



ENDLESHAM EMORIES



VOICE OF THE 34TH BOMB GROUP (H)



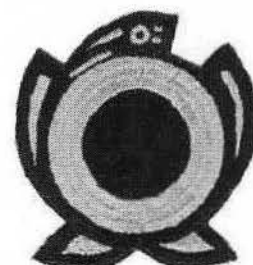
4TH SQUADRON



7TH SQUADRON

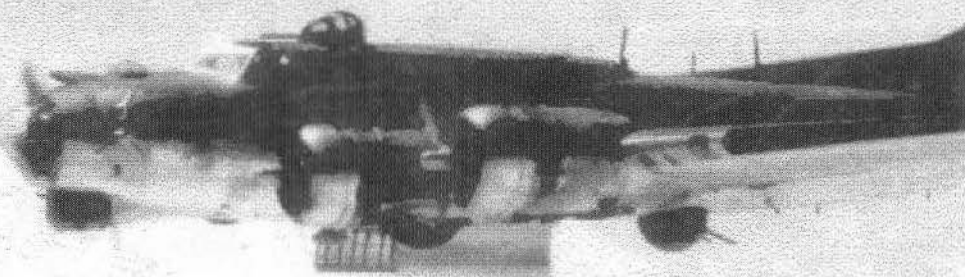


18TH SQUADRON



391ST SQUADRON

Our Past



Our Future



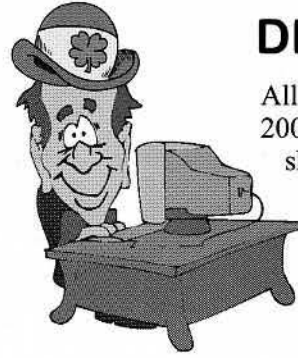
2005 Scholarship Application Form In This Issue

MENDLESHAM MEMORIES

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

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

Jack Share, editor
Mendlesham Memories
22 So. Avonlea Cir.
The Woodlands, TX 77382-106
Phone: (936) 273-3561
Email: jshare@houston.rr.com



DEADLINE

All material and items for the June, 2005 issue of Mendlesham Memories should reach me on or before April 15, 2005. All copy will be going to the publisher on that date.

Jack Share, editor

OFFICERS

President John Feda
607 South First St.
Marshall, MN 56258
(507) 532-5334
e-mail: jnavfeda@starpoint.net

1st Vice President Bennett Richmond
5919 Argent Rd.
Pasco, WA 99301
(509) 547-7392

2nd Vice President Kivett Ivey
153 Sutton Rd.
La Grange, NC 28551
e-mail: Ki8103@esn.net

Recording Secretary John Feda
607 South First St.
Marshall, MN 56258
(507) 532-5334
e-mail: jnavfeda@starpoint.net

Treasurer & Corresponding Secretary Hal Province
31 Shore Crest Circle
Carriere, MS 39426
(601) 798-2059
purtychili391@bellsouth.net

Archivist Rev. Gary Ferrell
PO Box 786
Taylorsville, NC 28681
e-mail: ferrellumm@netscape.net

Past President Jack Share
22 S. Avonlea Circle
The Woodlands, TX 77382
(936) 273-3561

Chaplain James Martin
13448 FM 1176
Santa Anna, TX 76878
(325) 348-3086
e-mail: jfmartin@web-access.net

PX Kenneth Paxton
6402 E. 11th St.
Wichita, KS 67206
(316) 683-2900
e-mail: kenpaxton@sbcglobal.net

BOARD OF DIRECTORS

Verbal Holcomb (05) 1145 East 37th St.
San Bernadino, CA 92404
e-mail: vhol735006@aol.com

Jack Steffen (05) 6670 Powner Farm Dr.
Cincinnati, OH 45248
e-mail: jsteffen@cinci.rr.com

