a top hat straddling a bomb flying to the target. I think the name had something to do with a strong drink. Anyhow, at the Blackpool, England depot, we were told to clear out our personal gear as we were giving the plane up.

I trust that plane served as well as B-24 “Smokey” and B-17 “Ol’ Buddy” that served our crew for most of the 32 missions that we flew through October 1944 with the 7<sup>th</sup> squadron of the 34<sup>th</sup> Bomb Group.

### The Crew:

Pilot - Lt. William E. McDannold  
Co-pilot - Lt. Henry Nelson  
Navigator - Lt. Ray Kosmatka  
Bombardier - Lt. Ken Amerman  
Flight Engr. - T/Sgt. Ralph Stanberry  
Radio Op - T/Sgt. Horace Gifford  
Waist Gun - S/Sgt. John Murphy  
Ball Turret - S/Sgt. Jim Byers  
Tail Gun - S/Sgt. Dwight Kelly  
Waist Gun - Sgt. Harris Nesbitt

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WINGS – 2" CREW.....	\$ 4.00ea.
WINGS – 1" – PILOT – BOMBARDIER – NAVIGATOR – ENG – GUNNER.....	\$ 3.50ea.
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e-mail: kenpax1@aol.com

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



# AIR FORCE ACADEMY

## CERTIFICATE OF APPOINTMENT PRESENTATIONS



It is a pleasure for me to represent the United States Air Force to present Jonathan Weaver with an appointment to the Air Force academy. An appointment is the equivalent of a 4-year scholarship. Jonathan competed with over 16,400 other high school seniors. He is one of approximately 1,200 to receive this offer. He will be joining a select group that will be trained to be future leaders of the Air Force. During his 4 years at the academy, Jonathan will have the opportunity to participate in many leadership development programs. He will pursue the major of his choice in one of 30 academic disciplines as well as study subjects dealing with Air Force history, management, and leadership techniques. While Jonathan is a cadet, the Air Force will pay his complete room, board, and tuition. The total cost per graduate is estimated to be over \$313,456. Additionally, cadets receive a monthly basic pay. When Jonathan graduates from the Air Force academy, he will be commissioned as a second lieutenant in the United States Air Force and immediately begin working in one of over 156 career fields in the world's premier aerospace force.

*Ed: Jonathan is the grandson of Charley Weaver, 7th Sqd., and his wife, Betty. His father is retired from the FBI. The 34th Bomb Group Association salutes and congratulates Jonathan and wishes him well in his future with the United States Air Force.*

## The 4th Most Dangerous Time Of Missions

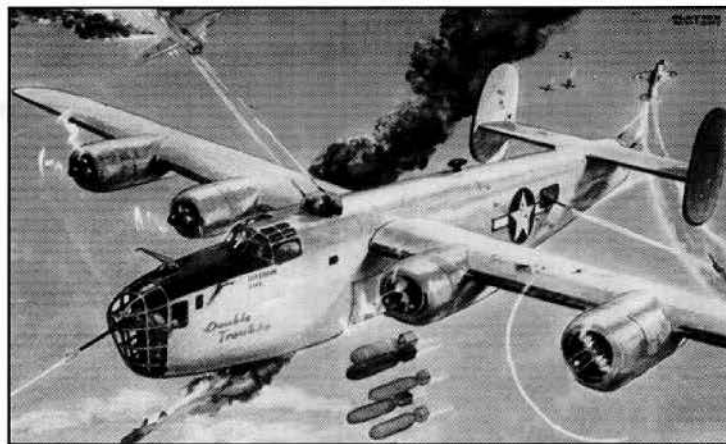
The ride to our bomber hardstands was always an interesting and disturbing excursion as the drivers seemed obsessed with the idea they were on a qualifying run for the Indy 500.

We were told that there were three crucial points in each mission where danger was the greatest....

1. Takeoff with full load of .50 caliber ammunition and a full load of bombs and fuel.
2. Assembly into combat formation.
3. The moment of the bomb release over the target.

After a few missions, I concluded that the truck trip to the hardstands qualified as a 4th period of danger.

*Reprinted from the Polebrook Post, newsletter of the 351st Bomb Group.*



## Ode to the 35th Bomb Group U.S. Air Force

Can it be nearly 50 years ago  
That you came upon this Suffolk scene,  
To help us in our hour of need,  
To stop Adolph Hitler's mad dream?

