



ENDLESHAM MEMORIES



VOICE OF THE 34TH BOMB GROUP (H)

SCHOLARSHIP ISSUE



Where Great Futures Begin



4TH SQUADRON



7TH SQUADRON



18TH SQUADRON



391ST SQUADRON

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 should be sent to:

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Deadline

All material and items for the June, 2003 issue of Mendlesham Memories should reach me on or before April 15th, 2003. That is the date our final copy will go to the publisher.

Jack Share, Editor

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Other web sites of interest:

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

share - a thought

Another year has rolled around and again it is time to honor our latest scholarship awardees. This year's recipients have been generous enough to send in photos of themselves with their proud grandfathers along with their letters of appreciation. Our thanks for their considerations and congratulations from the members of the 34th Bomb Group Association.

This edition of Mendlesham Memories contains two rather lengthy articles that I thought you would all be extremely interested in. Both articles are so well articulated and written that they appear, unedited, in their entirety. They can't help but make us feel proud of our part in defeating those that would have liked to take away our freedom and the way of life we enjoy.

"The 2nd Generation", written by David Feiber, gives us his views of our generation, from his perspective, as the son of a seriously wounded veteran of World War II who flew with the 34th Bomb Group. David is an associate member and he and his wife Sonia attended our reunion in Salt Lake City.

The other letter is from Mr. Jon Baker a guest of Joe Marks and his family at our recent reunion in Salt Lake City. He was so inspired by the talk given by the young speaker at the gala banquet he felt compelled to write his own feelings towards our generation and how our actions in World War II has impacted each generation since. We think you'll find both letters most interesting and even feel a bit proud after reading them, I know I did.

It may seem a bit early to be talking reunion but it seems a lot of interest being generated by many of our members concerning our next one in San Antonio. One such e-mail is titled "Pre-Reunion Planning, 2003". It goes on to say "It is not too early to start making plans for the reunion in San Antonio, Texas. The dates are Sept. 11-14. Be sure to mark it on your new calendars, **NOW!**

He gives us information to order a **free visitor's guide and map** – call the Convention & Visitors Bureau, toll free at 1-800-447-3372. And for those who have access to the Internet (either yours, children's, grandchildren's, friends, public library) enter: http://sanantoniovisit.com/visitors/com_history.asp for all kinds of information on things to see and do while you're in San Antonio.

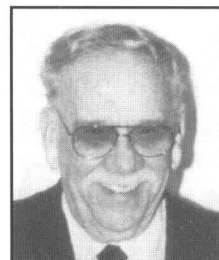
Look for your reunion Registration Form in the June issue of MM. Good advice.

Jack Share, editor



From the Treasurer's Computer

A belated Happy New Year to all! I trust you made it through the seasonal festivities with a clear head and are enjoying this, the 3rd year of the third millennium!



Hal Province,
Treasurer

I'm starting a new PUSH this year! I've been pushing *HISTORICAL* experiences, trying to get you to put your war experiences down on paper, or audiotape. This year I ask you to share the wartime photos you may have stashed away in some near-forgotten album or stowed in a drawer. In surfing the web, I see so many requests from people who are anxious to see pictures of people or aircraft or stations where relatives knew or worked or flew from during the war. Time after time the story goes like this: "*Grandpa died in 1992 but he never told us much about what he did during the war. I know he was in the 8th Air Force for I have a picture of him standing beside an airplane. The airplane has the number 7439 on it and Grandpa is with a bunch of other men. If you knew or worked with Sgt. Johnny Aercorp please get in touch with me! I want to be able to tell my children what Grandpa did during WWII.*" I hope that none of your kin will be writing a request like that! If you have pictures you are willing to share with others, please send them to me and I'll scan them and return the originals, pronto!

And don't forget the HISTORY PROGRAM. If you have a chance to do an oral history interview – **JUST DO IT!** And you wives, some of you worked in defense plants during the war so you need to tell your story also.

Please note that this is the ANNUAL RAY SUMMA-34TH BG SCHOLARSHIP issue and if you have kin graduating in June, PLEASE, encourage them to get their applications in the mail. The 2003 application form is in this issue. If additional copies are required please Xerox as many as needed.

Bob Gross is attempting to contact the airlines serving his area of New England to see if it may be possible to get a group rate for those wanting to fly to San Antonio for the 2003 reunion – September 11-14. This project can be applied to other centers from which members might be flying. I'll try to let you know if Bob is successful in his quest. At one time most airlines offered a book of four tickets to seniors at a reduced rate. A ticket was good for one flight to any airport in the continental U.S. that served the airline. Using such a book, a man and wife might fly from Seattle to San Antonio and return. If you are flying to San Antonio you may wish to inquire about senior books.

I've checked the web for information on interesting places to visit in San Antonio and believe me, there is much there to be visited and enjoyed. I think the Reunion Committee chose another super site for our reunion and I encourage all to make plans to be there!

Keep healthy, be happy, and may GOD ABUNDANTLY BLESS!

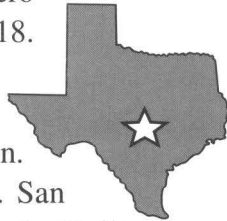
REUNION COMMITTEE

The 19th annual reunion of the 34th Bomb Group (H) Association will be held 11 September to 14 September 2003 at the Raddison Hotel, downtown Market Square, 502 West Durango Boulevard, San Antonio, Texas. Anyone desiring to arrive earlier or stay longer should contact the hotel.

The average Sept. Temperature is a high of 89 and a low of 69, with very low humidity. The hotel is located off I-35 Exit 155. The hotel provides a "free shuttle" to the Riverwalk and downtown attractions.

San Antonio is served by the major airlines, Greyhound bus line and Amtrak train service. Shuttle service to the hotel is available near the baggage claim area. We found that for the two of us it is about the same price to take the taxi and it was faster than the shuttle. No prices can be quoted now as they are subject to change.

The site that became San Antonio de Valero and its protecting fort was built in 1718. Stephen F. Foster brought 300 American families here in 1821 when the colony became the Anglo-American Foundation. Texas became our 28th state in 1845. San Antonio cattle barons blazed the old Chisholm Trail to Abilene, Kansas. Remember those Western stories we read when we were youngsters! San Antonio has a strong military tradition starting with the formation of Theodore Roosevelt's "Rough Riders" shortly after the battleship Maine exploded in the Havana harbor in 1898. World War I brought the opening of Brooks and Kelly Air Force bases and many others followed during World War II. Many of the 34th Bomb Group trained in Texas, some near San Antonio. Come and see if you remember any of the old sights.



The June 2003 issue of Mendlesham Memories will include the reunion and hotel registration forms. Start making your plans now.

The bus tour will include visits to a 1910 General Store, Antique Auto collection, San Antonio Shoe factory, Spanish Mission Conception and lunch on the go. After lunch we will tour the Alamo Chapel, Long Barracks and Gardens. Then to the San Antonio Sunken Gardens to see a one of a kind horticulture and water scaping and then shopping at the Mexican Market and the return to the hotel.

The Reunion Committee:

Harold Rutka
Robert Wright
Bruce Sothern

WARBIRD'S SWANSONG

From Arizona Highways
by Jerry McLain

After WWII, more than 7,000 retired army bombers, fighters and training planes were left standing row on row at the old Kingman Army Field five miles east of Kingman, Arizona, not Storage Depot 41 of the war Assets Corporation. It was the world's greatest concentration of aircraft in one area at one time, covering five square miles. Kingman Army Airfield was a flexible gunnery base, which once had an army population of 17,000 officers and men.

5,437 of the planes, offered for competitive bidding with the provisions that they would not be used for flight purposes since they were not adaptable for civilian use, were purchased for \$2,789,999 by Martin Wunderlich, a Jefferson City, Missouri, contractor. (It is rumored that the fuel drained from these planes was sold for more than the purchase price of the planes).

But so outstanding was the Kingman depot's safety record that in the delivery of 7,000 planes involving an estimated 21,000 flying men, there wasn't a fatal accident.

Only planes with low flying time were "picked". Yet Kingman soon had 1,100 such B-24's standing wing tip to wing tip.

At one time one summer, Kingman storage records showed 2,567 B-24 Liberators, 1,832 Flying Fortresses, 478 P-38 Lightnings, another 200 P-38 photo planes, 37 B-29 Superforts, not to mention 141 B-25 Billy Mitchell medium bombers and hundreds of P-47 Thunderbolts, P-40's of Flying Tiger fame and the A-26's, then America's newest and fastest medium bomber.

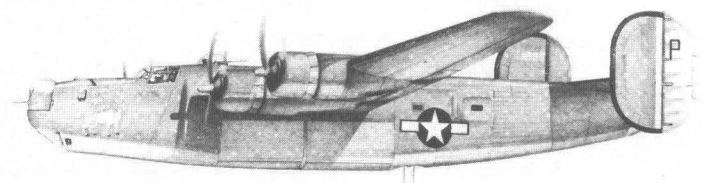
The depot sold B-17's for \$13,750 and B-25's for \$8,250. Prices asked for other types of aircraft included the A-26's at \$2,000 each; P-51's at \$6,000 each; P-47's at \$3,500 each; P-40's at \$1,250 each and A-24's at \$1,650 each.

None but American citizens could purchase planes at Kingman and before being offered for sale, the ships were stripped of all confidential equipment such as bomb sights, radar and some radio installations.