Raymond Hinchee (06) 202 Taylor Ave.
Salem, VA 24153
e-mail: Taylor202@aol.com

Robert Pacholski (06) 2902 Shoreland Ave.
Toledo, OH 43611
e-mail: BobbP@accesstoledo.com

E. Scott Mackey (7) 7671 Traphill Ct.
Columbus, OH 43235
e-mail: scottm1917@aol.com

David Fieber (7) 2612 Alder St.
Bakersfield, CA 93304
e-mail: teemumicah@sbcglobal.net

REUNION COMMITTEE

Harold Rutka (Chman) 11 E. Artavia St.
Duluth, MN 55811
(218) 724-1667

Robert Wright 411 Parkavash Ave.
South Bend, IN 46617
(574) 232-4287
e-mail: flyingguy21@yahoo.com

Bruce Sothern 3354 Ulysses St.
Minneapolis, MN 55418
(612) 789-2225
e-mail: Bbsothern@ATT.net

Other web sites of interest:

www.mighty8thmuseum.com
www.air-museum.org/b17.htm

<http://members.tripod.com/valortovictory/index.html>

Share - a thought...

Congratulations! If you're reading this column, you have survived the holidays, and more importantly, another year. It is now well into year 2005 - 60 years since the end of World War II. Who would have thought back in the war years, when we didn't know what our fate would be from day to day, that we would still be going *strong*! some 60 years later. We can be proud of another thing also. Whether because of modern medicine, good genes or just plain good luck, we keep increasing the life expectancy tables year after year.



Jack Share

However, all this said, several of our comrades and friends did fly their last missions this past year and they will be greatly missed. Our condolences go out to their families who can take some solace in knowing that those they lost were a credit to their country, both in time of war and peace

We hope you all saw in the December issue, and are now aware, that our **annual 2005 dues are being increased to \$20 and that an assessment of \$10 is being asked of all the Life Members.** Hopefully, this will alleviate our financial problem and that we can continue publishing this newsletter. Even with that help, it will be necessary to make some publishing changes. These changes will be rather subtle and, although not drastic, we will make every effort to reduce the costs.

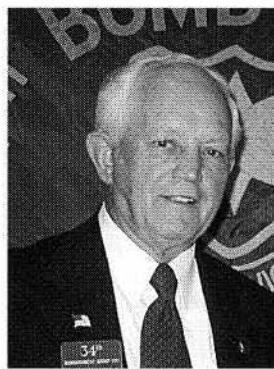
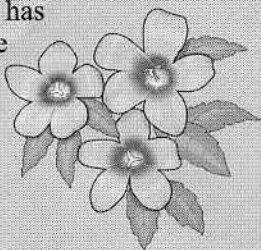
Marian's and my Christmas came a bit early this year, on November 22nd when our eldest grandchild, Denise, gave birth to an 8 lb, 7oz baby boy, our first great grandchild. As I write this column in December we are expecting them to pay us a visit in January to witness the blessed event. Can't wait.

I would like to take this opportunity to thank all of our members who sent us holiday greeting cards keeping us informed of their annual activities. We hope your New Year is off to a good start and everyone is making plans to attend the September reunion in Albuquerque. See you there.

Jack

Important Notice

Bonnie Zylsta, the newly elected Treasurer and Corresponding Secretary for the 34th Bomb Group Association, has found it impossible to accept the position and has submitted her resignation to President John Feda. **Hal Province**, who has held the position for many years, has graciously volunteered to continue in the position for the remainder of the year. Please continue sending your dues to Hal until further notice.



John J. Feda

year compares to 909 who were either life members or dues paying members during 1993-1994.

Association Finances

At our general membership meeting last September in Dayton, we had a good discussion on our Association's finances. I have reviewed the audited treasurer's reports for the last ten years. These are some of the highlights.