I watched you arrive in '44  
So young, so fresh and keen,  
I watched you leave in '45  
So changed after all you had seen.

Will we all ever 'meet again,  
Like it says in the words of the song?  
Well, if we do, one thing's for sure,  
I'll try to come along.

To listen again to your tales of back home,  
Of the girls that you left over there,  
To look at your pictures or make you a loan,  
When you found that your wallets were bare!

Meanwhile, I'll ask you to raise your glass  
And drink a toast with me –  
To all the boys who didn't come back,  
But live on in memory.

*"To the Valour to Victory boys of the 34<sup>th</sup> Bomb Group"*

Sheila Jackson-Lindsley,  
Mendlesham, Suffolk, England  
17<sup>th</sup>, May, 1992

*Sheila was the Red Cross representative at Mendlesham. She was on duty on June 7, 1944 when 3 or 4 B-24's were shot down over our base by the German JU 88 intruders. Wayne Howarter and Harold Rutka were not flying that day and searched the sky for whatever was up there armed with their trusty "45's".*

# In My Father's Footsteps

Janet Reid Knowles

I would be very remiss if I didn't tell the members of the 34<sup>th</sup> Bomb Group Association of my recent, and wonderful, trip to Mendlesham, England to visit some of the places where my father spent some of his time during the turbulent years of World War II.

After arriving in England, my husband and I took a train to Ipswich where we rented a car for the drive to Mendlesham. Although my dad has never returned to Mendlesham, he has kept track of the reunions that the 34<sup>th</sup> had there and he gave me a copy of a Mendlesham Memories newsletter that told about one in the early 1990's. As a result, I knew about the two pubs that were still around.

We found The Fleece pub as soon as we entered town and, as it was lunch time, we had a bite to eat there. I took several pictures of the inside and the WWII pictures there and also talked with the locals, a couple of whom were kids during the war and spoke quite fondly of the "brave lads" who had served there during the war. They drew a map to make sure we found the 34<sup>th</sup> Bomb Group memorial and told us to be sure and stop in at The Kings Head pub before we left.

We stopped at the Kings Head and I took more videos as well as close-ups of the flight crew pictures in case my daddy would recognize anyone – as I did at the Fleece. I can't explain the incredible feeling I had when I realized that one of those pictures was of my father's crew – taken some 57 years ago! I had no idea it would be there nor did my father. It was like finding him in a museum. Daddy thought I was joking when I called him and told him that his picture was on the wall of a Mendlesham pub! If you go to The Kings Head pub look for the "Take Off Time Crew – 18<sup>th</sup> Squadron" picture. My dad is Roy Reid, navigator on that crew and sadly, the only living member. He thinks that Cleo Baughman (flight engineer) or Grant Kennedy (pilot) may have taken the picture to Mendlesham on their return at some time.

I don't know how many children of WWII veteran's have had the opportunity to visit where their parents served, but it is an experience that I shall treasure all my life. It's difficult to explain the emotions that I felt that day, as well as the reactions my dad had to the pictures and video I took while there. The memorial to the 34<sup>th</sup> Bomb Group was beautiful. It was very difficult for me – even at the age of 50 – to realize what my father, and so many other boys who were so very young then, went through to protect the freedom that we all enjoy today.

# I Remember

Ralph "Muggs" Stanberry, 7<sup>th</sup> Sqd.

After basic in a placement center, the Sgt. asked the group, "Who wants to be in the Air Corps"? Someone raised his hand, before I could, and he was made to run around while flapping his arms and making like an airplane. From this, I learned a valuable lesson – "Never volunteer".

At Harlingen Gunnery School, I was being strapped in a BT-13 for air to air gunnery instruction. I looked at the rigging, a 4 foot tether strap, and asked the instructor what it was for. He said, "If you step on those control cables down on the floor you will find out – the pilot will flip you out and you had better be strapped in." That gunnery training, with skeet, stationary targets, moving targets and compressed air BB guns was real fun for this youngster.

From gunnery school, after a two-week delay in route, I joined Wm. E. McDannold's crew in Fresno, CA. I immediately had a good feeling about him and the other members of the crew. Then, by train, we went to Tonapah with many of us playing along side, in the snow, as the train chugged up the long grades. The train crew provided us with several hours stop in the Gambling town to acclimate some of us with the tables. I think they felt sorry for us for having to go to Tonapah.

