



ENDLESHAM EMORIES



VOICE OF THE 34TH BOMB GROUP (H)



18TH SQUADRON



7TH SQUADRON



4TH SQUADRON



391ST SQUADRON



In Memoriam

Major General William E. Creer

June 26, 1912 - July 22, 2004

MENDLESHAM MEMORIES

Newsletter of

The 34th Bomb Group Association, Inc.

www.excel-tech.com/34th/

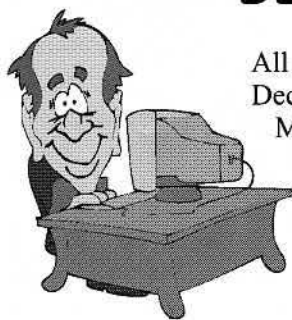
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DEADLINE

All material and items for the December 2004 issue of Mendlesham Memories should reach me on or before October 15, 2004. All copy will be going to the publisher on that date.

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...

It is with great sadness that we say goodbye to our beloved Commanding Officer of the 34th Bomb Group (H) during the turbulent years of World War II. General William E. Creer passed away on Thursday July 22, 2004 after an extended illness. He had just passed his 92rd birthday in June.



Colonel Creer took command of the 34th Bomb Group in September, 1944 until the end of the war. He led 17 missions as Combat Command Pilot while CO of the group. To his credit, the 34th took pride in the fact that they never lost a bomber to enemy fighters while over enemy territory.

We extend our deepest condolences to his wife, Vivienne and the family. He will be greatly missed by his family and his many friends in the 34th Bomb Group Association.

Many of our members have paid a visit to the World War II Memorial in Washington, DC. As planned, Marian and I went to the dedication and found the memorial to be a beautiful and fitting tribute to that generation.

The program was especially well done and, in spite of the tremendous crowd - some 140,000 plus - it was well coordinated. The memorial reflects the efforts of all services and all the actions in both theaters of operations as well as the offerings on the home front. A visit to the memorial would certainly be well worth the effort. World War II will not soon be forgotten.

On page 10 are two photos of the WWII Memorial in Washington, D.C. One picture was taken by Paul Anderson a few days prior to the dedication. The other taken by me on Dedication Day.

Jack



From Hal's PC

At this writing (July 14) we are less than two months away from the 2004 reunion at Dayton and I am hoping that I will see many of you there, God willing!

For this issue I want to call your attention to a very real source of information about crews, aircraft, missions, etc. of the 34th Bomb Group. Most of you know that Gary Ferrell is our Group Archivist and may wonder what Gary has been doing in that job! Let me tell you and all who wish to know, Gary has been doing a BANG-UP JOB! You may recall from mention in past issues of Mendlesham Memories, that Gary made a trip to College Park, MD and, while visiting the Archives there, was able to copy pages and pages of information about the 34th BG. Since that time Gary has been busy reducing hard copy information into computer acceptable format and has placed a VAST AMOUNT of data on his web site "VALOR to VICTORY". The URL address to access the site follows Gary's name below. I know that many of you who have access to a computer will want to browse the site and refresh yourselves of the events of 1944-45. If you don't have a PC at home or you grandchild doesn't have one I suggest that you visit your local library, or Senior Center to see if they have one. Help is generally available and you will be able to browse Gary's site at your leisure.

Gary is still working on adding to the site and is requesting your help in providing information, I've abstracted some of his web page and include it below so that you will have some inkling of the data that are available.

Gary Ferrell Archivist and Historian, 34th BG Association

Website address:

<http://members.tripod.com/VALORtoVICTORY/>

E-mail address: "ferrellumm@netscape.net"

The following is from the web site.

HELPWANTED!!!

I would like to add information and photos about the other aircraft at Mendlesham besides the B-24s and B-17s. I know there was an early P-51 and later a P-47. There was also a Piper L-4 and various other aircraft. Please contact me with any information and/or photos of these planes. I would also like to have information on the ground equipment used by the 34th BG, like the Cletrac shown above. Again, please contact me with information and/or photos of 34th BG jeeps, trucks, fire trucks, ambulances, etc. THANKS.

Send replies to me, Gary Ferrell at ferrellumm@netscape.net.

cont. on next page

**DUES
DUES
DUES**

Are your dues paid for 2004?
If not, please submit \$10.00 to:

HAL PROVINCE
153 NORTH HILL DR.
CARRIERE, MS 39426

PRESIDENT'S MESSAGE:

As my tenure as president of the 34th Bomb Group Association comes to a close I'd like to take this opportunity to thank the membership for providing me with this honor. It has been a privilege to serve.

I would also like to thank the officers, the members of the board of directors and the committees for their unselfish service to the association.

I believe the organization is in very good condition financially and with the influx of associate members there is no reason not to believe we can continue for at least of few more years and, depending on what the newer members decide to do, perhaps some years beyond that.

We are looking forward to another successful reunion in Dayton, Ohio this year. With the tour of the Wright-Patterson Air Force Museum scheduled it could be one of the best yet. I would also like to suggest that we give the Reunion Committee some suggestions as to where we should be holding our future reunions and give them some information on what the area provides regarding points of interests, accommodations, available airlines accessibility, etc.

Hoping to meet you there.

Jack

...from the Treasurer's Computer, continued

THE MEN

Personnel sent to England
by sea

The Original Crews
Record of May 1944
Training Flights

Crews by Crew Number

Post-war Passenger List
Honored Dead

Combat crew records

THE MISSIONS

May 1944 thru Aug 1944
B-24 Missions

Sept 1945 thru April 1945
B-17 Missions

May 1945 Chowhound missions

THE PLANES

B-24 Individual Combat Records

B-17 Individual Combat Records

NOTICE: All articles and photographs on this site are copyright protected by the donor and the 34th Bomb Group Association. Use of these is expressly forbidden without written consent of the association historian.