- The MENDLESHAM MEMORIES has been our largest single expense. With four issues each year the average per issue cost over those ten years was \$2358 per issue. Our editor, Jack Share, has found a good printer in the last three years. The average cost per issue for those three years has been \$2277 per issue.
- In ten years our Life Membership Fund has gone from \$30,467 to \$13,204.
- In ten years our Scholarship Fund has gone from \$4386 to \$12,811.
- In ten years our General Fund has gone from \$4924 to ZERO. The largest expense was a \$5000 contribution to the 8th Air Force Museum.
- The grand total of all funds including investments in CD's has gone from \$40,834 to \$25,613 in ten years. If we subtract the \$5000 contribution to the 8th Air Force Museum from the balance of ten years ago we have decreased our balance about \$1000 per year. When we consider the drop in active and life members from 909 to 621 during that ten years we seem to be close to holding our own.

With the action we took to assess all life members \$10 per year and raise the annual dues from \$10 to \$20 per year, the increase in revenue should be about \$5000 to \$6000 per year. That should solve our financial problems for a few years.

We spend \$2250 for scholarships each year. We could consider shifting the \$5 from the registration fee to the general fund instead of the scholarship fund for a few years.

Between now and our next reunion in September of 2005 I will ask our Board to evaluate several alternatives to address our finances for future years. This will be presented to the general membership at our next meeting.

Scholarships

It is the time of year when your grandchildren are searching for a specific college to attend. They are also searching for ways to finance that new venture. To encourage and assist them, the

Continued on Next Page

PRESIDENT'S REPORT

The New Membership Roster

The September 2004 Roster lists 1680 members which includes 194 Associate Members. The roster lists 313 life members which includes 40 Associate Members. During 2003-2004 we had 308 who paid the yearly dues. The total of 621 paying members and life members this past

REUNION COMMITTEE REPORT

Our 21st Annual Reunion has been scheduled for 20 September through 25 September 2005 at the MCM ELEGANTE HOTEL, 20 Menaul Blvd, NE. Albuquerque, New Mexico 87107. Remodeling of the hotel was started in January and will be completely finished before we arrive in September. We welcome everyone to our next "Gala Reunion" of the 34th Bomb Group (H) Association. The MCM Elegante hotel has 360 spacious guest rooms with spectacular views of the Sandia Mountains, over 7,400 square feet of banquet and exhibit space, complimentary shuttle service to and from the airport, malls and historic old town, an indoor swimming pool and sundeck, whirlpool spa, sauna and a fully equipped exercise room. The restaurant features delicious Southwestern cuisine and tender steaks. There also is a gift shop for all necessities.

Albuquerque weather in September averages a high of 81 and a low of 55 degrees, very low humidity with 310 days of sunshine annually.

The MCM Elegante Hotel rate for double occupancy is \$72.84, including tax and \$84.05 for occupancy of three or four. Rates include a complimentary breakfast. Rates are valid for three days before September 21st and for three days after September 25th. Telephone number for the hotel is: (505) 884-2511.

Friday 23 September 2005 will be our tour day featuring Destination Southwest with DSW Tours. Greetings from New Mexico, The Land of Enchantment, a state rich in Native American and Hispanic cultures, beautiful scenery and warm hospitality.

Start making your reunion plans now. Reunion and hotel registration forms will be included in the June 2005 issue of Mendlesham Memories.

Wishing everyone the best New Year.

The reunion committee,
Harold Rutka, Chairman
Robert Wright
Bruce Sothern

President's Report, continued

34th Bomb Group awards three scholarships each year. The application for the 2005 scholarships can be found in this issue. If your offspring meet the qualifications please have them apply and mail the completed application to Hal Province by July 15, 2005.

Taps

Each issue of the MEMORIES includes a "TAPS" section of our comrades who have been called to the "Great Beyond". One individual, His Royal Highness Prince Bernard of the Netherlands, passed away on December 1, 2004 at the age of 94. Although not a member of our group, he meant a lot to all of us who flew the mercy missions in May 1945. His involvement in the Food and Freedom Foundation made all of us thankful for what we were able to do for his people after their near starvation

\$20 DUES \$20 REMINDER

ANNUAL DUES HAVE BEEN INCREASED TO \$20.00

As was reported in the December issue of Mendlesham Memories the annual dues have been increased to \$20 and we are asking all life members to contribute \$10.00 to help defray some of the costs in publishing this newsletter.