During phase training at Tonapah, as we were taxiing for takeoff position, with the engines revved, the right main tire went flat. One minute later and we would surely have been in trouble.

Also, at Tonapah, John Murphy or Jimmy Byers started a fight with a bunch of cooks in the back of a truck on a liberty run. We were even numbered but out – weighed by about 300 pounds and me, being a lightweight took most of the punishment!

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# A Look Back

with Oliver F. Bolduc 391 Sqd.

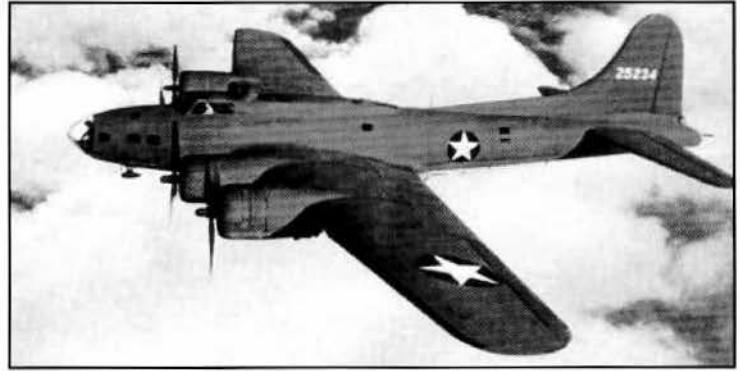
I am honored to have been a member of the 34<sup>th</sup> Bomb Group (H) and their untiring efforts to serve our country to their best of their ability in providing the freedom we all enjoy. Our group was blessed to have comrades with a great concern, dedicated and committed to their important cause. All had great respect for the decisions made by their leaders thus enabling the group to accomplish their objectives and achieve the recognition and respect they deserved.

My Air Force career began when I enlisted and was sent to Miami, Florida for basic training and assignment as a gunner. However, I was found to be colorblind and was reassigned as a ground person with the 34<sup>th</sup> Bomb Group. I was sent to Amarillo, Texas for aircraft and engine familiarization and then to the Ford Bomber plant in Michigan after which I returned to the 34<sup>th</sup>. Most of my time was spent in Blythe, California with some time in Salinas, California.

The group, at that time, was called Combat Crew Training School and later Overseas Crew Training Unit preparing combat flight crews on B-17 bombers known as the Flying Fortress and later on B-24's, known as the Liberator for assignments in the Pacific and European Theaters of Operation.

In March of 1944, our planes and flight crews along with some ground crew took off for England and combat assignment. The rest of the 34<sup>th</sup> personnel went to a port of debarkation in Massachusetts where they boarded the U.S.S. Wakefield along with 10,000 other troops. We were not escorted across the Atlantic. Near Iceland, we were engulfed by a vicious storm which nearly tipped us over but a tremendous loss of lives was miraculously averted. When we eventually arrived in Liverpool, England we were greeted by a very enthusiastic group of people who knew we were coming to help them combat the onslaught and devastation being inflicted on them by the Germans. I was glad to walk down the gangplank, as I was sick most of the trip across the ocean.

Our base at Mendlesham surely was different than Blythe with the sand storms and terrific heat and sun so hot you couldn't pick up your tools. I accepted the change willingly. Our group, made up of four squadrons, took no time in setting up and tending to the task at hand. I was assigned to the 391<sup>st</sup> squadron as crew chief, with two mechanic assistants, both equally committed, capable, concerned who accepted any task I gave them, with no complaints, as we maintained our assigned B-24 and later



B-17 aircraft. Together, we allowed no margin for errors. Nothing could be overlooked as we always had those men who had to fly our assigned aircraft in mind. They trusted us fully and were confident their plane would take them to their intended target and return safely to the base at Mendlesham. We did enjoy maintaining the B-24's and at times felt it was a mistake to change to 17's but we accepted the change, realizing there was a good reason for it.

I was assigned a B-24, serial number 42-52738 in the U.S. In England this aircraft flew seven bombing missions. On D-Day plus 1, it was returning to Mendlesham from a bombing mission, in support of our ground forces, around 11:00PM. While over the base at 200 feet it was attacked and seriously damaged by an intruding German fighter. The B-24, piloted by Lt. Hazen Eastman, caught fire. Two men bailed out near the base, which I witnessed. Only one parachuted to safety. The other died on impact with the ground. The B-24 was totally engulfed in flame and crashed into our equipment hanger. No others survived. I've always felt badly and have flash backs about the entire incident as Lt. Eastman and I were like brothers. I respected his ability as a good pilot and he respected mine as his crew chief. It has not been easy for me to forgive that German pilot though I know he was doing as ordered, but through Christ I have been able to forgive him - in my own mind.