Hope to see you at Dayton. May God Abundantly Bless! Hal

REUNION COMMITTEE REPORT

The 2004 Reunion of the 34th Bomb Group (H) is again rapidly approaching and now is the time to complete all your needs for the 20th Annual Reunion at the Dayton Marriott Hotel, 1414 S. Patterson Blvd., Dayton, Ohio 45409. The Reunion Committee is looking forward to greeting you and your guests. We have told you how great the reunion is in past issues and now is the time for you to come and see the wonders of the Museum for yourselves. The Reunion Committee has everything arranged for you and now we need YOU and YOUR GUESTS to make the Reunion a great success.

As of 6 July, 2004 we have a total of 45 registered at the Marriott Hotel. This is a good start and we hope that the number of attendees will increase by September. The Reunion Committee has completed their work and now it is up to our membership to make the 34th Bomb Group Reunion a great success. The Marriott Hotel personnel are waiting for your arrival and the Reunion Committee will be on hand to welcome you and your guests. Again, the Reunion dates are: 8 to 12 September 2004. The June issue of Mendlesham Memories has all the necessary information that you will need to register. Check pages 8 and 9 of the June issue.

There is much to see at the United States Air Force Museum - remember to bring some comfortable walking shoes. Also, if you are a member of the Museum Foundation, bring your membership card with you to obtain a discount on your purchases. This would be a great time for everyone to wear their 34th Bomb Group caps.

The United States Air Force Museum is the largest and oldest museum in the world. There is so much to see at the museum that it will be difficult for us to see it all. Some of our members have indicated that they would like to arrive early and stay a few more days to spend more time at the museum.

This will be a wonderful opportunity to meet old friends and to make some new ones. We wish you all good health and we hope to see all of you at the Dayton Marriott Hotel from 8 to 12 September 2004, in Dayton, Ohio. Many thanks to all who help our reunions to be successful. Take care and God Bless.

The Reunion Committee

Harold Rutka, Chairman

Robert Wright

Bruce Sothern



Major General William E. Creer, U.S. Air Force



Major General William E. Creer U.S. Air Force, 92 of Las Vegas, passed away Thursday, July 22, 2004. He was born in Spanish Fork, Utah, June 26, 1912. He received his B.S. degree from Brigham Young University in 1934 and a Master's degree in International Relations from Stanford University in 1949. He began his military career as an aviation cadet in 1935. In 1942, the then Captain Creer was a B-17

Aircraft Commander assigned to the Sixth Air Force with duty stationed in the Canal Zone.

In 1944, he completed the Army-Navy Staff College course, was promoted to Lieutenant Colonel, and became commander of the 364th Bomb Group, Second Air Force. That same year he joined the Eighth Air Force in England as a squadron commander of the 94th Bomb Group, moving, shortly thereafter into command of the 34th Bomb Group, his assignment until the end of the war in Europe.

During the war years, he was promoted to colonel. Under his command, the 34th Bomb Group piled up 170 successful

missions against the enemy with almost daily runs over Continental Europe. Flying the B-17, General Creer participated in 17 missions as combat command pilot. Immediately following VE Day, the 34th flew mercy missions, dropping huge cargoes of foodstuffs to starving thousands in Holland.

In 1954, he established a North Atlantic speed record in a B-47 during a flight from Brize Norton, England, to MacDill Air Force Base, Florida. From 1955 to 1957, General Creer was chief Operational Plans Branch and Policy Division in Supreme Headquarters, Allied Powers in Europe (SHAPE). In 1958 he was promoted to Brigadier General and to Major General February 1961. He retired as deputy commander for Academic Affairs, the National War College, Washington, D.C.

General Creer's decorations include, Distinguished Service Medal, The Legion of Merit, with one Oak Leaf Cluster, Air Medal with three Oak Leaf Clusters, Commendation Medal, Distinguished Flying Cross of the United Kingdom and the French Croix de Guerre with Palm.

He moved to Las Vegas in 1969. He was manager of Charles E. Ruthe Real Estate. His wife Vivienne and two daughters, Carolyne and Elizabeth survive.

PAST REUNIONS

8TH AFHS and 34TH BGA and 34th BGA PAST PRESIDENTS

8thAFHS
 1975 MIAMI BEACH, FL
 '77 ST LOUIS, MO
 '78 WASHINGTON, DC
 '79 PHOENIX, AZ
 '80 ORLANDO, FL
 '81 ST. PAUL, MN
 '82 CINCINNATI, OH
 '83 HOUSTON, TX
 '84 LOS ANGELES, CA
 '85 WICHITA, KN
 '86 HOLLYWOOD, FL
 '87 PITTSBURG, PA
 '88 DES MOINES, IA
 '89 DENVER, CO
 '90 LAS VEGAS, NV
 '91 NEW ORLEANS, LA
 '92 LOUISVILLE, KY
 '93 CHICAGO, IL
 '94 SAN DIEGO, CA
 '95 ST LOUIS, MO
 '96 ORLANDO, FL
 '97 BLOOMINGTON, MN
 '98 CHERRY HILL, NJ
 '99 SAVANNAH, GA
 '00 SALT LAKE CITY, UT
 '01 IRVIN, TX
 '02 NORFOLK, VA
 '03 COLORADO SPRINGS, CO
 '04 KANSAS CITY, MO

34TH BGA
 '76 DAYTON, OH

 * NASHVILLE, TN
 WICHITA, KN
 COLORADO SPRINGS, CO
 KING OF PRUSSIA, PA
 VIRGINIA BEACH, VA
 SHREVEPORT, LA
 SEATTLE, WA
 LOUISVILLE, KY
 LAS VEGAS, NV
 LITTLE ROCK, AR
 ST PAUL, MN
 HUNTSVILLE, AL
 RALEIGH, NC
 OMAHA, NB
 BOISE, ID
 DES MOINES, IA
 BUFFALO, NY
 SAVANNA, GA
 SALT LAKE CITY, UT
 SAN ANTONIO, TX
 DAYTON, OH