Some of our annual dues paying members have been sending \$10.00 towards their 2005 dues. This is understandable since you had not received your December copy announcing the dues increase. We would appreciate it if you would send Hal an additional \$10.00 to cover your 2005 dues. Thank you for your help in guaranteeing the continuance of the 34th Bomb Group Association.

Send your 2005 dues to:

**HAROLD PROVINCE
31 SHORE CREST CIRCLE
CARRIERE, MS 39426**

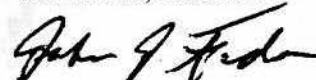
Thank you Hal!!

diet of the 1944-1945 winter. He expressed his Thanks to us in many ways.

2005 Reunion

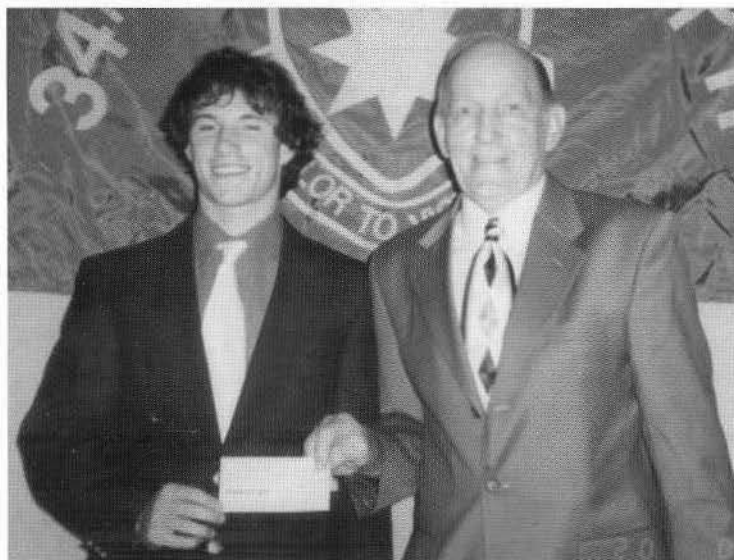
Our reunion committee has selected the MCM Elegante Hotel in Albuquerque, New Mexico for our 2005 reunion. I personally visited that hotel last fall and was VERY IMPRESSED. The sales manager has helped to arrange eleven military unit reunions in the past. She promises to make our stay very enjoyable. Mark your calendars for September 22 -25 NOW. The registration forms will be in the June issue of MENDLESHAM MEMORIES.

John Feda, President



SCHOLARSHIP AWARD RECIPIENTS

JONATHON BONNET - 1ST HONORS



JONATHON BONNET AND GRANDPA CLARENCE ARAND

Dear 34th Bomb Group Association Members:

I want to thank you for awarding me the Ray Summa scholarship. This award is truly a great honor and it is particularly special because it represents the continuing generosity of a group of true heroes. On behalf of my generation, I also want to thank the 34th Bomb Group for all of your sacrifices and the courage you demonstrated to make our country what it is today.

I was fortunate enough to be able to attend the 34th Bomb Group's meeting in Dayton, Ohio with my grandpa and grandma Clarence and Rita Arand and I was impressed with what I saw and heard. My grandpa was a pilot in WWII and at the meeting I met two members of his crew, Ambers Hanson and Verbal Holcolmb, who flew missions with him. That was really exciting for me. The 34th Bomb Group is a wonderful group of incredibly supportive people and I am honored to accept their award. I have just begun my long journey toward hopefully going to medical school and becoming a doctor at Ohio State University. I am tremendously grateful for the award and I will always try to honor the legacy of the 34th Bomb Group.