Our assigned aircraft flew 94 missions, including four food drops with no abortions charged for a maintenance condition that we might have overlooked requiring the aircraft, with their flight crews, to return without completing their missions. For this achievement, I was awarded the Bronze Star and advanced in rank to Master Sergeant, both of which I am very proud.

The 34<sup>th</sup> Bomb Group personnel gave the best we possibly could and we should all be proud of our achievements and accomplishments during those difficult years of WWII.



# American Airmen Revisit Their Wartime Home

(From the East Anglian Daily Times)

American veterans of the Second World War were in Suffolk over the weekend to revisit the place they came to know as home for many years during the fighting.

Seven airmen from 34<sup>th</sup> Bomb Group, based at Mendlesham Airfield, and their families spent Saturday touring the village and held a service in memory of their fallen comrades.

A Mustang fighter performed a number of fly-pasts as the men laid a wreath during the morning service at the war memorial, near the A140.

In the afternoon, they returned to Mendlesham in six American Jeeps and took a poignant look at the book of remembrance in St. Mary's Church that records all the Americans who were killed in the area.

Pilot Herb Roy was happy to be back in Suffolk and had many bittersweet memories of his experiences in the skies over Europe.

I have reunions with some of the airmen in America but it



**BITTERSWEET MEMORIES:** Back row, from left: co-pilot Bill Brown, top turret gunner John Demko, ball turret gunner Harold Rutka, and pilots Bill Wright and Randy Martin  
Front row, from left: gunner Claude Conklin and pilot Herb Roy  
Photo by James Fletcher

is always special to come back to England where it all happened," he said.

It's hard to imagine when you see all the beautifully-restored old planes in museums that they used to come back covered in holes from flack fire and machine guns.

There often wasn't any time to repair the damage so we would fly with the wind whistling through the cabin and the temperature down to minus 15C. Missions could be up to 12 hours long so it was very uncomfortable."

Mr. Roy also recalled the very long days he had to endure at Mendlesham Airfield.

"We would be up at 2am and the transport to take us round the perimeter of the base would arrive at 3am," he said.

"At 4am there was a briefing on the mission that lasted an hour and we took off at 6am."

After visiting St. Mary's Church, the men were treated to lunch by Mendlesham Ladies at the community centre before they had a few drinks in the two local pubs, which used to be regular haunts.



**OVER HERE:** USAF crew based at Mendlesham during the Second World War, including pilot Herb Roy, front left  
Photo submitted by Ian Hawkins

## Applicants For The 2002 Ray Summa 34<sup>th</sup> Bomb Group Scholarships

<u>Student</u>	<u>Sponsor</u>	<u>Unit</u>	<u>Student</u>	<u>Sponsor</u>	<u>Unit</u>
Neal Jordan	Bakealex Antanovich	18 <sup>th</sup> BS	Jason Daniel Hope	Joseph Marks	4 <sup>th</sup> BS
Kevin A. Brenner	Daniel P. Carroll	772 <sup>nd</sup> BS	Rachel Lynn Hope	Joseph Marks	4 <sup>th</sup> BS
Erin Eatough	Glenn E. Henry	7 <sup>th</sup> BS	Jhett R. Nelson	James F. Martin	7 <sup>th</sup> BS
Milanie Fager	William M. Fager	391 <sup>st</sup> BS	Jameson M. Stark	Benjamin Buckley	7 <sup>th</sup> BS
Joanna Holt	Harry A Prillaman	7 <sup>th</sup> BS	Michael Torre	Michael A. Torre	7 <sup>th</sup> BS
Bradley James Hope	Joseph Marks	4 <sup>th</sup> BS	Zachary Weiland	Benjamin Buckley	7 <sup>th</sup> BS

Applications have been sent to the judges for their adjudication.  
Their decisions will be announced at the Salt Lake City reunion.



### **AL SADOWSKY – BOCA RATON, FL**

Since I haven't written in several years to Mendlesham Memories, I thought it time to write to your wonderful publication which I read from cover to cover.