34TH PRESIDENTS

 GRADY DEATHERAGE
 MALCOLM CORUM
 ROBERT WRIGHT
 GERRY PINE
 HAROLD RUTKA
 JAMES MARTIN
 ALFRED DINENNO
 EDWARD LAWLAR
 GEORGE RITCHIE
 WALTER McALLISTER
 WALLACE BRAUKS
 FRED SCHOCH
 BRUCE SOTHERN
 SAM WOLSTENCROFT
 ELI BALDEA
 AMBERS HANSON
 RAYMOND PALMER
 ALLEN ISRAELSEN
 JOHN DORONSKY
 NORMAN MAYER
 CLAUDE GIBBS
 WAYNE HOWARTER
 FRED WALTZ
 JACK SHARE

*Prior to 1984 the 34th BGA held mini-reunions at the 8th AFHS reunions. In 1984 it was decided to have their own and have been having them ever since.

Filling In the Gaps

(What happened to my brother?)

A letter from Charles F. Metz, 7th Sqd.

I recently received a letter from Ms. Marg Tucker, the sister of Sgt William Blackman who was the top turret gunner on my B-24 crew and who was killed from flak while we were on a mission to a No-ball target on June 20, 1944. She was looking for any information about her brother.

Fortunately, I kept a diary during the war and I wrote a book of memoirs in 1992. I sent the relevant excerpts to Ms. Tucker.

It gives me great pleasure to fill in the gaps for such people - 60 years later.

Excerpts from Mr. Metz' memoirs he so graciously made available to Ms. Tucker:

Our crew's sixth mission proved to be a tragic one. On June 20, 1944, we took off from Mendlesham to bomb a No-ball target not far inland from the coast of France at a place called Naute Cote. No-ball was the code name for the launching sites that were shooting the Buzz-Bombs at London, devastating the city.

At the moment that our bombardier, Lt. Shore, announced "bombs away" over the intercom, we were hit with anti-aircraft fire. I first became aware of the hit when, from my position as navigator, I looked up toward the top-turret gunner, Sgt. Blackman, to see blood spattered all over the inside of his plexiglass turret. As I got up to see if there was anything I could do for Blackman, our co-pilot, Danny Stringham, called me on the intercom to ask me to come to the flight deck, a few steps away, to see what I could do for the pilot, Lt. Joe Hardison, whose head was slumped over his chest. All I could think of to do was to take the kink out of Joe's oxygen line to make sure he was getting air. There was no outward sign of any injury, so I couldn't apply any first aid. Unfortunately, Joe had been killed instantly, as we learned later, so my efforts were to no avail. That's when Danny, who was flying the plane in the general direction of England, said to me, "Charlie, see if you can tell where I was hit. I can't see right, everything's fluttering up and down." I checked him out and couldn't find anything. As it turned out, a piece of shrapnel had creased his temple through his flying helmet leaving such a fine cut in the helmet that it wasn't readily visible.

About then, as we were crossing the coast of England, Danny spotted a fighter taking off from a small air base with a metal landing strip. He lined up with the runway as the crew fired red flares indicating that we had wounded aboard and landed like he was carrying a load of eggs.

Unknown to us, however, was the fact that the nose wheel had been hit and the plane went down on the nose as the strut gave way. With the brakes applied, we skidded along the runway with tail high.

Having lost both Hardison and Blackman, our crew was split up and assigned to other crews. Sadly, Danny was later killed in a mid-air collision over Kassel, Germany. His rent helmet still hangs in my workshop along with other treasured memorabilia from World War II.



He Should Know -

ERNIE PYLE - spent years with the infantry in Africa, Italy and Europe and wanted to see how the Air Corpsmen, flying long missions in heavy bombers, fared. In Africa he asked to go on a mission with a B-17 Flying Fortress group. He was welcomed and issued flying suit, parachute, and oxygen mask for the mission. They took off very early, flew across the Mediterranean Sea, bombed the target, flew through heavy flak and enemy fighters, then struggled back to the base six hours later. When back on the ground, he said that he never wanted to go through that again. When asked the difference between combat on the ground and in the air, he said, "In the air war there were so many more ways to die than in the infantry. In the ground forces they die when hit by a bullet or by shrapnel from a bomb, a hand grenade, or enemy shell or - run over by a tank".

A few ways a bomber crewman could die:

- ◆ Fully loaded plane crashes on takeoff or collides with another plane while forming overhead.
- ◆ Bullets from enemy fighter plane.
- ◆ Flak:
 - ◆ Kills crewman.
 - ◆ Direct hit - plane explodes.
 - ◆ Causes engine fire, gas tank explodes.
 - ◆ Plane shot up, forcing crash landing.
- ◆ Bail out, chute fails to open. Possibly killed on landing, shot by enemy fighters or killed by angry enemy citizens.
- ◆ Ditching or bailing out over water, possibility of not surviving crash, dying of exposure or never found.
- ◆ Oxygen system malfunctions for various reasons.

Only some of the ways airmen could die.

Thought For Today:

"The strength of the Constitution lies entirely in the determination of each citizen to defend it.

Only
if every single citizen feels
duty bound to do his share in
this defense are the
constitutional rights secure."

Albert Einstein
(1782-1862)

AIR FORCE ACADEMY LIBRARY

The Air Force Academy has a program that allows individuals or groups to be honored by the Academy with a certificate placed in a prominent location in the Academy library. This is a way to give special, perpetual recognition to a relative, friend or entire crew. For a \$50.00 donation, a handsome certificate is placed in The Friends' Honor Book which is prominently displayed in the Special Collections Branch of the Air Force Academy Library where it is readily accessible to cadets and visitors.