Mohave History and Arts Museum

Kingman, Arizona

(From B17 Flying Fortress Association newsletter)



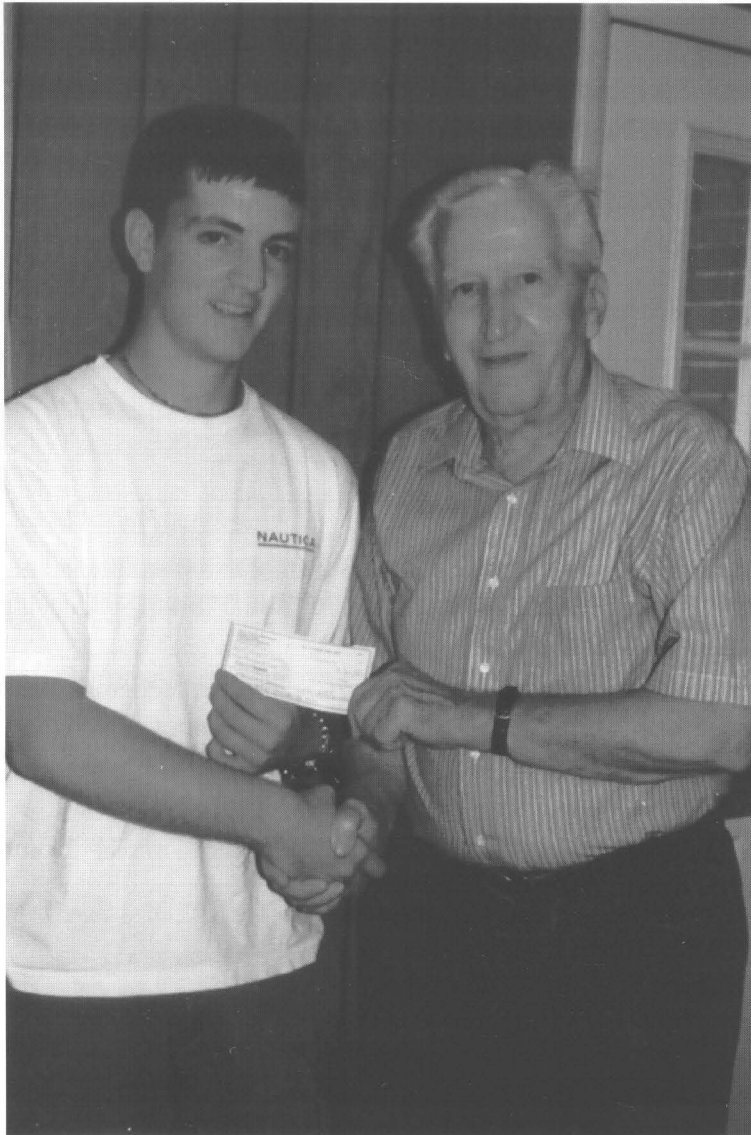
2003 SCHOLARSHIP AWARD RECIPIENTS



JORDAN BAKER

1ST HONORS - \$1,000

(With grandfather, Alex Antanovich)



I am very proud and thankful to have been selected by your group to receive the Ray Summa Memorial Scholarship in the amount of \$1,000. My grandfather shares his newsletters from the bomb group and I have read the thank you letters from other recipients never dreaming that I would be writing one myself. The money has already been applied to my tuition at Washington & Jefferson College where I am enrolled in the premed program. I hope someday to be a veterinarian here in Washington County.

Throughout my life, I have had a profound gratitude to the veterans of our great country. Perhaps, the fact that both my grandfather and my dad were in the military make me more aware of all the hardships and sacrifice that the veterans made so that our freedoms can be realized. The veterans of World War II especially are responsible for the quality of life that we all enjoy today.

Now my gratitude extends to the veterans of the 34th Bomb Group who continue to help me with my quality of life by providing me with their generous scholarship. I hope someday I can repay you, and my country, for giving so much. Thank you all again and God bless each and every one of you.

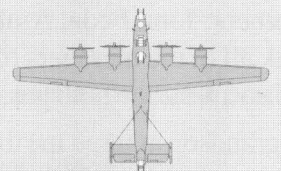
(And from Grandfather Alex):

I too want to thank you all for selecting my grandson for the scholarship. I am very proud of him, thank you.

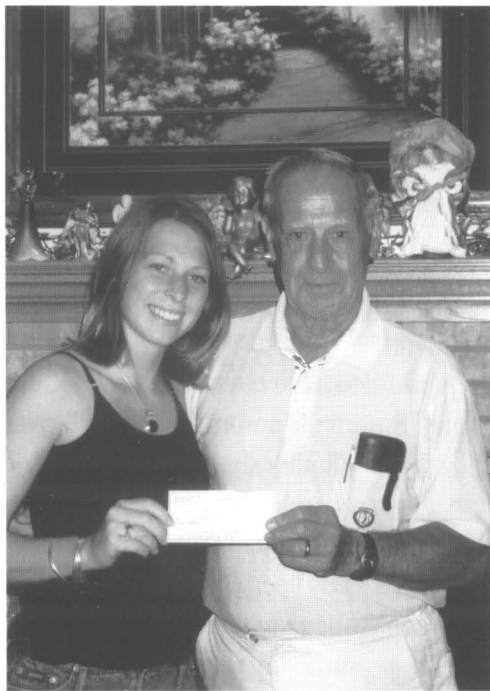
DUES

(for those who pay annually) are due on January 1st. each year.
Please remit your \$10.00 to:

HAROLD PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426



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



ERIN EATOUGH
2ND HONORS - \$750
 (With grandfather, Glenn Henry)

I would like to sincerely thank your organization for the scholarship I was awarded. I cannot tell you how helpful your contribution will be to my education. It is an honor to be selected to receive your scholarship. I am very fortunate to have such a wonderful grandfather who cares and supports my endeavors.

I am attending the University of Wisconsin-Madison to pursue a degree in psychology with a pre-med intent. I plan to go to medical school after graduation to become a psychiatrist. This semester I am taking mathematics, Spanish, psychology, ballet, and a research class in which I will be an active participant on a psychology research team here on campus. I also will be volunteering during my free time at the UW-Children's Hospital. I am greatly looking forward to my years of advanced schooling and to my future in the health care field.

Again, thank you very much for your funding toward my education.

MICHAEL A. TORRE
3RD HONORS - \$500
 (With grandfather, Michael A. Torre)

Words cannot convey the totality of pride and gratitude I harbor, since learning of my selection as a scholarship recipient. I am both extremely thankful and appreciative of the generosity of the 34th Bomb Group members and the 34th Bomb Group Scholarship Committee – Hal Province, John Feda, Ambers Hanson, and Robert E. Vaughn.

What I value most regarding this award has nothing to do with monetary value associated with it, but rather the recognition and approval of the individuals that have served as constant role models and eternal heroes, since my youth. I cannot express how absolutely priceless that recognition and approval is to me. It is a gift that will forever serve as a motivational force, and source of guidance throughout my life, and for that I am grateful.

I sincerely hope and pray that I can live up to the standard of excellence that my grandfather and member of the 34th Bomb Group have set. I assure you that every aspect of my life, whether it is flying, schooling, the Air Force or my family, I will strive to approach it in a manner I feel honor and emulate the 34th Bomb Group and it's members.

Thankfully,
 Michael A. Torre

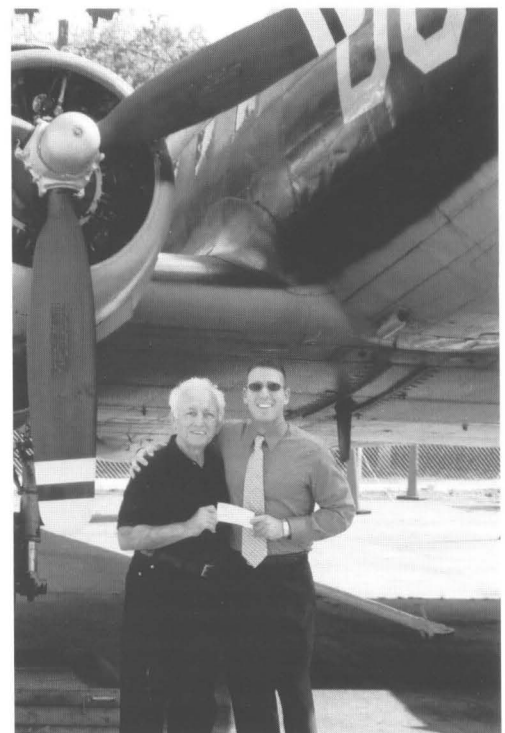
(And from Grandfather Mike)

Hal, you are correct to write that I must be very proud of my grandson, Michael. When I told him he was awarded third honors in the Ray Summa 34th Bomb Group Scholarship program, he became delirious with joy. I believe I suffered the same fate. Michael said that this is his first award and he hopes that it is not his last.

We would like you to express our heartfelt thanks to the scholarship committee members; John Feda, Ambers Hanson, and Robert E. Vaughn. We also want to thank all of the members of the 34th Bomb Group whose contributions made this whole experience both possible and enjoyable.

My grandson assured me that he would endeavor to keep the Group apprised of his achievements in school and beyond. Again we want to thank the 34th Bomb Group for honoring Michael and bringing joy to the Torre family.

Sincerely,
 Mike Torre
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SCHOLARSHIP APPLICATION

The Ray L. Summa, 34th Bomb Group Association Scholarship Fund to be awarded annually to the relative of a member of the 34th Bomb Group Association. The amount to be awarded shall be \$1,000.00 for the first place winner, \$750.00 for the second place winner and \$500.00 for the third place winner.

CRITERIA TO QUALIFY FOR THE 34TH BOMB GROUP ASSOCIATION SCHOLARSHIP AWARD IS AS FOLLOWS:

1. Applicant must be the relative of a paid-up member of the 34th Bomb Group Association.
2. Applicant must have maintained a 3.0 average point average on a 4-point scale during his /her senior high school year.
3. Applicant must attend a 2 or 4 year accredited college as a full-time student and maintain a 2.5 grade point average on a 4-point scale.
4. Applicant may also be a college student continuing education and have a 2.5 grade point average on a 4-point scale.