Sincerely,
Jonathon Bonnet

And from grandpa Clarence:

I want to thank everyone on the scholarship committee for awarding my grandson Jonathon this scholarship. I know he is very honored to receive it.

Thanks,
Clarence Arand



MEGAN LAUF - 2ND HONORS

Dear 34th Bomb Group Members,

I would like to send out my heartfelt thanks to each and every one of you for awarding me the second scholarship award. John Demko, my grandfather and a World War II veteran, has always encouraged my hard work and academic success in school, so great thanks is due to him as well.

I am currently enrolled at UNC-Wilmington and I am loving every second of school on the beach! I finished off my first semester with a 3.7, which places me on the Dean's list, and hope to be as fortunate next semester. Although I'm not sure yet of my major, I am toying with two different ideas; psychology or art. I might even attempt to combine the two. Whatever I choose, I would just like to say thank you again for making an investment in my future. I will always remember your kindness as I proceed through these years ahead.



MEGAN LAUF

VICTORIA GARCIA - 3RD HONORS



VICTORIA GARCIA WITH GRANDPA WALLACE LEE

To the members of the 34th Bomb Group Association:

I want to thank you for the privilege of being awarded with this scholarship. It will certainly be a help in achieving my dream. It means more because my grandfather was involved in my earning it. Hopefully, I will be able to use the scholarship to its fullest potential in maximizing my education.

I also understand that a college education is a privilege that many do not enjoy. I am forever grateful to both my parents and my grandparents for playing integral roles in my education. I am currently enrolled at Henry Cogswell College in Everett, Washington and am studying Mechanical Engineering and hope to pursue a career in automotive research and design.

I want to thank you again for awarding me with the Ray Summa Scholarship and for giving other college students like myself the opportunity to further their education.

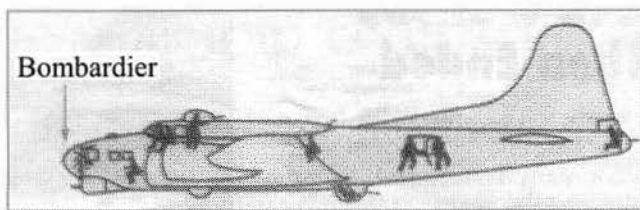
Sincerely,
Victoria Garcia

And from mother Linda Garcia:

Thank you for awarding my daughter this scholarship. It is a real help right now.