In August, 2001 I had a surprise visit from Alf Johanson, my pilot, and his wife. Our crew took our training in Blythe, CA and flew to Mendlesham via the southern route. We completed our tour in December, 1944 as a lead crew and were most fortunate in not suffering a single casualty, despite participating in many dangerous missions, such as, Mersberg, on three occasions, which we all know was called "flak alley". I cannot express enough pride when I discuss my experiences with the 34<sup>th</sup> Bomb Group.

Enclosed is a photo taken with Alf and Maye, his wife. Hopefully, the surviving members of our crew, namely, Leonard Adrignola, James Hunter and Ray Trotter will read this article.



**Al Sadowsky, Maye and Alf Johanson**

In April 2002, we formed a Florida Southeast Chapter of the Distinguished Flying Cross Society and I would love to hear from any members of the 34<sup>th</sup> residing in southeast Florida who would like to join this wonderful organization.

Thanks again for efforts in keeping this wonderful group together and in touch with each other.

\*\*\*\*\*

### **BILLY DALE EZELL – SILOAM SPRINGS, AR**

I want to thank the Scholarship Committee once again for the scholarship given to my granddaughter, Rachell Ezell, in 1998. She graduated, with honors, from Washington University, St. Louis, MO in May. She majored in psychology hoping to specialize in occupational therapy. Washington University has a sister school in Australia. In her junior year Rachel was honored to be accepted to attend one semester at the sister school which was a very rewarding experience. Her parents were able to visit her and tour the school on their twenty-fifth anniversary. The scholarship committee is doing a great job and I know that all that have received scholarships are as thankful to you as Rachel is.

\*\*\*\*\*

### **LORETTA OTT – CARBONDALE, IL**

My husband, Corky (Carlyle) passed away on February 4, 2002. He was very proud of his Air Force background and enjoyed the conventions and publications very much.

\*\*\*\*\*

### **BOB GROSS – WEST HARTFORD, CT**

In researching the possibility of obtaining group airline rates for our members traveling to and from the 34<sup>th</sup> reunions, I have found that it is possible for groups of 10 or more to save \$100 or more, per ticket, when leaving from a single airport, on the same flight and returning together.

From Bradley Field, Windsor Locks, CT, for example, a group could leave on the same flight for a price considerable lower than a singular ticket. Why don't we try to get individuals in various sectors of the country, that could use a compatible airport to leave from, initiate costs from their area to our next reunion. I understand the airlines require ninety days advance booking. Now is the time to begin the trial.

\*\*\*\*\*

### **RAYMOND E. LUCAS – AUSTIN, TX**

I apologize for being so late with this, but when we decided to go to the reunion in Salt Lake, it took some time to find old pictures, and then to get copies.

My wife, Rachael and I decided to give ourselves a 60<sup>th</sup> wedding anniversary present by going to the Salt Lake City Reunion and then going on to the West Coast to visit relatives and then up the beautiful coast of California, to see the redwood and sequoia trees.

Our anniversary is actually October 3<sup>rd</sup> so the reunion is slightly before – but old folks can "fudge" exact dates a little.

Looking forward to seeing many old friends in Salt Lake City.

\*\*\*\*\*

**GENE THOMPSON – PARAGOUL, AR**

When the new Mendlesham Memories came, I realized that I had not informed you of the death of my husband, J.W. "Soapy" in May of 2001.

He always enjoyed the "Memories" and read each issue more than one time. He was only able to attend one of the reunions, several years ago in Dayton, Ohio. He enjoyed that and had been able to keep up with all his crew members, most of whom he visited at on time or another. We also went back to England in 1980 and visited the places he had been during the war.

\*\*\*\*\*

**HERBERT KLIER – SUNNYVALE, CA**

Glad to see you are still hanging in there. You used to show on the address label when it was time for dues renewal, but now I'm not sure where I stand. Enclosed is my check. If I'm still behind let me know and I'll pay up.

\*\*\*\*\*

**HELEN (DOLLY) GREEN – LAKE CHARLES, LA**

This is to inform you that my husband, John M. Green passed away on April 24, 2002. He was in the hospital for almost seven weeks with encephalitis and other complications.

I'm sure he would want you to know. Even though we only made one reunion, he saved all the newsletters and would think about going again.