2003 Application for the 34th Bomb Group Ray Summa Scholarship Awards

Name: _____ Phone: _____

Address: _____

Name of Sponsor (paid-up 2003): _____ Squadron: _____

Address: _____

Age of applicant: _____ Grad. Date: _____ Best SAT/ACT Score: _____ GPA: _____

Will pursue Academic Major: _____

Colleges and Universities of interest to you: _____

Summary of academic achievements (e.g. scholarships, awards, honor society): _____

Extracurricular activities: _____

Community activities you have participated in: _____

Hobbies and Special Interests: _____

List any non-government funded jobs which you have held: (Full or part time, with dates): _____

(Use additional sheets as needed.)

Applications must be included and are not complete until the following additional materials have been included and attached:

- 1: All available & most recent high school or college transcript (including current grades).
- 2: Copy of your ACT/SAT test scores.
- 3: An essay on "Why I wish to pursue a College Degree" in 500 words or less.
- 4: Standing in your graduating class (your position and the number of students in class).

Applications must be postmarked no later than July 10, 2003. (Please, include a self addressed post card if you wish acknowledgment of receipt of application).

Winners are expected to be announced at the 2003 34th Bomb Group Reunion in September.

Mail completed application to:

Scholarship Committee,
c/o Hal Province
153 North Hill Drive
Carriere, MS 39426

PX ORDER FORM

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

VET: WWII U.S AIR FORCE OR VET: WWII US ARMY AIR CORPS.....\$4.00 EACH OR 3 FOR \$10.00

(NO SHIPPING CHARGES ON THIS ITEM)

REPRINT OF 34 TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH	\$37.50ea.
LATEST 34 TH B.G. HISTORY BOOK, 1999 edition	\$49.95ea.
"BAIL OUT OVER MUNSTER" by WALTER STURDIVAN.	\$ 5.00ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No)	\$ 9.50ea.
LICENSE PLATE HOLDER (2 for \$5.00)	\$ 3.00ea.
PATCHES – 8 TH AIR FORCE OR 34 TH BOMB GROUP	\$ 5.00ea.
PATCHES – 8 TH AIR FORCE (Gold & Silver Bullion Tread)	\$ 9.95ea.
PATCHES – SQUADRON – 4 th – 7 th – 18 th	\$ 5.00ea.
DECAL – VALOR TO VICTORY – 5" X 5"	\$ 1.50ea.
BUMPER STICKER – 34 TH B.G. – 3" X 12"	\$ 1.50ea.
BOLO TIES – 8 TH AIR FORCE – 34 TH B. G. – B-17 – B24	\$ 6.00ea.
KEY RINGS – 8 TH 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 or CAP DECOR	\$ 4.50ea.
WINGS – 2 3/4" – PILOT – BOMBARDIER – NAVIGATOR – GUNNER	\$ 4.00ea.
WINGS – 2" CREW	\$ 4.00ea.
WINGS – 1" – PILOT – BOMBARDIER – NAVIGATOR – ENG – GUNNER for (CAP OR LAPEL)	\$ 3.50ea.
TIE TACK – 8 TH A.F. – 4 TH – 7 TH – 18 TH – 391 ST SQDNS	\$ 4.00ea.
BALL PEN (retractable) W/REPLACEABLE CARTRIDGE	
.....DK. BLUE W/GOLD LETTERS (34 TH BOMB GROUP, 8 TH AIR FORCE) AND GOLD TRIM	\$ 2.00ea.
V.C.R. TAPE 58 mins. ("Start Your Engines + 50 Years")	\$27.95ea.
MEN'S POLO SHIRT W/POCKET AND 34 TH B.G. EMBLEM (Hunter Green – beautiful)	
..... MED. LRG. XLRG. XXLRG	\$25.95ea.
MEN'S POLO SHIRT (Cobblestone beige) W/34 TH B.G. EMBLEM and LOGO – (no pocket).	
..... MED. LRG. XLRG. XXLRG	\$25.95ea.
MEN'S POLO SHIRT (White W/ Emblem – no pocket) X Large.	\$25.95ea.
CAP (w/patriotic bill) on NAVY BLUE w/LOGO	\$9.50ea.
CAP - ROYAL BLUE w/ 34th BOMB GROUP LOGO	\$7.50ea.

PLEASE CIRCLE ITEMS DESIRED

THANK YOU FOR YOUR ORDER

Please add \$3.50 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

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

DISTINGUISHED FLYING CROSS

LATE AWARD

On a March 18, 1945 bombing mission to Berlin, the Lt. Raymond Myers crew of the 34th Bomb Group lost 3 engines over the target. They managed to release their bomb load over enemy territory but began to lose altitude. Lt. Raymond told the crew to prepare to bail out but somehow managed to bring the plane under control and decided a crash landing would be safer. He brought it in with a successful belly-landing in Poland, which the entire crew survived.

Ray Jetton was the flight engineer on the Raymond crew and he picks up the story from there: *"We fell into the hands of a small group of Russian soldiers who cared for us for 10 days when we were put on a train for a 3 or 4 day ride to Poltava in the Ukraine. Because of the two armies meeting in Berlin, they would not release us for about 4 weeks after which we were put on an Air Transport Command plane for a flight to Tehran where we spent 2 nights. Then we were taken to Cairo for 2 or 3 nights, then to Naples, by way of Athens. After a few nights in Naples, we boarded a British plane and after a short stop in Paris, we landed back in England. We returned to the base at Mendlesham to be greeted by our friends who thought we were K.I.A. We arrived back in time to participate in food drops to the Dutch people.*

We were officially listed as MIA for about 6 weeks."

When Myers and Jetton met at an Air Force reunion in Dayton, Ohio in 1989 they discussed the fact that Myers was entitled to the Distinguished Flying Cross which the U.S military intended to give him after his return from England in 1945. But Myers was transferred to China for the still-ongoing war with Japan. Consequently the paper work fell through the cracks and the medal was never awarded and Myers thought it too late to get the award at this late date. Ray Jetton thought otherwise, and began the push, which ultimately had to overcome several obstacles. Finally, after working for years with state senators and representatives, the medal was finally awarded at a ceremony at Fort Jackson attended by Jetton and U.S. Representative, Joe Wilson who flew in to make the presentation.

DISTINGUISHED FLYING CROSS

PRESENTATION

Ralph Lundeen and **Norman Mayer** received their Distinguished Flying Cross 58 years ago without much fanfare during a brief respite from the Battle of the Bulge.

Auto dealer, **Bob Braeger** received his – belatedly but just as deservedly on June 23rd, 2002 in Milwaukee, WI with considerable more ceremony.

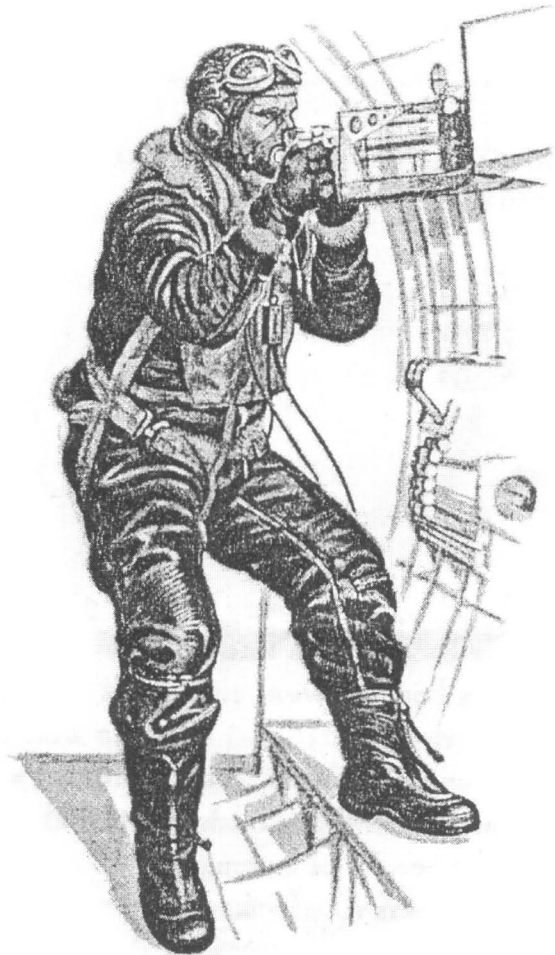
Last year the Department of the Air Force amended the snafu that prevented Bob from receiving the medal in 1944 along with the other members of his B-24 crew.

Ralph and Norm, the only other survivors of the 10 man crew, flew in from their home states for the formal ceremony at the Milwaukee County War Memorial.

They were two of many honored guests that included an impressive parade of elected officials and top military brass who made the occasion special.

In addition to Bob's wife, Deanna, their extensive family and many community notables came to witness this last chapter in a 58 year-old story.

Ed – Congratulations Bob!



“The Little Engine that Could and Did”

By George Hilliard, Flight Chief, 398th Bomb Group (H) 603rd Squadron
(From the “B-17 Flying Fortress Association newsletter”)

When the subject of aircraft performance is discussed, we seldom hear about the power plant that propelled our B-17 Flying Fortresses through the air.

The B-17G was equipped with a Wright Cyclone R-1820-97, a 9-cylinder radial engine with 1,000 HP. With the addition of the turbo supercharger, Honeywell controls and the paddle propeller, the B17G with a full bomb load could reach an altitude of 35,000 feet.

Under ideal conditions, the B-17G could reach a maximum speed of 302MPH and cruise at 160MPH with a range of 3,759 miles.