The information on the certificate was sent to us by Mrs. Dorothy Carter, a life member of the 34th Bomb Group Association and the widow of the 1st LT. Leslie C. Carter, pilot of the B-17 "Ol' Buddy". As many will recall, this crew was shot down on January 14, 1945, Cleveland Romero being the only survivor. Dorothy submitted the details of the mission to the Air Force Academy and the certificate below is now permanently displayed in the Academy Library.

*Man's Flight
Through Life Is
Sustained By The
Power Of His
Knowledge*

TO HONOR

THE MEMBERS OF THE CREW OF B-17G,
SPARE PLANE 44-8263
SHOT DOWN BY FLAK ON 14 JANUARY 1945
MISSING AIRCRAFT REPORT
34TH BOMB GROUP 7TH SQUADRON EIGHTH AIR FORCE
MENDELSHAM, ENGLAND
1944-1945

KILLED IN ACTION

1 ST LT LESLIE C. CARTER - PILOT	TSGT MOE HUT - FLIGHT ENGINEER
2 ND LT ROBERT A. KOCH - CO-PILOT	TSGT LEONARD W. GUSE - RADIO OPERATOR
2 ND LT JOHN J. RUSSELL - NAVIGATOR	SSGT FERNANDO A. BARREDA-WAIST GUNNER
1 ST LT JOSEPH E. ROZELL - BOMBARDIER	SSGT ROBERT C. BELH-BALL GUNNER

SOLE SURVIVOR

SSGT CLEVELAND J. ROMERO, JR. - TAIL GUNNER

By: Dorothy Carter

Dorothy has done a considerable amount of research on the mission and the crew and has provided the families with this information, which includes their final resting places.

More information on this U.S. Air Force can be obtained by writing to : The Friends of the Air Force Academy Library, PO Box 188, U.S. Air Force Academy, CO 80840-0188 or by e-mailing them at : friends@usafalibrary.com. The Friends encourages you to give serious consideration to recognizing a special person or group through participation in their Commemorative Program.



FIRST IN FLIGHT



DID YOU KNOW

The National Personnel Records Center is making it easier for veterans with computers and internet access to obtain copies of documents from their files.

Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents. Other individuals with a need for documents must still complete the standard Form 180 which can be downloaded from the online web site.

This new web-based application was designed to provide better service on these requests by eliminating the records center's mailroom processing time. Veterans and next of kin may access this application at <http://vetrecs.archives.gov> to do a records check.

BLACK BREAD

Submitted by Robert L. Black

This bread was given to all POW's held by the Germans during WWII. It was tobacco brown in color, larger than our loaf of bread, solid and a bit heavy. No wrapping of any kind and there was no telling how many hands held it and where it had been before you got your share. Frankly, in the situation you were in you didn't really care.

Here is the bread recipe:

- 50% bruised rye grain
- 20% sliced sugar beets
- 20% tree flour (saw dust)
- 10% minced leaves and straw

There are no directions as to mixing or rising of the dough or how hot or how long in the oven. But I would like to point out, there is no yeast listed in the ingredients, no sugar, and no salt. One might assume that the grain was sufficiently "rotten" to provide the gases to cause the bread to rise, and that the sugar beets provided enough sugar to "feed" the yeasty rye. However, I would assume that whomever made the bread cared little for the

niceties of baking and probably did nothing more than dump all of the ingredients into a mixer, dumped it out and then created loaves and then baked it. In all likelihood the "sugar beets" were nothing more than the pressed remains of sugar beets rather than slices of whole beets. As to the saw dust and leaves of straw, I would like to point out that closer to the end of the war probably there were larger portions of non edible materials.



WWII FACTS

Total Loss

Montana State is the only college to lose its entire 1940-1941 football team. All eleven were killed.

Hitler's private train was called "Amerika."

It was a common practice on fighter planes to load every 5th round with a tracer to aid in aiming. This was a mistake. Tracers had different ballistics, so at long range your tracers would hit the target but 80% of your rounds would miss. Worse yet, tracers instantly told the enemy he was under fire and from which direction.

Also counterproductive was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate double and their loss rate go down.

PX Order Form

AUTO WINDOW STICKER - 2"X4 BLACK AND SILVER

VET: WWII US ARMY AIR CORPS\$4.00 EACH - OR - 3 FOR \$10.00
(NO SHIPPING CHARGES ON THIS ITEM)

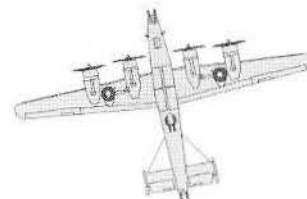
REPRINT OF 34TH B.G. HISTORY BOOK, 1947 edition, EDWIN S. SMITH\$37.50ea.
PERMANENT NAME TAGS (First and last names & Sqdn. No)\$10.00ea.
LICENSE PLATE HOLDER (2 for \$5.00)\$ 3.00ea.
PATCHES - 34TH BOMB GROUP "VALOR TO VICTORY"\$5.00ea.
PATCHES - SQUADRON - 4th - 7th - 18th - 391st and Eighth Air Force.\$ 5.00ea.
DECAL - VALOR TO VICTORY - 5" X 5"\$ 1.50ea.
BUMPER STICKER - 34TH B.G. - 3" X 12"\$ 1.50ea.
HAT PINS (FOR DECOR) B-24 - B-17 or POW\$3.50ea.
WINGS - (about 2") - PILOT - BOMBARDIER - NAVIGATOR - GUNNER OR FLIGHT ENGR\$4.00ea.
WINGS (about 1")\$3.00ea.
TIE TACK - 4TH - 7TH - 18TH - 391ST Sqds and 8th Air Force\$ 4.00ea.
BALL POINT PEN (retractable) DK. BLUE W/GOLD LETTERS (34TH BG, 8THAF)\$ 2.00ea.
VIDEO TAPE 58 mins. (" Start Your Engines + 50Years")\$19.95ea.
MEN'S POLO SHIRT W/ POCKET AND 34TH B.G. Logo (Hunter Green & Cobblestone Biege)
M. LR. XLR. XXL\$25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only\$25.95ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill\$8.50ea.
NEW ITEM (First shown @ San Antonio Reunion:
WHITE T-SHIRT W/POCKET & LOGO OF BOTH B-17 & B-24 ON FRONT & BACK - Picture on back shows
Our bright red rudder. Nice for warm weather & very colorfulALL SIZES - \$12.00 EACH OR 2 FOR \$22.00ea.
KEYRING - B-17, B-24 or 8th Air Force\$4.00ea.
KEYRING with leather back\$6.00ea.
BOLO TIE - B-17 OR B-24 or 8th Air Force\$6.00ea.
BOLO TIE with Mother of Pearl background\$10.00ea.
BELT BUCKLE "America's Heritage - The Right to Bear Arms"\$11.50ea.