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**BOB BUCHNER – HIGHLANDVILLE, MO**

Forgot to tell you, my wife Ruth and I had our 50<sup>th</sup> anniversary last August 11, 2001

Sorry about the late dues. I'll try to do better next year.

\*\*\*\*\*

**BETTY HUNTER – CLARENDON HILLS, ILL**

I think you are known as "Hal" – yours is the only name I recognized in the "Mendlesham Memories". Yesterday, ironically – D-Day, a "Mendlesham Memories" arrived at my house addressed to my late husband, Harry F. Hunter, Jr.

I realized you had not been notified of his death which took place on September 27, 2001. If you want this information for "TAPS", some of his buddies of long ago may be interested.

Harry and I returned to England many times – two or three of the trips were to Mendlesham (IN THE RAIN).

Please remove Harry's name from your mailing list – that part of my life is over.

\*\*\*\*\*

**JOHN N. ROGERS – LUBBOCK, TX**

Here is my check for membership in the 34<sup>th</sup> Bomb Group Association. I really appreciate your prompt attention to my inquiry. I am adding an additional sum for the postage cost of the items you forwarded.

Perhaps my attending the reunion would not be to good an idea as it appears most of the things you are involved in are related to England and the crews that flew out of Mendlesham. Since I only flew anti-submarine missions from Westover and left the wing at Pendleton, I might not fit in very well.

It is great being able to find you and the 34<sup>th</sup> and I will be happy to support your scholarship program. I am on a search now for the 509<sup>th</sup> Bomb Wing as I commanded a squadron under that wing and was assigned to SAC during the Korean War and flew into Korea from Okinawa on several administration missions.

Really enjoyed our phone conversation. You are very kind to take the time and trouble with a "lost black sheep!!!"

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**CHARLOTTE POTAK – HICKSVILLE, NY**

Enclosed find \$10 – dues for this years membership in my late husband's outfit – the 34<sup>th</sup> bombardment group, 8<sup>th</sup> Air Force. My husband, Walter, passed away in August '96. He was a radar mechanic. Thanks to all who gave so much.

\*\*\*\*\*

**PAUL SHULL – MESA, AZ**

Thought you might be interested in this picture for MM. (Do enjoy reading it).

Paul Anderson, Paul Mueller and Paul Shull ( along with their wives, Beryl, Hazel and Pauline) got together in Mesa, AZ in April for a mini 34<sup>th</sup> bomb group reunion. A lot of good conversation went on! Hopefully – to be together again in Salt Lake City in September. See you then.



**Mini in Meza**

*Paul Anderson, Paul Mueller and Paul Shull*



### **GORDON R. MATSON – LATHAM, NY**

I am sorry to be sending my 2002 dues to you so late, also enclosed are my dues for 2003. The Mendlesham Memories are very interesting to read and it is nice to see such camaraderie amongst the men and women who served some 60 years ago as well as the growing interest of surviving family members to keep the experiences alive. I would also like to add that New York State has recently dedicated a new WWII memorial honoring the men and women from the state who had served so bravely. It is located near the state museum at the state capital in Albany, NY. Please keep up the good work and I will look forward to the next issue.

\*\*\*\*\*

### **ROSE SAKAL – IRWIN, PA**

I'm writing to let you know my husband, Charles Sakal passed away on January 31, 2002. While in the hospital due to an accident, he contracted a staph infection.

Also, I have a new address. I didn't move, just changed from post office box to home delivery.

New address: 117b Ray St.- Irwin, PA 15642

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### **HAL PROVINCE – CARRIERE, MS**

Two weeks after my cataract surgery in early April, I was driving without glasses! I can't believe how bright the colors are. This is one surgery that I'd recommend for anyone. It took me about three hours in out-patient clinic for each eye. The implant only took about 15 minutes, the rest was getting ready and putting drops in the eye. Awake all of the time and only needed Jan to drive me home and then I was driving the next day. After my eyes stabilized, I had my eyes examined for new glasses.

\*\*\*\*\*

### **MARY CHEVALIER – JOAQUIN, TX**

I am the widow of Robert A. Chevalier. I am writing you concerning the December 2001 issue of Mendlesham Memories which had his obituary in it. I have received all issues except that one, which I dearly would like to have. My husband and I loved receiving MM and keeping up with happenings of all the old crew members and their families. Since his death, I too still enjoy receiving and reading MM.