The Wright Cyclone R-1820-97 could take a lot of punishment as long as it had sufficient oil in the tank. Sometimes the rocker boxes would take a hit and when it landed the oil would squirt from the damaged rocker box each time the piston would come up on the compression stroke.

When the engine ran out of oil the crankshaft would get so hot that it would break off on landing and send the propeller skipping across the runway.

The R-1820-97 was not considered a frugal engine for fuel, although fuel consumption during World War II days was not a factor as it is today. Records show that the 398th Bomb Group during a one-month period from May 6 to June 6 1944 consumed 901,994 gallons of 100-octane gasoline.

Wright Cyclones also powered the B-29 Superfortress with R-3350. This was a 2,000HP, 18- cylinder Duplex. Later came the R-4360, a 28-cylinder engine turning out 3,500HP and used on the C-124 Globe Master.

But for those of us who flew and serviced the B-17G, we can be grateful for the technical knowledge and research that went into “the little engine that could and did”. The many of us who had the job working on R-1820’s felt that it was the right engine for the right airplane at the right time.

And this went not only for the engine, the airplane, and the time but also for the men who were there to maintain, service and change those Cyclones. Whether they were out on the line, in the various squadrons or at the Sub Depot, they all took great pride in keeping them running.

And not to forget the others on the ground who did their part in the overall picture of winning the war.

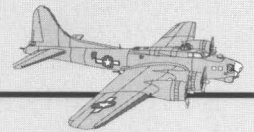
IN MEMORIAM

William Donze, a member of the 34th BGA recently passed away in England. Bill was an American serviceman who entered the service in 1942 from the State of Washington. He was sent overseas that same year and ended up at Mendlesham Air Force base where he became a member of the 34th Bomb Group. While at a dance held at the Mendlesham Village Hall, he met Beryl, a young girl who eventually became his wife. They were married in the church in her hometown of Finnington, close to Mendlesham, on 26th January, 1946. They were married for 56 1/2 years and had one son, Wesley, who survives.

At the end of hostilities, Bill returned to the States, for his discharge, which he received on 28th March 1946. He returned to England aboard the Queen Elizabeth where he remained until his passing. He retained his American citizenship and was given a military funeral provided by the U.S. Embassy, complete with the American flag folded and presented to Beryl by two U.S. Servicemen. He was buried in the churchyard in Mendlesham.

On Veterans’ Day, November 11th, 2002, Father Philip Grey, pastor of the Mendlesham church, lit candles for all the men, listed in the book, who died while stationed at the air base in World War II. Fortunately, Bill lived long enough to attend this ceremony and pay respects to his departed comrades.

Bill was very well liked in his adopted land and will be sadly missed by the residents.



Editors Note: From all the mail I’ve been receiving about the death of Bill Donze, I would assume he was not only well liked in his adopted land – England, but also by many of our 34th BGA members. Many knew him from the war days and many more have met him in their travels to Mendlesham since the war. One of them was Bennett Richmond who wrote that he went to school with Bill in Burbank, Washington. They met again 50 years later, in 1994, at Mendlesham when Bennett returned on a 34th bomb group tour. He reminds us that Bill’s wife, Beryl is one of the ladies who take care of the 34th Bomb Group memorial at Mendlesham.

To the Members of the 34th Bomb Group Association:

I had the privilege a couple of months ago of attending your reunion in SLC as a guest of the Joe Marks' family. I enjoyed the evening, especially for the opportunity to rub shoulders first hand with people whom I consider to be heroes! As I sat listening to the speaker, I made a mental note to myself that I too needed to someday personally express my gratitude to you. I am writing this letter today from Calgary, Alberta on what is known up here as Remembrance Day. As a new resident of Canada, I have been impressed by the way Canadians take this day seriously. In my opinion, the average Canadian seems to place a lot more emphasis on this day than does the average American. For whatever reason today just seemed like a good day to write and say "thanks!"

I am an American male, age 46, and the father of four children. I grew up in a middle class family and had the privilege of being well educated. Today I enjoy a high standard of living in large part due to that education, and my ability to make the most of it within the context of a free market. I make my living as an entrepreneur with a focus in the energy industry. Two years ago I started a natural gas exploration and production company with a focus on Western Canada. My recent move to Calgary is due to the success we are experiencing within our company. In earlier parts of my career I lived and worked with my young family in third world countries where individual freedoms are a much lower priority than here in the States. I have traveled for business to six continents and have seen first hand the harsh realities of rampant poverty, oppression, and human exploitation.

I share this brief bio with you only to give you a basis for understanding what I wish to say in the balance of this letter. From my perspective, I am very much living a life that is part of the American ideal, perhaps even the epitome of it. I not only enjoy a great quality of life, but I am blessed to have the ability and good fortune to be doing exactly what I want to be doing. I wake up each morning invigorated to get to work and continue progressing my ventures in the manner I see best. I may succeed or fail in my life's work, but whatever happens, it will be due in large part to the choices I make and the freedoms I enjoy!

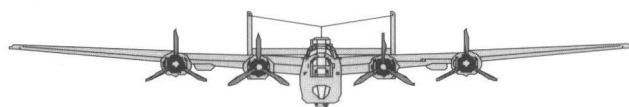
From my perspective, none of the things I value most in my life (including my family and my work) would be possible, or even remotely the same, without the sacrifice that you and your fellow servicemen made on behalf of America and on behalf of me and others like me. You see, each morning when I awake, I not only look forward to another day's opportunity to further my goals, but I also stop to give thanks that I have been blessed

to be a citizen of a country where we have the freedom and the opportunity to become whatever it is we choose to become. At times I have been almost overwhelmed as I contemplate how other men's sacrifices have played such a huge role in my life!

So, when I referred earlier in this letter to each of your membership as heroes, I do not say that lightly! You truly are my heroes and I wanted to share that with you! I list you right beside all of those patriots who fought against tyranny in the Revolutionary War and the war of 1812; with those who fought on both sides of the Civil War - each man fighting for his own view of right and wrong; with those who fought in WWI as well as your war. You are all heroes to me, for if our nation had lost any of those fights, we would not be anything close to the kind of nation we are today, nor would I arguably have enjoyed the kinds and types of freedoms that have played such an influential role in my life.

Please note that in the above paragraph I refer to all men who fought as being heroes, and not just those who died. I know full well that we have a tendency to place particular emphasis in honoring our servicemen who fell in battle and made the supreme sacrifice. However, I tend to agree with General Patton in his sentiment that it is better for a soldier to live for his country rather than just die for it. After all had the 34th Bomb Group and all of the other Groups like it been utterly destroyed by the enemy, the outcome of WWII would probably have been completely different. Please allow me to explain this further.

Try as I may, I cannot fathom what it must have been like to be a member of a bomber crew in the European theatre during WWII! When I consider the small size, slow speed, and unsophisticated nature of the aircraft, the tactics involving massed bomber attacks in daylight raids, the extensive air and ground defenses arrayed against such attacks, and even the weather and related flying conditions; I absolutely cannot envision myself having the courage to ever go on even one mission. When I overlay the grim statistics regarding the percentage of each group that would be lost in each mission, compounded by the number of missions each man needed to fly before being viewed as having done his patriotic duty, it seems like nothing short of insanity to me to climb into one of those planes.



There is no way any sane man could with any reasonableness ever expect to complete his allotted number of missions alive. Yet, despite this, day in and day out, you and those liked you climbed into those planes and did what you were asked, yes, expected to do. In my mind, that selfless act of getting in your planes is where the real courage shone through! Once you were up and on the mission, your focus would have been on completing your mission and getting back safe. Sure, I try to tell myself that all of you were so young that you still viewed yourselves as totally invincible; that death was always what happened to the other guy, but never to you! However, deep in my heart I sense that it probably only took one or two missions before death had come close enough to each of you to seriously start questioning your own invincibility.

It seems to me that if I were in your combat jackets, it would have been psychologically easier to have been sent to my death in say one of my first missions than to have had to go through the death defying ordeal over and over and over again. Hence, I truly consider that what each of you did was as significant, or even more so, than what most of your fallen comrades did! I rise to salute each of you for doing something that I sincerely doubt I could ever have done!

The Seymour Isaacs' Crew



J. Mason-WG, W. Muntzer-RO,
F. Perevia-BTG, E. Rabun-N,
S. Isaacs-P, K. Hood-B,
E. Jones-TG, R. Platz-CP,
B. Oliver-TT/E

Thought for today:

“Exercise is bunk.

If you are healthy,
you don’t need it;
if you are sick,
you shouldn’t take it.”

Henry Ford

American auto manufacturer. (1863-1947)

I also wish to consider for a moment the sacrifice I imagine most of you made even after the cessation of hostilities. I personally never have been faced with the necessity of taking another man’s life. I can only imagine what toll it must have taken on many of you. Yes, I understand that is was your duty, that in many cases it was either you or the other guy - that both you and the enemy could not live. I understand also that there was room to take great and well-deserved pride in your collective accomplishments related to destroying the enemy’s ability to keep making war on us. However, I like to think that at least for many of you, regardless of the reasons for doing it, every time you took the life of the enemy, a little part of you went with him. After all, many of the men found in the enemy’s ranks had similar fears, hopes, and aspirations for their futures as you did. Again I cannot imagine the personal price each of you has paid throughout your lives as you have lived with this unavoidable consequence of war. The fact that you and your generation went on to rear me and my generation with love, kindness, and decency is just all the more reason to salute you this day!

In closing, I hope that this letter in some small way helps many of you to know deep inside that your efforts were and still are today appreciated by those of us who follow. I also want you to know that in many ways if I or any of my peers ever accomplish anything great or noteworthy it will only be because we are standing on the shoulders of giants like you! It is because of you and giants like you that I take more time this day to rededicate my life and my efforts to being the best I can be, and to doing all I can to ensure that the freedoms you fought so hard to protect are used for the highest possible purposes throughout my lifetime, and the lifetime of my children. So, please accept this simple expression of my gratitude and admiration to a group of “kids” who were forced to become men way before their time! With warmth, admiration, respect, and gratitude!