- PLEASE CIRCLE ITEMS DESIRED -
AND INCLUDE YOU TELEPHONE NUMBER WITH EACH ORDER (sometimes needed for clarification)
THANK YOU FOR YOUR ORDER

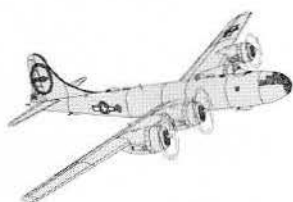
Please add \$3.50 postage for orders under \$20.00 and \$4.50 postage for orders \$20.00 and over

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: kenpaxton@sbcglobal.net



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



Cowboy Wisdom

(Never squat with your spurs on).

- ★ Don't interfere with something that ain't botherin' you none.
- ★ Timing has a lot to do with the outcome of a rain dance.
- ★ The easiest way to eat crow is while it's still warm. The colder it gets, the harder it is to swaller.
- ★ If you find yourself in a hole, the first thing to do is stop diggin'.
- ★ If it don't seem like it's worth the effort, it probably ain't.
- ★ It don't take a genius to spot a goat in a flock of sheep.
- ★ The biggest troublemaker you'll probably ever have to deal with watches you shave his face in the mirror every morning.
- ★ Never ask a barber if you need a haircut.
- ★ If you get to thinkin' you're a person of some influence, try orderin' somebody else's dog around.
- ★ Don't worry about bitin' off more'n you can chew; your mouth is probably a whole lot bigger'n you think.
- ★ Always drink upstream from the herd.
- ★ Generally, you ain't learnin' nothing when your mouth's a-jawin'.
- ★ Tellin' a man to git lost and makin' him do it are two entirely different propositions.
- ★ If you're ridin' ahead of the herd, take a look back every now and then to make sure it's still there with ya.
- ★ Good judgment comes from experience, and a lotta that comes from bad judgment.
- ★ When you give a personal lesson in meanness to a critter, or to a person, don't be surprised if they learn their lesson.
- ★ When you're throwin' your weight around, be ready to have it thrown around by somebody else.

From Senior News

In Memoriam

EDWIN C. DIETZ

It saddens me to inform you that my husband, Edwin C. Dietz, of the 8th Air Force, 34th Bomb Group, 391st Squadron, passed away on June 5, 2003 at the age of 81 years after a long and arduous illness.

Ed grew up in Fredericksburg, Texas. In 1942, after 1 1/2 years of college, he volunteered for the United States Air Corps. He willingly served as a gunner on a B-17 during World War II. He always said the years spent in the Air Force were some of the best years of his life. He talked little of his service experiences but when he did it was with an affectionate smile on his face and pride in his voice. Ed enjoyed reading each issue of the Mendlesham Memories. We were able to attend only two of the reunions. One in Arkansas and one in Alabama, both of which were pure pleasure. He had a special love for those who served along with him and a deep sorrow and respect for those who didn't return.

When the war was over and after his discharge, he returned to college. We met at Southwestern University in Georgetown, TX. I was 19 years old and he was 24. We dated for over 3 years and married after his graduation.

We were happily married for 54 years and had 2 wonderful sons who loved and admired their father. He was a kind and gentle man who served God and his family well.

He will be missed by all who knew and loved him.

Respectfully, Mrs. Edwin C. Dietz (Sue)

RICHARD J. GIVEN

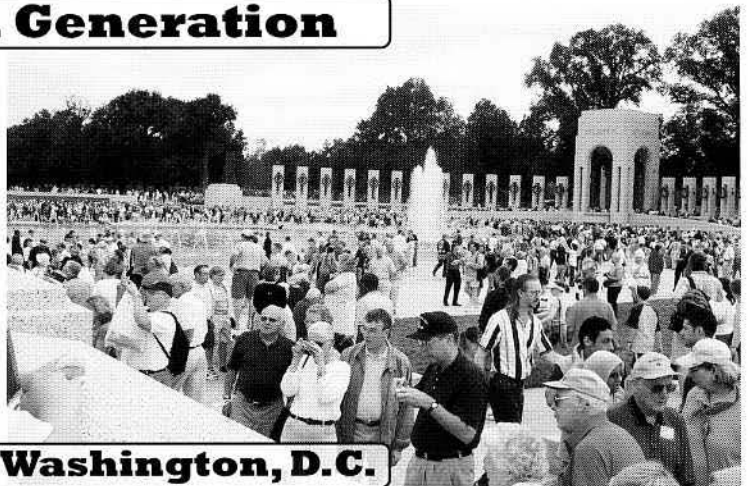
Richard J. Given (Dick) passed on in November 2003. He proudly served his country with the 34th Bomb Group, 391st sqd. and the ATC in the Pacific. In civilian life Dick and his family lived in Dillon, Butte and rural Silver Star, Montana. He was widely known for his singing, jokes and poetry.

Tribute To A Generation



WWII Memorial - Washington, D.C.

Prior to Dedication Day



Day of Dedication

Perils of Combat

(Catastrophes' of the 34th Bomb Group)
from the files of Walter Sturdivan, 18 Sqd.