I recently had a letter from one of my husband's crew members from 1945, Fred E. Hampton of Zionsville, IN

I will be pleased if you will send me the December issue. I just finished reading the June issue. Also, I would like to say, this coming June 28 we would have celebrated our 25<sup>th</sup> wedding anniversary had Robert lived.

\*\*\*\*\*

### **CHARLOTTE ARDO – HEBRON, KY**

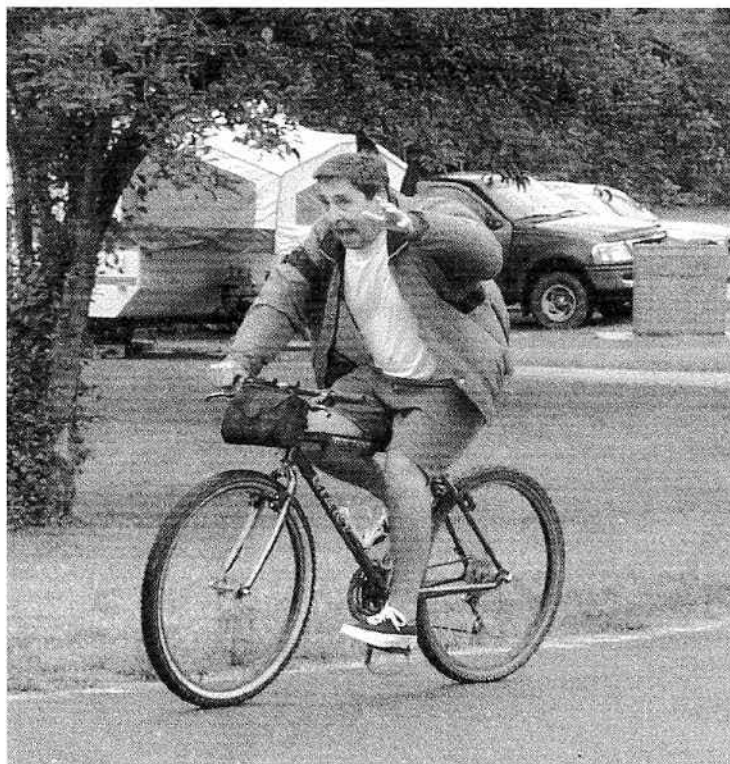
*(thru daughter Joanne)*

We are sad to report our father Joseph Ardo flew his last mission home on May 28<sup>th</sup>, 2002. We think he was discharged a little early from the World, but it was an honorable one.

It sure was nice for dad to find his co-pilot and spend time with him in Buffalo and Savannah. He also got to write the ball turret gunner "Winnie" a few times and talked with him on the phone. I am thankful he had the opportunity to talk with some of the old crew before passing on. They never had much luck finding the others, but sure gave it a shot.

We would like to personally thank you for the opportunity the family had to attend the Buffalo and Savannah reunions. Dad was looking forward to Salt Lake City and we were in the process of seeing who could attend once again with him. It was such an honor spending the weekend with some of America's Greatest Hero's. At Buffalo it seemed only a handful of families attended however, many more were in Savannah. We would urge all to invite your families and allow them the wonderful privilege we had meeting so many extraordinary people, taking with us a piece of history and memories of good times. We are sure dad would want to say "so long comrades".

Thanks for all your help and great work!