Thank you,
Linda Garcia

MEET THE CREW



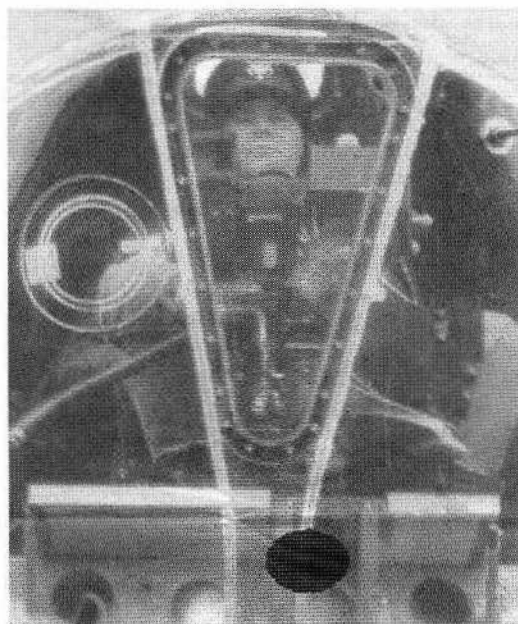
Bombardier

BOMBARDIER

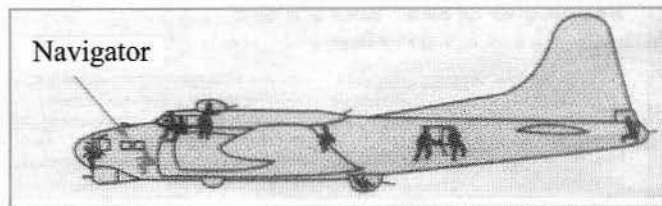
The basic principle of any bombing mission was to deliver the bombs accurately on the target. To navigate through clouds or to evade and counter the enemy's defenses was an achievement in itself, yet everything depended upon the bombardier's ability to hit his target. The bombardier's main tool was the Norden bombsight, a top secret piece of equipment the Allies guarded throughout the war. On a mission, the bombardier's real job began; from this point on, the bombardier would fly the airplane through the bombsight linked to the autopilot. The plane would have to be flown straight and level to the release point through flak and fighter attacks. Few, if any, bombers equaled the B-17 in visibility afforded to the bombardier. Sitting behind the bombsight in the Plexiglas nose gave him an unrestricted view for his mission. The Norden bombsight simplified the bombardier's job considerably by taking into account factors of altitude, airspeed, ground speed and drift to automatically calculate the bomb release point.

The optical sighting mechanism of the bombsight would first locate the target by looking over the instrument and through the Plexiglas nose. Once the target was located he would try to line it up in the telescope, often requiring several head up glances to find the target again. There were two cross hairs on the telescope, one to show drift, left or right of the target, the other to show rate of closure. When the two indicators met the bomb would automatically release.

Originally the bombardier had a .30 caliber machine gun in the Plexiglas nose but this was soon changed to a more effective .50 caliber. In late 1943, a powered chin turret was added to help combat frontal attacks and became standard equipment on the B-17G.



(This presentation is part of a Living History created by the Arizona Wing of the Commemorative Air Force, Mesa Arizona. Special thanks to the CAF, the Sentimental Journey and The Echo, newsletter of the 306th Bomb Group).



Navigator

NAVIGATOR

Air navigation is simply defined as determining the position of the aircraft in relation to the earth. A task far from simple in practice, navigation is a highly exacting art demanding a quick mind and a knowledge of mathematical calculations. A navigator had to know the position of his aircraft at all times, even in war time when situations changed rapidly and a crew couldn't afford not to know where they were when over enemy territory. Navigation was the key to avoiding heavily defended areas, reaching the target and returning to base; the pilot flew the plane, but the navigator supplied the course they must fly. Navigation could be by pilotage (visual reference to the ground), dead reckoning (using true airspeed, winds aloft, heading and time to calculate new position from last known), radio, celestial, or any combination of these four.

The navigator's table was fixed at the rear of the nose compartment, against the left side, behind the bombardier's station. Above the table were mounted two vital instruments; the gyro-magnetic compass and to its right, the radio compass. The radio compass was linked to a rotating loop antenna inside a tear-shaped housing located just forward of the bomb bay and to a fixed sense antenna, slung along the bottom of the nose. The signal received by these antennas was presented visually on the compass face as a relative bearing to a radio station. On the opposite side from the table was a drift meter. This was used to determine the angle between the heading of the aircraft and its track over the ground. The amount of drift was essential in the calculation of the wind aloft element of dead reckoning.

Throughout the mission the navigator would inform the pilot of their position and time estimates to various check points. When the initial point was reached for the bomb run, the navigator would then inform the pilot.

The navigator operated the two cheek guns in the nose when not at his regular duties



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 \$1000.00 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 grade 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.

2005 Application for the 34th Bomb Group Ray Summa Scholarship Awards

Name: _____ Phone: _____

Address: _____

Name of Sponsor (paid-up 2005): _____ 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 include 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 positioning the number of students in class).

Applications must be postmarked no later than July 10, 2005.

(Please include a self addressed post card if you wish acknowledgment of receipt of application).

Winners are expected to be announced at the 2005 34th Bomb Group Reunion in September.