March 25, 1945

Lt. Bennett took off in aircraft B-17G, 44-8605 at 0601 on an operational mission. At 0615 the aircraft was seen to start into a spin and pull out. The tail section broke at Station 5 and the plane spun into the ground and exploded. The pilot is believed to have executed a violent maneuver to avoid collision with another aircraft, inadvertently stalling and starting into a spin. Due to the extremely low altitude, a sharp pullout was attempted causing the aircraft to break in two. The Yellow Squadron aircraft plummeted to earth between the bomb dump and the dispersed planes on the airdrome. After striking the ground, all but one of the bombs exploded. Ordinance personnel later removed said bomb. When the Fire Equipment came on scene there was little that could be done except cover the burning spot fires in the area. The fire fighters returned three times during the day to cover an engine with foam. The entire crew perished.

March 26, 1945

On this date, B17-B, 43-38402 was lost due to weather conditions, which at times was our worst enemy while flying combat in WWII. Upon returning from an operational mission, our group encountered inclement weather and the 34th Group leader instructed the squadron leader to peel off the aircraft on top of the cloud layer and make an SOP instrument let down on Buncher 19. At approximately 1802 hours an explosion was seen from Control Tower at Station 156, followed closely by a second explosion. Investigation revealed one aircraft to be 43-38402, piloted by Lt. H. H. McCutchan, and the other aircraft was identified as one from the 452nd Bomb Group, AAF Station 142, at Deophen Green. The two aircraft collided in mid-air about 8 miles southwest of our station; All personnel of both aircraft were killed. Responsibility was blamed 100% on weather.

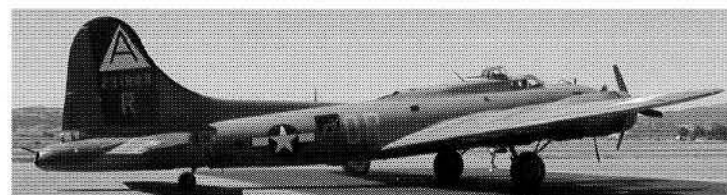
Unidentified Crew



Top row, L to R - Oliver Bolduc, crew chief - Lt. Blum, remaining 4 officers unidentified - Harold Higgins, asst crew chief, Ben Hathcock, asst. crew chief.

Bottom row - 5 enlisted men unidentified.

The above photo sent in by Oliver Bolduc of the 391st squadron is the crew of the B-17 of which he was the crew chief. Unfortunately, he didn't record the crew names and was hoping that by publishing the photo in Mendlesham Memories some may be identified. Apparently Lt. Blum, was co-pilot but later made first pilot and flew several missions with his own crew.



SCHOLARSHIP APPLICANTS

The following applications have been received:

Applicant	Home town	Sponsor	BS
Bonnet, Jonathan	Springfield OH	Clarence Arand	391st
Frank, Kathie	Winterset, IA	Dale Frank	475thSD
Garcia, Victoria L	Snohomish, WA	Wallace B. Lee	18th
Hefko, Polly E.	Madison, WI	John Bloczynski	18th
Ivey, Justin L.	LaGrange, NC	Kivett Ivey	7th
Johnson, Teri	Brighton, MI	Beverly E. Johnson	391st
Lauf, Megan	Wake Forest, NC	John Demko	18th
Levi, Meir Clancy	Venice, CA	Leila Levi	18thA
Reynolds, Parker	Leawood, KS	Donald Shee	18th
Sligh, Matthew	Pleasanton, TX	Frank Sligh	391st
Stark, Jameson	Wisc Rapids, WI	Benjamin Buckley	7th
Weiland, Lucas J	Wisc Rapids, WI	Benjamin Buckley	7th

Winners will be announced at Dayton at the 2004 reunion.

Friends Write

MILDRED LONG - VINCENTOWN, NJ

Thank you for the two copies of Mendlesham Memories. I was so glad we got in touch with you. I broke my back last October and had to go into assisted living. It has been pretty hectic. I had one operation and may need another one.

Please take care of yourself and may God bless you. Hope you can read my terrible handwriting.

JUNIUS COBB - UNION HALL, VA

Thanks for sending Mendlesham Memories. I really enjoy reading them. I'm sending a check to pay for the stamps.

We are going to try and make the reunion in Dayton. Each year it gets a little harder. Couldn't be age?

We are really enjoying our retirement here on Smith Mountain Lake. Love to have you come to visit.

JOSEPH MORREL - JOHNSON CITY, NY

I've been so busy this last year and a half. I've had my daughter in a nursing home twice this year and in the hospital about 3 different times. She died on the 30th of November, 2003. The paper work, etc. has kept me busy. Doctor and hospital bills, transportation to and from the hospital for dialysis three times a week. She was 51 years old.

As for myself, my health seems to be good but sometimes I feel like a hundred. I still drive my car and walk with out a cane, so far. February 20th I'll be 91 years old.

Enclosed is a check for my dues, \$20.00; \$10 for this year, \$10 for next year, just in case I'm not around by then.

I've got this arrowhead, along with my battle stars. What is this arrowhead for, you ask? I never got the airplane mechanic's medal and can't find out how to get it. Until the next time, I'll be thinking of the 34th Bomb Group.

FRED HAMPTON - ZIONSVILLE, IN

On the way back from Florida, just North of Savannah, we came across the MIGHTY EIGHTH AIR FORCE MUSEUM. We were glad we took the time out to see it. It was great!

MITCHELL GRENDZINSKI - MIAMI, FL

Oh boy - I forgot to send my membership on time. Oh well, blame it on old age. At least I remembered before the year was over.

On June 30th I was 81 years old and I hope I will remember the day. But I am grateful and thank the good Lord that gave me the years - and they were pretty good.

DON STUFFLEBEAM - LEWISTOWN, IL

Just a few years ago a bunch of guys made up the 34th Bomb Group. Now we're a bunch of old guys with a bunch of memories.