**Joseph Ardo**

*Dad never forgot how to ride a bike after his time at Mendlesham.*

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## CHANGE OF ADDRESS

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORG</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
CAMP	RICHARD, H	7	401 VILLAGE WAY APT 50	WALLA WALLA	WA	99362
CLARKE	MARSHALL, J	4	4866 KING ARTHUR PL	SACRAMENTO	CA	95841
CLARKSON	DOROTHY, L	391LM	724 GREENE ST APT 708	AUGUSTA	GA	30901
COOK	GEORGE, M	4	10349 ORMOND ST	SUNLAND	CA	91040
DULAN	CHARLES, J	14460	GRREN CAP PL	FAIRFAX	VA	22030
FLINT	ALAN	HHWP	71 MALLARD	NEWPORT	VT	05855
GLENN	ALBERT, L	18	815 VALLEY DR	SOMERDALE	NJ	08083
HOLLOWELL	JAMES, S	7LM	419 OAK ST	PASO ROBLES	CA	93446
HOVSEPIAN	BARKEV		16 WILLIAM GANNON RD	MANCHESTER	NH	03104
LEASON	FAUN	391A	6073 PLEASANT STREAM	KATY	TX	77449
LIPSCOMB	LINDSEY, I	391LM	14 WOODSTONE ST	HOUSTON	TX	77024
LOISELLE	JAMES, L	18	RR 3 BOX 191A	HINCKLEY	MN	55037
LUSCHER	RAYMOND, M	391	10341 SPRING VALLEY DR SE	ALTO	MI	49302
MAYOR	JOHN, D	4	3330 EDINBOROUGH WAY APT912	EDINA	MN	55435
MEEHAN	JAMES, B	7	1225 AVENIDA DEL CIRCO APT 213	VENICE	FL	34285
NEUBAUER	GEORGE, W	7	81 W 8 <sup>TH</sup> ST	BUFFALO CITY	WI	54622
PROVENCE	ROBERT, N	391LM	733 PLANTATION ESTATES DR B-317	MATTHEWS	NC	28105
SIMPSON	WILLIAM, R	HDQ	155 BLAKE BLVD APT 226C	PINEHURST	NC	28374
STEDMAN	GERALD	FOTHE	5 JORDAN CLOSE GREETING ST MARY	IPSWICH, SUFFOLK	ENGLAND	IP68NN
STEELE	DONALD, F	18	3910 MOUNTAIN COVE DR	CHARLOTTE	NC	28216
STRAWDER	EARL, C	7	1430 5 <sup>TH</sup> AVE SE	MOULTRIE	GA	31768
SUBJECT	BARBARA, J	18LM	PO BOX 75	GRAYSLAKE	IL	60030
YOUNG	JAMES, C	7A	2245 N 2 <sup>ND</sup> ST APT 2	HARRISBURG	PA	17110
ZELLERS	B B	4-18	21287 GEORGE BROWN AVE	RIVERSIDE	CA	92518

## TAPS

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORG</u>	<u>DOD</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
ARDO	JOSEPH	391	5-28-02	2036 W HORIZON DR	HEBRON	KY	41048
GAMBRILL	STEWART, W.	18	?	589 E. ST ANDREWS DR	MEDIA	PA	19063
GREEN	JOHN, M.	7	4-24-02	415 W MCNEESE	LAKE CHARLES	LA	70605
HUNTER	HARRY, F	391	9-27-01	7 LARKSPUR LANE	CLARENDON HILLS	IL	60514
RICE	LOUIS, H	18	6-6-02	6700 VALCANOES RD APT2	17NW ALBUQUERQUE	NM	87121
THOMPSON	J.W. (SOAPY)	7LM	5- ? -01	7249 HIGHWAY 139	PARAGOULD	AR	72450
WARD	EDWARD, L	?	5-21-98	8 WILLARD ST	AMSTERDAM	NY	12010

## NEW ASSOCIATE MEMBERS

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
CHASE	DAVID	1382 NE ALEX WAY APT 261	HILLSBORO	OR	97124
McNEILL	THOMAS, R	1370 WEST CALLE APT 113B	VISTA	CA	92084
MACIEL	ROBERT (391st BS)	570 KENSINGTON COURT	VALPARAISO	IN	46385
<i>CORRECTION FROM MARCH ISSUE:</i>					
MARTIN	ROBERT, R.	7 SNOW HILL LN	MEDFIELD	MA	02052

## NEW FOUND MEMBERS

<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>ORG</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>STATE</u>	<u>ZIP</u>
CESARE	CARMEN	7	535 ROBERTA ALICIA	NORTH LAS VEGAS	NV	89031
ROGERS	JOHN, N	391	4002 16 <sup>TH</sup> ST	LUBBOCK	TX	79416

## DONATIONS TO THE RAY L. SUMMA SCHOLARSHIP FUND

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ELIZABETH HUNTER

## 50<sup>TH</sup> WEDDING ANNIVERSARIES

ROBERT AND RUTH BUCHNER - 10-11-01

## 60<sup>TH</sup> WEDDING ANNIVERSARIES

RALPH AND RACHEL LUCAS - 10-03-02

SALT LAKE CITY

**34<sup>th</sup> BOMB GROUP  
ASSOCIATION  
REUNION**

SEPTEMBER 25-29,  
2002

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**Joseph K Marks**

**Pilot, 4th Sq., Crew No. 12, April - Aug 1944**