Jon Baker

Second Generation Viewpoint

By David Fieber

Are our lives important? This is a question that we all ask from time to time. But exactly what is important in today's world, is it material goods and possessions, is it love or kindness? Do our actions define our importance, does being famous make us important? Most people would probably say that importance is something that is determined individually and independently, but I think that culture and environment ultimately shape our beliefs and determinations. I think those of us want to be important, we want our lives to matter and to stand for something positive. Today's culture is obsessed with being famous and recognized. But look at what constitutes being a celebrity these days. It seems celebrity has been reduced to being on TV, about being the last person voted off an island or being the type of idiot that is willing to eat live worms or be covered in rats in front of a national television audience. Today, celebrity seems to be synonymous with self-promotion, self absorbed people throwing themselves into the public eye in order to be famous, to be envied by their fellow man. What bothers me is that celebrity is too often confused with importance, but just because someone is famous doesn't make them important or what they've done important or worthwhile. In fact, I'm not too sure that we meet that many truly important people in our lives.

But being involved with the 34th Bomb Group is all about being immersed with genuinely important people. When you attend a reunion you are surrounded by real heroes and people whose lives and actions have changed the world. You meet men who fought for this country, who lost friends and comrades, lost limbs and precious time from their lives. The members of the 34th Bomb Group sacrificed flesh and blood and they wear their scars, both physical and emotional, as badges of honor and reminders of what a great generation endured for all future generations. You meet men and women who were driven not by self-promotion and absorption, but by a common desire and belief to do what was right and necessary and to truly make the world a better place to live.



I certainly don't want to knock anyone, but today's generation seems to be less about hard work and patience and more about the quick and easy result. Everything in our lives seems to come so easy that we begin to look at our spoiled lives as some sort of birthright. The comforts of today's world are taken for granted because we haven't sacrificed, we haven't earned them. History, even something that happened only 60 years ago, is something that is not foremost on young people's minds. The events of World War II shaped the world, but most young people today don't even know what nations were at war. The events of December 7, 1944 were brought to the forefront after the terrorist attacks on September 11, 2001. Over and over I've heard people comparing September 11th to December 7th, but I don't see the comparison at all. The attack on Pearl Harbor changed this country forever. It plunged a whole nation into war. Thousands and thousands of young men enlisted in the armed forces. At home, fuel and products were rationed and thousands went to work manufacturing airplanes, tanks, and other supplies for the war effort. Today, other than the people who lost their lives or loved ones in the terrorist attacks, or the families with sons and daughters serving in the military, have our lives really changed since 9/11? I don't personally know anyone whose daily routine has been altered by the events of September 11th. Look at our lives fifteen months after the terrorist attacks; we shop the same, travel the same, are entertained by the same sports and television. Sure we all were saddened and we grieved for the terrible loss of life, and maybe we even postponed a trip or two out of fear of flying, but is that really a sacrifice? It certainly isn't the sacrifice that my father made. It's not the sacrifice that Jack Share made or the sacrifice that Jack Steffen's uncle made. Every time I hear someone say "Now I know what you've gone through" to a World War II veteran I feel a little insulted. September 11th is used like a key to get into a secret club, a way of reaping the sympathies and benefits without putting in the effort.

I am thankful that I've never had to fight a war, but there is a value about working for something that makes it so much more worthwhile. I think that is a lesson that can be learned by young people today and that type of ethic is something that can be instilled into them by the members of the 34th Bomb Group. There is a valuable lesson to be learned by listening to the members of the 34th. Our cushy lives today are not a birthright, they are something that was fought for and that young men died for. 295,000 American soldiers died in World War II and never asked to be famous or important. They humbly did their duty and paid the ultimate price so that future generations could live the kind of lives that today we all take for granted. I



have only been to the last two reunions, I regret that I didn't start attending years earlier because I have missed knowing so many fine people, but all it took was one reunion for me to realize the importance of every single person in the 34th Bomb Group. Listening to the stories being told I finally began to understand the sacrifices that these fine young men and women have made and the importance of their lives. Now that's not to say that my life or anyone's life is not important. We raise families and become decent and productive members of society, but what makes us different is that we are all benefitting from our fathers and grandfathers actions. The generation of World War II has been referred to as the "greatest generation" and that is something I would never argue.

And that is precisely what is so important about groups like the 34th Bomb Group and the reunions that are held every year. Like most next generation sons and daughters, I've seen hundreds of movies and documentaries, read interviews and articles about what war is like, but none of that compares as to when you're talking face to face with someone who has actually lived through it. Nothing is as effective as hearing a first person account of the events of the war. As the vets talk, you can see every detail and emotion in their faces and hear it in their voices. Interviews and documentaries are important because they are recordings of history, but nothing teaches better than actual experience, and listening to the member's stories is as close to actual experience that most of us will ever have. Historical events have a way of fading away in time, but groups like the 34th are living records and reminders of the sacrifices that were made so today's and future generations can continue to live the lives to which we are accustomed to.

And that is why it is important to become an active member and support the 34th Bomb Group. None of us will live forever, but each successive generation must teach the next and I want to do my part of carrying on the proud tradition of the 34th and all the other veterans that participated in World War II. My generation owes everything we have to all of the soldiers who participated in World War II. My generation owes everything we have to all of the soldiers who participated in

the war and it's our duty to pass on their experiences to future generations so they understand exactly what our fathers and grandfathers went through to guarantee our comfortable lives. Being a part of the 34th Bomb Group has changed my perception of life dramatically. My eyes have been opened to what is truly important in this world. I will never again look at a celebrity or famous person with envious eyes again. When I go to the reunions and see the type of people who attend, and the decency, humility, and quality of character in evidence, that is who I want to look up to. This is the greatest generation and these are the finest people I have ever known. Are our lives important? That is a determination that each of us has to make, but being involved with the 34th Bomb Group makes that an easy question for me to answer.

David is the son of Herman Fieber. He can be reached at Teemumicah@msn.com

Think About This:

Blessed are they who can laugh at themselves, for they shall never cease to be amused.

Experience is a wonderful thing.

It enables you to recognize a mistake when you make it again.

If you look like your passport picture, you probably need the trip.

A clear conscience is usually the sign of a bad memory.

I started with nothing.

I still have most of it.

Funny, I don't remember being absent minded.



A TRIBUTE

We need to pay our tribute of respect and admiration to the officers and men who fought and died in the fearful battle of the air, the like of which had never before been known, or even with any precision, imagined. The moral test to which the crew of a bomber were subjected reached the limits of human valour and sacrifice. Here chance was carried to its most extreme and violent degree above all else. There was a rule that no one should go on more than 30 raids without a break. But many who entered on their last dozen wild adventures felt that the odds against them were increasing. How can one be lucky thirty times running in a world of averages and machinery? Detective-Constable McSweeney, one of the Scotland Yard officers who looked after me during the early days of the war, was determined to fight in a bomber. I saw him several times during his training and his fighting. One day, gay and jaunty as ever but with a thoughtful look, he said, "My next will be my twenty-ninth." It was his last.

Not only our hearts and admiration, but our minds in strong comprehension of those ordeals must go out to these heroic men whose duty to their country and cause sustained them in superhuman trials.

I have mentioned facts like, "the Americans had 60 of the large fortress aircraft destroyed out of 291," and on another occasion, "out of 795 aircraft dispatched by British Bomber Command against Nuremberg, 94 did not return."

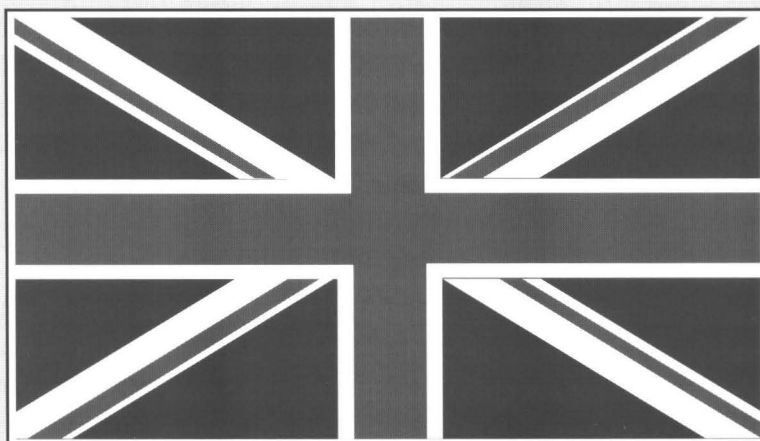
The American Fortresses carried a crew of ten men, and the British night bombers seven. Here we have each time six or seven hundred of these skilled highly trained warriors lost in an hour. This was indeed ordeal by fire.

In the British and American bombing of Germany and Italy during the war, the casualties were over a hundred and forty thousand, and in the period with which this chapter deals there were more British and American aircrew casualties than there were killed and wounded in the great operation of crossing the Channel. These heroes never flinched or failed. It is to their devotion that in not small measure we owe our victory.

Let us give them our salute.

Winston Churchill

Ed: This excerpt from Winston Churchill's book was taken from the 486th Bomb Group Newsletter. It is a fine tribute to the 8th Air Force.



The Saga of Jerks Berserk

The port city of Kiel, located in the northwest corner of Germany, was a favorite, and dangerous, target for the 34th Bomb Group but little did the 39 B-24's, that left from Mendlesham airbase on that morning of August 24th, 1944 realize what was in store for them at their destination. Arguably, this was to become the toughest mission for the group in World War II. Nearly every plane of the 36 that returned suffered

some kind of battle damage, fifteen of them characterized as major damage with 5 wounded crewmen aboard.