Sixty years ago yesterday I graduated from twin engine flying school in Blytheville, Ark. Fifty years ago today my wife and I exchanged wedding vows.

Sad to say that young people are now dying on the killing fields of the world. Peace seems to be so elusive.

JOHN REDDING - TORRANCE, CA

I'm enclosing check for 2004 dues. Also photo of M.D. Anderson's crew from 391st squadron. We joined the 34th group in 1944 during the switch over to B- 17's and finished our tour of 35 missions in February 1945.

I really enjoy Mendlesham Memories and look forward to receiving each issue. If available, I would appreciate a copy of the latest roster. Mine is dated July 25, 1997 and I seem to recall mention of updating a couple of years ago.

In any case, keep up the good work and I still hope to make a reunion.

The M.D. Anderson crew



Top Row: Ed Smouse CP, J. Reading Nav, M. Anderson P, S. Rakita B, F. Waltz E.

Bottom Row: B Summers BT, E. Dreyer TG, W. Davidson WG, L. Long R

Thought For Today:

"The past, at least, is secure."

- Daniel Webster
American statesman

PATRICIA HOLLOWELL - PASO ROBLES, CA

Here is a picture of the "Misschief" crew, 7th squadron, 34th Bomb Group.

Now there are only four of the crew still with us.



Crew of B-24, "Misschief"

Ed: Mrs. Hollowell sent in Jim's obituary that appeared in the local newspaper. He was the pilot of the B-24, Misschief and passed away on December, 9th, 2003 at the age of 89. He received the Distinguished Service Cross after the crew completed their tour of 35 missions.

DEXTER JORDAN - HUNTERSVILLE, NC

Sorry we had to miss the San Antonio reunion. We always enjoy them very much and are looking forward to 2004.

Beulah lost her only sister in August and I lost my only brother in December and we each have the responsibility of closing their estates; we will be busy.

Hope to see everyone in September.

BEVERLY POTTER - PEORIA, AZ

I just received your magazine regarding the reunion in Ohio. My husband, Daniel H. Staley passed away on December 20, 2003 after a brief illness. We had been married almost 55 years and have 3 girls. He is missed very much. It would have been nice to be with you all. Thanks for sending the information.

EUNICE SEATON - NICHOLS HILLS, OK

I want to inform you that my husband, Norris Seaton passed from this world to heaven on February 28, 2002.

I am sorry I have waited so long to let you know. He enjoyed the "Mendlesham Memories" very much.

HARRY TANNER - SULPHUR, LA

I sure liked that picture on front of the March, 2004 issue of MM. Brings back memories. On page ten I ran across a name that was familiar. - Flight Officer Donald L. Kidder. In a very undiplomatic way, I asked him if he rated a salute and also how

come he was not a commissioned officer since he was an instructor. His answer was, "I guess I made somebody mad at me during flight training."

There was a rumor that that flight was going to Salina, Kansas for parts. Since I was due for a furlough, I was actually hunting for a ride to Salina and was shocked when I later learned that the plane blew up over Kansas.

The letter from Oliver Bolduc reminded me of the day after D-day night when four of our planes were shot down on and near the base. In response to a rumor that German paratroopers were landing to knock out our air base, I lay on the grass with my gas mask and carbine watching a B-24 on fire S-SE of the base. I saw 10 dots come out and ten chutes open as the wing was on fire from end to end.

The next day nine guys came to the map store for a local, very detailed map. I had one but it being highly classified was not supposed to be given out without approval of an officer. I couldn't turn down their request after what they had gone through. I worried that I was going to catch "Holy Hell" but never heard any more about it. Cheers and all the best.

BERNIE FARLEY - VERONA, NJ

I was in Baltimore for a visit with our John this past weekend. We were able to go to the WWII Memorial on Saturday. Though the fountains weren't on, it was a wonder to see it all. Enclosed is a photo you might be able to use in MM.

We are both looking forward to seeing everyone at the Dayton reunion in Sept.



WWII Memorial

EILEEN YOUNG - AUSTIN TX

My husband, Wooten L. Young passed away on April 7th, 2004.

He looked forward to the issues of Mendlesham Memories. It would always be a special day. Thanks.

PAUL ANDERSON - EVERETT, WA

In the latter part of May, Beryl and I made a trip to Washington, D.C. area to visit our daughter and to see our grandson graduate from the US Naval Academy. We also wanted to see the new WWII Memorial and the Udvar-Hazy addition to the National Air & Space Museum. The air museum is very nice but they don't have a B-24 or B-17 on display. However, they do have a B-17 that they will begin restoring after the restoration facility is completed.

Our daughter got us down to the WWII Memorial bright and early before the crowds arrived. It was three days before the

dedication ceremony and they were setting up chairs and port-a-potties. I never saw so many in one place before. I thought the Memorial was very well done.

From there we went to Annapolis to catch the last three days of Commissioning Week. It was very interesting but involved a lot of walking for people our age. Our grandson graduated a 2LT. in the Marines and has been accepted for flight training.



The UDVA - Hazy Air Museum

SUSAN BARNEY - ROCHESTER, NH

This is the only photo I have of a group of men at Mendlesham. The only two I can identify are my dad, Fabian Bergeron and Joseph Bono. Perhaps other members could put a name to the other men. I have enjoyed the two copies of MM and am looking forward to the next. Thanks.



**Jenning, Karpin, Bono
Bergeron, Webb**
5/18/45 At Mendlesham, Suffolk England

TOM PHELAN - WALLA WALLA, WA

I found it interesting to see the B-17B on page 10 of the June 2004 issue of MM. I was with the 7th Bomb Squadron early in 1941 at Westover Field, Mass. At that time the 34th had a few planes but, as I remember, each squadron had one B-17B. Later they each had one LB-30 with British insignia. Air Force records lack a record of these planes with the 34th Bomb Group or at Westover except to mention they flew with crews from Westover to Pendleton, Oregon. It was not until I sent photos of one I was flying in that they gave me the mention here.