Leading the group that day was the B-24 "Jerks Berserk", piloted by Lt. William Mackey with Major Joseph Garrett in command. Flying at only 17,500 feet, the group encountered extremely devastating flak over the



Lt. William K. Mackey

target. Of the three planes that failed to return, one, "Near Sighted Robin", of the 7th squadron, with the Giles Avriett crew, encountered severe battle damage. Leaving the formation with #4 engine feathered and smoking, they landed in Sweden where plane and crew were interned for the remainder of the war.

"Smitty", of the 7th squadron, with Lt. Gerald Howard at the controls, was hit in the #1 engine which burst into flame, seeming to engulf the entire aircraft. As it spiraled down out of control the left wing disintegrated and the plane exploded before crashing into the ground. No chutes were seen coming from the crippled plane but, miraculously, Lt. Howard survived and was taken prisoner of war by the Germans. The remaining crewmembers did not survive.

The lead plane, "Jerks Berserk" was the third aircraft that failed to return to base. The only survivor was the command pilot, Major Joseph Garrett. The families of the crew never were told what happened on the flight except that the crew was missing in action. Major Garrett did write to each family offering condolences but probably told them little of the details. It was not until later that relatives of some of the crew became intensely interested in how their loved ones died and started looking for details. Since Joseph Garrett lived for several years after the war he has been asked by several people to provide more information on what actually happened on that fateful day. A British author, Ian McLachlan, has also researched the



B24 Jerks Berserk taxiing for take off

incident and has written a paper on it. Some of this article has been taken from his writings.

Since Garrett was the only survivor, his account of the mission has to be accepted, even though parts of it might not be seem plausible and certainly his judgment is questionable. However, it must be remembered, in time of crisis, one does not always make rational decisions and hindsight is always better than foresight.

Scott Mackey, nephew of pilot Bill Mackey and a member of our organization, has extensively researched the mission and has contributed all of the material for this article.

This is Joseph Garrett's account of what happened on that August 24th, 1944 mission to Kiel, Germany as he reported in his interrogation statement and from letters to inquiring relatives of the crew in later years:

" I was squadron commander of the 4th bomb squadron and pilot-in-command of the 34th Bomb Group on August 24th, 1944 flying with Lt. William Mackey and his crew in the aircraft "Jerks Berserk".

We were assigned a military target at Kiel, Germany that day and given an assigned altitude of 17000 feet, which was too low for the accuracy of flak guns at Kiel. We hit our initial point southwest of the city and started our bomb run. Just before dropping the bombs, there was a tremendous thump as the aircraft leaped to the left. We had taken a direct hit on the #4 engine and started losing altitude as gasoline poured from the right wing. A quick look showed the engine hanging out of the wing at about 45 degrees. The gear showed to be out of the uplocks and the bomb bay doors were open about three-quarters of the way. We tried to close the bomb bay doors but they would not move so we assumed we had no hydraulic pressure.

We thought about going to Denmark, but since we were still flying, we hoped we could get back to England. By the time we cleared the coast of Germany, or the islands west of Kiel, we were down to about 10,000 feet and still losing altitude. I asked the crew to throw out everything they could find to get the weight down. That helped some, but not enough. I might mention here, it took both feet on the left rudder and full left aileron to hold the airplane in the air.

When we reached 3,000 feet, we still could not hold altitude, and to make matters worse, the flight engineer told us that we had about 3 minutes of gas left. We were pulling metro power from the other three engines.

We thought about ditching the airplane, but we had previously let the airspeed get to around 145 MPH and at that speed we started into a stall. Our chances of survival were small hitting the water in a B-24 at that speed.

I instructed the crew to line up on the catwalk in the bomb bay and told them to jump when I lowered my arm and that I would be right behind them. Since they all had individual dinghys (Mae Wests?) attached to their parachute harnesses I knew they would be together in the water. I looked back once and they had started jumping, when I looked again they were all gone.

I then set the ship on a level course and started to get out of the co-pilot's seat. My dinghy got hung between the

seat and control column and when I looked up the ship was in a dive headed towards



Perce's Farm, Holt -
The site of the
crashed aircraft

the water and slipping violently. I got back into the seat and finally leveled off at 1,200 feet. Thinking that I was too low to try the same thing again, I decided to wait until the aircraft ran out of fuel and try ditching it.

After flying for about an hour and forty five minutes longer, I reached the English coast, made a 180 degree turn to put the ship out over the North Sea and jumped out. However, the ship did a sharp 180 degree turn and came back to crash into a house."

The plane crashed into the house in Holt, England and even though the house was virtually demolished, the fuselage remained pretty much intact. One of the first civilians to come on the scene recalled seeing two briefcases on the flight deck, one of which was reported to have contained foreign currency. The Air Force never commented on the briefcases and consequently many scenarios developed as to their purpose. One of these was that this was a possible secret OSS mission – not likely. Even though this seemed to be an unusual situation, Major Garrett said that this was a normal mission and there was only one briefcase which contained their mission instructions. He said it was normal for pilots to carry quite a bit of money in their flight suits, for escape purposes, in case they were shot down. Ian McLachlan, in his paper, states that the Allies were not above dropping counterfeit currency and forged ration stamps to undermine the Germany economy but more than likely, in the manner of legends, the sum has grown into a briefcase full. He goes on to say that Major Garrett landed safely while air-sea rescue services hunted for his crew.

Reportedly, a P-51 spotted the crew floating in the water and radioed in a report but since they were so far from land, apparently not much could have been done to reach them.

A family member of one of the crewmen hired a private investigator after the war to learn about the crews' disappearance. It was reported that another P-51 reported sighting a German U-boat in the area and fired a few rounds at it as it slipped below the surface. The investigator speculated that the submarine crew could have spotted the men and machine gunned them while in the water. However, this was never substantiated.

The day following the mission, a RAF Walrus amphibian spotted the men but sea conditions were too hazardous to land and they were never seen again.

Aubrey Meadowcroft, member of the 34th BGA and a WWII cox'n on a RAF Air Sea Rescue high speed launch, investigated this case and could not pinpoint an Air Sea Rescue fix from that time. However, being familiar with that area, assumes that any fix obtained from the P-51 was in all probability too vague or too far away for a launch to be scrambled and, in all likelihood, impossible to reach the search area in time to affect a rescue since those launches were not designed nor equipped for long distances.

He speculates that the Walrus amphibian was probably sent from a nearby RAF airfield only to give a message of hope to the downed crew. He describes the Walrus as a very small flying boat designed long before WWII to be catapulted from a battleship as a gunnery observer. It was propelled by a small

four blade pusher type engine with a crew of only two, pilot and radio/gunner, hence incapable of providing any help for the nine crewmen, regardless of the conditions.

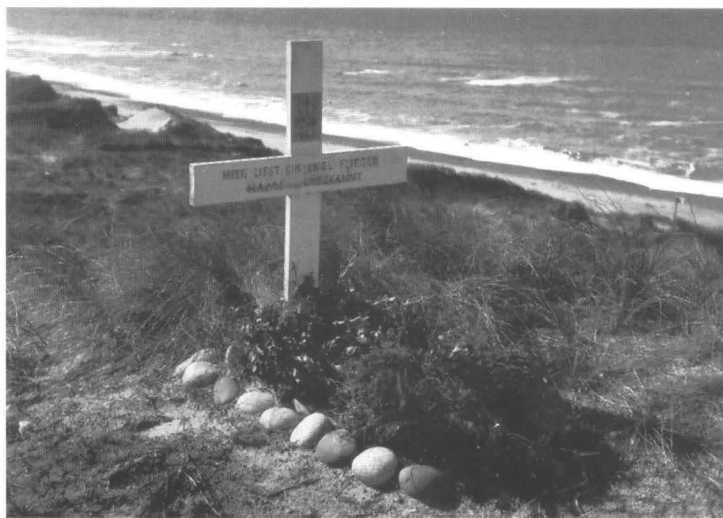
Being familiar with the harsh conditions of the North Sea, Aubrey makes a final assessment that those poor crewmen, being totally ill-equipped to survive the very cold and rough waters, fairly soon succumbed to hypothermia and/or drowning.

A month later, the body of top turret gunner, Staff Sergeant Bernard Sabbath was washed ashore on the Danish coast some 365 miles from the English coast where the launches were stationed, thus substantiating his theory that the range was too far from England for an effective scramble for a search and rescue operation to be put in hand – sad though it may seem.

The names of those whose bodies were never found adorn the Walls Of The Missing in the American Cemetery at Cambridge, honoring them and more than 5000 of their comrades who have no known grave.

Major Garrett was returned to active duty and, after an unsuccessful transition to the B-17, never flew another mission. Soon after, he was relieved of his command and returned to stateside, reportedly, forever haunted by the loss of his comrades.

Lt. Mackey's regular co-pilot, Arthur Bortz was not needed, in the lead bomber, for this mission since his place was filled



S/Sgt. Sabbath's grave

by Command Pilot Garrett. However, he did fly that day with another B-24 crew.

The regular flight engineer, Louis Longinette, became ill the night before and was grounded for this mission.

S/Sgt. Sabbath's body drifted ashore on the Danish West Coast on September 25th 1944 and was buried on the sand dunes by the Germans two days later.

The local people were afraid the sea would take Sabbath back and after complaining to the German commander of the Hanstholm fortress, were given permission to move the body to the churchyard at Stenbjerg on January 2, 1945. On May 4, 1948 the body was transferred to the United States by the United States authorities.



Lt. Mackey and the crew of "Jerks Berserk"

The Crew of "Jerks Berserk" on board for the Kiel mission:

Maj. Garrett, Joseph O.	Command Pilot
1 st Lt. Mackey, William, K.	Pilot
1 st Lt. Gallagher, John C.	Navigator
1 st Lt. Hogan, Thomas J.	Navigator 2
1 st Lt. Matson, Gordon T.	Bombardier
T/Sgt. Corrales, Serrafine	Radio Operator
S/Sgt. Sabbath, Bernard	Top Turret
S/Sgt. Smith, Clifford H.	Waist Gun
S/Sgt. Spivak, Saul	Ball Turret
S/Sgt. Holtzman, Burton, C.	Nose Gun

MENDLESHAM AIRFORCE BASE, MENDLESHAM ENGLAND

34TH BOMBARDMENT GROUP (H)

1944-45

(Excerpts from Headquarter releases)

From the files of Walter Sturdivan

Survey for March 1945

4th Bombardment Squadron (H)

"The month of March has brought us much nicer weather than we have experienced at any time since our arrival in the United Kingdom. This has been evidenced by most of the officers and enlisted men getting athletic minded in their off duty hours instead of lounging around in their quarters. The officers built themselves a volleyball court and play nearly every afternoon and evening. Also playing catch with a baseball and playing touch football. There is not enough space in our area for a softball diamond, but our squadron team, last years station champs, have been practicing on the baseball diamond. The team is again being organized by S/Sgt. William Hutchison to whom a great deal of credit is due for having organized every athletic team to represent all around athletes on the station."

"Two enlisted men were assigned to this squadron from the infantry. They were wounded in action and not considered physically fit for further combat. They have fit nicely in the need of this squadron by working in the officers club, earning a little extra money, and doing light carpentry work in the squadron area."

"Aircraft and crew of this squadron led heavy bombardment missions over Germany during the month. Aircraft flown by Captain Richardson on the Dresden raid (2 March 1945) was attacked by enemy fighters. S/Sgt. John H. Frey was killed and T/Sgt. Kenneth Potter was slightly wounded as a result of the action. An application for AGF Officers Candidates School from S/Sgt. Frey had been approved by the Squadron Commander the week before he was killed."

"First Lieutenant Irvin G. Watkins, mickey operator, on Captain Delmar Dunham's crew, was seriously wounded in action on the 20 March 1945. Hamburg mission. (*don't know if this was jets - W. Sturdivan*).

"S/Sgt. James A. Butz, waist gunner on Lieut. Moore's crew, was seriously wounded on the Hamburg raid of 30 March 1945, when a German jet propelled plane fired on them."

"Airplane transportation has been made available during this month to a limited number of officers and enlisted men for pass and furlough travel to Belfast, Ireland."

JOHN D. DULANY,
Captain, Air Corps,
Historian.

Commentary for the month of March

"Very favorable weather conditions prevailed during March 1945. This organization flew a total of twenty three (23) operational missions during the month - the greatest number of missions yet flown in a single month."

"T/Sgt. Arthur D. Williams, Chief Clerk, Stat Control, a member of this organization for approximately two years, received a direct appointment as a Second Lieutenant in March. "

"A contest was conducted among the personnel of the base for the purpose of securing slogans to be used in connection with the Ground Safety Program. Winning slogans were:

"SAFETY PRACTICED EVERY DAY, GETS YOU HOME THE QUICKEST WAY"

"REGULATIONS ARE SOMETIMES DENSE, YOUR OWN SAFETY IS COMMON SENSE"

" TARGET FOR TODAY IS - SAFETY FIRST AND ACCIDENTS AWAY"

ROBERT S. GAY
Major, Air Corps,
Adjutant.

RELEASE FROM HEADQUARTERS:

(Date not given but I expect it was about March of 1945 - Walt)

AN EIGHTH AIR FORCE BOMBER STATION , England:

Second Lieutenant Carl L. Washburn, Jr., 21, of Wichita Fall, Texas flew his B-17 Flying Fortress safely back to its base after Nazi jet-propelled fighters attacked his Group, one hitting the bomber's left wing. 20mm canon fire from the enemy fighter gnawed away a large part of the wing and the Fortress came home with three engines.

"My gunners saw him approaching from the rear," Lt. Washburn said, but he was traveling so fast he was one almost gone before his bullets struck. He must have been going 500 miles an hour. The cannon shells fired by the Messerschmitt 262 explode as soon as they hit and the left side of the radio compartment was peppered with hundreds of tiny holes made by shell fragments. If he had demolished just three more inches of forward wing the fuel cell would probably have caught fire or exploded."

Fighter escort had engaged other numbers of the enemy. Although minor damage was sustained by other ships in the formation, when the attack by the six jets was made, all of the Fortresses returned.

An engine on Lt. Washburn's plane developed trouble from freezing conditions at high altitude and he was unable to maintain sufficient speed to remain with his squadron. He dropped back into successive squadron formations and was able to bomb the oil refinery at Hamburg, Germany with his group. Ten minutes after leaving the target found him at the rear of the formation where Messerschmitts closed in to attack.

"Controls were very sloppy because the left aileron hung by one bolt and we were not sure we could get home, It was a problem whether we should try to land in Sweden or bail out in the North Sea," he added, " but we stuck with it and were able to land safely without further damage or injury to any of the crew."

Lieutenant Washburn is a member of the 34th Bomb Group, a unit of the Third Air Division, the division cited by the President for its historic England-Africa shuttle bombing of Messerschmitt aircraft plants in Regensburg, Germany.



JAMES FILLMAN – CONYERS, GA

Dad rarely, if ever, spoke of his military experience while growing up. As with most heroes, he kept it inside, mainly. I suppose it was too painful to think of, let alone talk about – hoping it would disappear. As you know, it doesn't – and who would understand if he did talk about it. Certainly not a small boy.

The real healing began when he started attending the reunions with those who did understand. He was able to share with others the deep emotion he felt. As a son, I want to thank you and the other men who maintain this healing support.

Dad passed away in Cameron, MO of congenital heart disease and was buried in Des Moines, IA, where he spent the major portion of his life. Dad lived the last days of his life with the same courage and valor that he displayed in his service to his country and will join many of his "Fellow Fly Boys" when Jesus arrives.

DAVID FEIBER – BAKERSFIELD, CA

Just wanted to let you know that we had a great time at the reunion and that we want you to know that we appreciate all the hard work that you put into the Mendlesham Memories. We've made lots of new friends in the past two reunions and we look forward to seeing you all next year in Texas.

PAUL SHULL – MESA, AZ

The reunion was great and the downtown location was very handy and convenient.

Thanks for all your hard work on the newsletter. We always look forward to it.

CHARLES KOHR – FRANKLIN, OH

Unable to attend the reunions, MM is my only contact with the 34th. Enjoy all that in print and keep every copy. Congratulations on such a fine job. It must be a monumental task. Thank you and God bless.

Easter Greetings
TO ONE AND ALL

JEFFERY LINE – BOULDER, CO

My dad, Jack E. Line was immensely proud of his service with the 34th. We were fortunate to have dad alert and speaking with us until very shortly before his death. He asked me to maintain an associate membership with your association, which I have long intended to do, and am happy to establish, with this letter. My father's life extended for eighty years, one month, and one day. I was fortunate to share slightly more than forty-nine years of my life with him. Like so many of his generation, he exhibited the qualities of selflessness, and self-sacrifice that I can only hope to emulate in my own life.

Enclosed please find check in the amount of \$10.00 for dues for which I respectfully request admission as a new associate member of 34th Bomb Group (H) Association.

RITA HILTNER – FREEPORT, MN

This is to inform you that my husband, Edwin B. Hiltner passed away on September 30, 2002. He was in and out of the hospital for almost four month with multiple myeloma and other complications. He was with the crew of the "Near Sighted Robin". He went to a few of the reunions. He always looked forward to getting the Mendlesham Memories and I did also. I would like to stay in as a member to keep in touch. Thanks.

FRED BERGLUND – TITUSVILLE, FL

Stopped by 8th Museum in Savannah. It was a remarkable display. Spent the whole day reading all the memorabilia. Intriguing was the piggy back B-17's who locked together and flew to emergency field – and landed! The 34th was very well represented and very proud of all the "boys".

Just finished reading Chuck Yeager's book – what a guy! Read "Wild Blue", a gift from my son. Sure happy we were in England and not Italy!

Meeting some pilots here on Florida's East Coast. A lot of Black Tuskegee P-51 pilots.

Keep up the good work and thank you.



Charles & Roberta Barclay - SLC Reunion, September, 2002

CALVIN BALLARD – WOODS CROSS, UT

The George Smith Crew



We arrived in Mendlesham in December, 1944 and started our missions in the B-17 "Little King" on January 2, 1945. We flew 35 missions ending March 22, 1945 and then returned to the States. I was able to write to my pilot, George Smith until 1997 when he passed away with cancer. I lost track of the rest of the crew. Harold Province did give me the address of Alfred Mantenfel whom I wrote to but got no reply.

I appreciated the reunion in Salt Lake City. You were all so friendly and opened your arms to a lost buddy. Thanks for everything.

PATRICIA GOODROE – PAWTUCKET, RI

Our lives are changed forever with the death of our beloved father, Arcade Joubert. He passed away on July 12 after a very rough year. The whole family was present and there were 400 friends and relatives at the wake. I stood in a receiving line for 4 1/2 straight hours. He was more than loved, he was our hero. He was 80 years old.

He was in the 8th Air Force and was a top turret gunner on the B-17 "Evadin Maiden". He completed 34 missions, a toll of 285 combat hours.

JOHN BOYSON – GREAT FALLS, MT

Enclosed is an article that was in the 8th AF Historical Society magazine. It may be a good one for MM. I'm sure a lot of people remember the day well (German intruders over Mendlesham), as I do. I was on crew #7, 4th squadron. We flew 2 missions the day before – D-Day so we were on the ground that night. But I remember the day real well.