The 34th had nearly all enlisted bombardiers at that time. I was one of them.

It was not the 391st Bomb Squadron at that time. The 391st was a reconnaissance squadron, not sure but could have been the 1st Recon. Sq.

Lt. Col. Sutherland was CO of the 7th and I painted the first eagle insignia on a leather disk for his jacket. Curtis LeMay was a major at that time.

After being transferred from the 7th to the new 4th bomb squadron at Blythe AAB (the original 4th squadron from Westover became a cadre to form a new bomb group) I brought up the fact that I didn't like the hairs on the black widow spider's legs of the 4th squadron patch. I told the CO the spider had no hairs on it's legs. I looked up the 4th squadron patch from WWI and sure enough the spider had no hairy legs. They did not want to have new patches made so continued using the incorrect design throughout WWII. The history of AAF squadron patches of WWII shows the patch correctly but was never used during WWII.

I left the outfit shortly before the 34th went to England.

MOVING?

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 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.



CHANGE OF ADDRESS

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ANDERSON	ROSE MARIE	391A	4292 3. MARSHALL AVE	GILBERT	AZ	85297
BABCOCK	LAWRENCE, W	391	509 E. MINOR DR APT 101	KANSAS CITY	MO	64131
BAKER	NATHAN, C	18	13039 PORT CT	HUDSON	FL	34667
BARRON	WILLIAM, M	7	22 EDMONT WAY	DURANGO	CO	81301
DEMKO	JOHN, W	18LM	615 SPRING FOREST RD BOX 326	RALEIGH	NC	27609
GALLOWAY	JOHN, H	4	PO BOX 1314	GOODLETTSVILLE	TN	37070
HART	WILLIAM, H	18	PO BOX 84	PAXICO	KS	66526
HENSON	HAROLD, R	18	705 E. PARK ST	PAYSON	AZ	85541
KRUGER	ROBERT, R	HDQ	12455 W JAMESVILLE RD	MUSKEGO	WI	53150
MAYOR	JOHN, D	4	8505 FLYING CLOUD DR #1208	EDEN PRAIRIE	MN	55344
MORTON	ROBERT		4015 BELVEDERE BLVD	YOUNGSTOWN	OH	44505
SLAUGHTER	HERMAN, F	391	242 TOWNSHIP RD 1525	PROCTORVILLE	OH	45669
STUTHERS	JAMES, A	18LM	430 PALMETTO DR	S. VENICE	FL	34293
TAUZIN	NORMA		PO BOX 253	SONORA	TX	76950
WADE	JEREMIAH, C	7	4214 METRIC PARK	WINTER PARK	FL	32792
WHITAKER	ALTA	18LM	3800 W 71ST APT 3215	TULSA	OK	74132

TAPS

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
DAVENPORT	HENLEY, L	391	06-30-02	3123 PRISCILLA ST	NEWBERRY	SC	29108
HOLLOWELL	JAMES, S	7LM	12-09-03	419 OAK ST	PASO ROBLES	CA	93446
DESJARDINS	JOSEPH, R	7LM	04-24-04	11200 BEECH ROAD	ANCHORAGE	KY	40223
CREER	WILLIAM, E	HDQ	07-24-04	2619 BURTON AVE	LAS VEGAS	NV	89102
KELHART	ROBERT, E	7	?	111 LINDFIELD CIR	MACUNGIE	PA	18062
LINDEN	SAMUEL	18	03-17-04	430 GOLDEN ISLES DR APT 404	HALLANDALE	FL	33009
LUSCHER	RAYMOND, H	391	09-11-01	10341 SPRING VALLEY DR	ALTO	MI	49058
PALMER	DAVID, F		12-20-98	5305 E 98TH AVE	TEMPLE TERR	FL	33617
PALMITTER	RANDALL	475 SD	?	5839 LYMAN DR	BATTLE CREEK	MI	49017
REMY	JOSEPH, P	18	09-?-03	14 MUIRFIELD CT	NEWTON SQUARE	PA	19073
RENOWDEN	EDWARD, J	18	09-13-03	P.O. BOX 41	PINETOP	AZ	85935
SEATON	NORRIS, E	18	02-28-02	1721 HUNTINGTON AVE	NICHOLS HILLS	OK	73116
STALEY	DANIEL	7	12-20-03	10515 W. POTTER DR	PEORIA	AZ	85382
TOPOR	ALBERT, C	HQ	06-12-04	420 MORNINGSIDE DR	MIDLAND	MI	48640



A Reading

Once more the bugle call has sounded
and another comrade, obedient to the
signal, has laid down to his last sleep.

His battle of life has been fought. He has
been relieved from his last post of duty
and has crossed over the river to rest
under the shade of the trees on the other side.

Let us leave him to his rest, and as the earth
will hide him from our sight forever,
let us bury in oblivion any recollection
of human frailties, commemorating
only the virtues of one who was our
friend in peace and our comrade in war."

*- from the funeral ritual used by United
Confederate Veterans in the late 1880's*

NEW ASSOCIATE MEMBERS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
MEADOWS	JOHN R. DR.	4A	4771 WESLEYAN WOODS DR	MACON	GA	31210
RYERSON	ANTHONY M. JR		4859 MEADOW DR	VAIL	CO	81657
RYERSON	ANTHONY M. III		4859 MEADOW DR	VAIL	CO	81657
RYERSON	MARGO, J		602 P GREEN BAY ROAD	LAKE FOREST	IL	60045

NEW FOUND

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
SEASE	ROBERT	18	5980 COATS GROVE RD	HASTINGS	MI	49058



*And Did
They Ever!*

Rosie the Riveter,
shown in this 1940's poster,
became a symbol of
patriotic womanhood.



Jack Share
22 South Avonlea Circle
The Woodlands, TX 77382
(936)273-3561

34th Bomb Group



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Joseph K Marks

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