Sorry I didn't make the Salt Lake reunion but my wife was ill all summer.

I enjoy Mendlesham Memories, keep up the good work.

Ed. The article John refers to "Intruders – Red Alert" was written by Walter Sturdivan. Well worth reading. Perhaps in some future issue we can carry the full story.

BENNETT RICHMOND – PASCO, WA

On our way to the reunion at Salt Lake City, we went to Sonoma, California and looked up the first navigator that went to England with our crew. Russell Barnett has had 3 strokes but is doing quite well. At the reunion I signed him with Hal Province up to receive the M.M. I haven't seen his name in the new member's list.

We're looking forward to seeing all the friends in San Antonio this coming September. Hope everyone has a happy and prosperous New Year. We enjoyed the "Look" of the last MM cover!

GARY FERRELL – TOBACCOVILLE, NC

My address and phone number have all changed since last July. I now serve two United Methodist churches near Winston-Salem, NC and have been very busy getting settled in here these last few months. My new address is:

Rev. Gary Ferrell

6460 Tobaccoville Rd.

Tobaccoville, NC 27050

Phone – 336-924-8060

e-mail – ferrellumm@netscape.net

I did very much miss the reunion. The reports I've heard and read make me believe it was another good one. Perhaps I'll be able to make it to San Antonio next September.

BOB FILIP – LA GRANGE PARK, IL

Apparently my dues have lapsed since I hadn't received my Sept. or Dec. issues of MM. Enclosed is a check for \$20 to cover upcoming issues.

I don't know if you received a notice of Tony Ryerson's demise. I made contact with him a few months before and looked forward to seeing him. We shared our time with the 391st.

WENSEY MARSH – SPRINGFIELD, MO

I am proud of the 34th for initiating the associate membership and the scholarship programs. Those responsible for starting such actions are to be highly commended.

The scholarship program reminds me of the contest we had while we were in England. I entered with a lengthy dissertation titled "Education for Civilization". Nothing ever became of it on my behalf but I did use the G.I. Bill for six years of college to become a public school administrator and to retire from MO. State University where I taught secondary school administration. In my opinion, the G.I. Bill was one of the best actions of the U.S. Congress ever.

WALLY BRAUKS – ST LOUIS, MO

Sorry I couldn't be with you in Salt Lake City. I have had failing health but am doing better. Doris and I want to wish all of you a blessed Christmas and a healthy New Year.

ELIZABETH NOE – FLUSHING, MI

I have enclosed a check for John "Jack" Noe's 2003 dues, plus an added \$2.50 for the postage for the Sept. and Dec. copies of MM you sent us. I don't know why we didn't receive his copies. We both look forward to reading them very much. We wish to thank you very much and also to the rest of the people that devote so much time and work to making the Bomb Group a success.

We are looking forward to San Antonio next –everything permitting.

GEORGE KLINE – BURNT HILLS, NY

Enclosed are dues for 2003. We sure do miss those reunions, but I'm not able to do much of anything. Thanks for chowhound material. I remember it well.

Also, look forward to every issue of MM. Everyone does a great job.

BASIL MAUK – DENISTON, TX

I would like to thank whomever is responsible for the cover of the last MM. I was never more thrilled about seeing my B-24 name on Norman Mayer's jacket. Everytime I look back over the past in Mendlesham I see "BAMBI"!!! I loved that airplane.

Norm Mayer was my first flight engineer. I have a picture of the whole crew, plus my ground crew. If you don't have them I'll send them.

By the way, I'd also like to note that the B-17's in our squadron (4th) didn't have names because they were "Pathfinders", the

only planes equipped with radar. Our B-17's led other squadrons to their targets. I don't think this issue was ever explained, nor mentioned, in MM. We had a different crew every time our plane went out on a mission.

I would also like to thank Norman Mayer for posing for that cover picture.

I'd also like to notify the MM news that my wife, Ellen Moe, passed on 8-29-95. I just kept putting it off until now. I still miss her very, very, much. We had 49 years of "love and bliss".

Enclosed is my dues for the next 4 years.

STEPHEN WEGENER – NEW ORLEANS, LA

My dad, Martin A. Wegener, passed away on Feb. 11, 2002, due to complications from an automobile accident. He was 84 years old.

He served in a clerical function with the 34th BG at Mendlesham, so probably was not known to most of you in the bomber and ground crews. He was not a traveler in recent years, so had not attended the reunions, but he did maintain his membership in the Association and enjoyed reading the MM.

My mom and dad were blessed with each other, and with generally good health, throughout their lives together. They celebrated their 60th wedding anniversary in August, 2001. Dad retired from the U.S. Army Corps of Engineers in 1980 and enjoyed a nice, leisurely retirement. He especially enjoyed working in his garden.

I had the opportunity and privilege to take him to the grand opening ceremony of the National D-Day museum in our hometown of New Orleans on June 6, 2000 and also for a visit through the museum another time. He had an appreciation and respect for all the servicemen who put their lives on the line, and the museum exhibits helped bring that feeling home to me as well. God Bless you all.

RICHARD GIVEN – SILVER STAR, MT

Regarding two new members of the 34th BGA; I am proud have my daughter Ganel and my son Wade as associate members of the 34th Bomb Group Association.



IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION BELOW, CUT THIS OUT AND SEND IT TO: **HAL PROVINCE, 153 NORTH HILL DR., CARRIERE, MS 39426**

Name _____

Address _____

City, State & Zip _____

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



Allen & Sue Barclay - SLC Reunion, September, 2002

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BALDEA	ROSE	7LM	304 BURLINGTON BEACH RD	VALPARAISO	IN	46383
BLACK	WILLIAM, H	7	421 SOUTH COURT	TIPTONVILLE	TN	38079
BROWN	SYNDEY, C	391LM	8 PINE CONE DR	WESTBROOK	CT	06498
EGGLESTON	A.C.	7	315 BUCKEYE	CLOVERDALE	CA	95425
FERRELL	GARY, L	ALM	6460 TOBACCOVILLE RD	TOBACCOVILLE	NC	27050
FOX	ROBERT, B	7LM	3292 N. TERRY RD	AUSTIN	IN	47102
HUNTER	JAMES, A	4	530 BUCKINGHAM RD APT 237	RICHARDSON	TX	75081
JOHANSON	ALF, H	4LM	11648 PINEDALE AVE	SEMINOLE	FL	33772
NELSON	JOHN, W JR	391	642 WILDFLOWER DR	WILKES BARRE	PA	18702
REILLY	GLENNIS	18A	524 68 th ST	HOLMES BEACH	FL	34217
ROWLEY	FRANCIS, O	4	2121 N CENTER ST #41	MESA	AZ	85201
WALTZ	FRED, F	391/4LM	111 MECHANIC ST	NORTH SMITHFIELD	RI	02896
ZUKAITIS	FRANK, J	391	4229 ROBBIN MEADOW LN	EAU CLAIRE	WI	54701

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
ALEXANDER	SHELBY, T	7	10-24-02	1006 DRAVA LN	HOUSTON	TX	77090
BELL	ROBERT, E	391LM	01-22-02	148 TURLOCK WAY	HAYWARD	CA	94544
COSTELLO	HUGO, D	18	?	182 MARLBORO ST	KEENE	NH	03431
DONZE	WILLIAM		06-25-02	AYTON THE GREEN	WICKHAM SKEILAND	1PE38LX	
ESLIN	HENRY	391	11-09-02	9538 W SHASTA DR	SUN CITY	AZ	85351
HOFFMAN	HERBERT, W	4	09-7-01	BOX111	SOUTH YARMOUTH	MA	02664
LINE	JACK, E	391	09-27-02	5628 SOUTH BEND DR	FORT WAYNE	IN	46804
McCLELLAN	VAL, J	391LM	11-27-02	1808 RIVER RD	NEW BERN	NC	28560
MYERS	RAYMOND, D	18	12-28-02	315 BELVEDERE DR	EUTAWVILLE	SC	29048
RYERSON	ANTHONY, M	18	03-10-02	602 P GREEN BAY RD	LAKE FOREST	IL	60045
WEGENER	MARTIN, A	HDQ	02-11-02	4862 CERISE AV	NEW ORLEANS	LA	70127
WILBURN	ROBERT D.	7	?	1301 SUMMIT ST #307	MARSHALLTOWN	IA	50158

NEW FOUND

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
HARTSOCK	CHARLES, M, JR	18 / 4	1514 VILLAGE GLEN DRIVE	RALEIGH	NC	27612
WRIGHT	JOHN	18	1700 OCEAN DRIVE #402	VERO BEACH	FL	32963

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
JOUBERT	DALE, M	7A	182 FAIRVIEW AVE	REHOBOTH	MA	02769
GIVENS GANEL	391A	416	LAVENDER	BILLINGS	MT	59106
GIVENS WADE	391A	3323	NORTH 47 th ST	PHOENIX	AZ	85018
MARSH	JOHN, W	18A	2783 S STATE HWY	REPUPUBLIC	MO	65738
SEATON	NEIL		7629 47TH NE	MARYSVILLE	WA	98270

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60th Wedding Anniversaries



*The Commanding Officer, Officers & Men
of U.S.A.A.F. Air Base, Mendlesham,
cordially invite you to attend their
100th Mission Celebration & Dance
on 23rd December, 1944*

Music

Entertainment 2 p.m.

Dinner 5 p.m.—7 p.m.

Dancing 8 p.m.

A
Good
Time
Was
Had
By
All!



Jack Share

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34th Bomb Group



**From the collection of:
Joseph K Marks
Pilot, 4th Squadron, Crew #12, April - Aug 1944**

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