Mail completed application to:

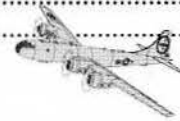
Scholarship Committee,
c/o Hal Province
31 Shore Crest Circle
Carriere, MS 39426

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, 8TH AF)	\$ 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)	\$25.95ea.
M. LR. XLR. XXLR	\$25.95ea.
MEN'S POLO SHIRT (White W/ Logo - no pocket) X Large only	\$8.50ea.
CAP - ROYAL BLUE or NAVY w Patriotic flag on bill	
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 colorful	\$14.00ea.
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.
MEN'S ROYAL BLUE POLO SHIRT	\$22.00
HAT PIN - "Valor to Victory"	\$5.00



- PLEASE CIRCLE ITEMS DESIRED -

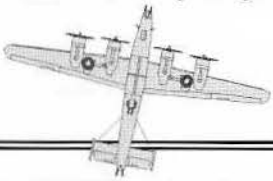
AND INCLUDE YOU TELEPHONE NUMBER WITH EACH ORDER (sometimes needed for clarification)

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



The sergeant was in a rare mood as he was drilling his company. He barked out an order. All right you ninnies, fall out!

The men fell out, but one rookie stood still.

The sergeant stared, as the rookie replied, "There were a lot of them, weren't there, Sarge?"

MASSIVE FIRE DESTROYS YANKEE AIR MUSEUM

Submitted by Gordie Breeding, 18th Squadron

The Yankee Air Museum, a popular air history attraction at the Willow Run Airport near Ypsilanti, Michigan, burned to the ground on Saturday evening, October, 4th 2004. The fast moving fire swept through the building, destroying priceless aviation artifacts and two airplanes.

Three of the museum's prized aircraft - a C-47, B-25D and a B-17G all restored to flying condition - were saved because the crew of the B-25 had just returned from a flight and was able to move the planes out of the burning hangar.

The 50,000 square foot building was built in 1941 by Henry Ford for the production of B-24 Liberator bombers.

The preliminary loss of the hanger and it's contents has been estimated at 5 to 7 million dollars.

The 23 year old museum, which hosted some 100,000 visitors a year, was filled with historic aviation displays such as uniforms, equipment and medals from World War I and World War II along with a library and displays on Korea, Vietnam, Women in Aviation, and the B-24 Bomber.

The museum has about 3,000 members from around the country and depends on thousands of hours of volunteers to operate the facility. Among those volunteers and the one who sent in this article from the local newspaper is our own 34th member, Gordie Breeding from Alpena, Michigan. Pictures of the Dugan Wagon crew and the aircraft which Gordie donated to the museum were destroyed in the fire. Luckily, he has the negatives and will send them the replacements of the ones lost when the museum is re-established.



For More information log on to:

www.yankeeairmuseum.org/

www.michiganaerospace.org.

Contributions to Recovery of Museum may be sent to:

Michigan Aerospace Foundation
Yankee Air Museum Recovery Fund
P.O. Box 8282
Ann Arbor MI, 48107-8282

LONG OVER DUE

On October 15, 1944, the 34th Bomb Group flew a mission to Cologne, Germany. On this mission was radio man Tech Sgt. Tom Chrisman and his B-17 crew from Mendlesham. They came under extreme anti-aircraft fire. A shell exploded right under the plane with shrapnel hitting Sgt. Chrisman in his right arm and hand. The aircraft lost two engines and damaged a third and was forced to leave the formation. After regaining control, they headed slowly home to England where they successfully crash landed.

Although he did seek medical attention for his wounds, Sgt. Chrisman wanted to finish his tour with his crew, so continued flying. He finished the remainder of his tour allowing his wounds to heal with the shrapnel still in his hand.

Sixty years later, to the day, on October 15, 2004, Mr. Tom Chrisman was presented the Purple Heart medal by Col. Mike Spencer, 355th Wing Commander, Desert Lightning Team in Arizona.

With tears of joy streaming down his face, and with his family; wife, children, grandchildren and a great grandchild looking on, Tom accepted the medal while reflecting. "I, like so many young men, went to war when the country needed me. I never asked for anything except for a place to live my life the way I wanted to live it. Thank God for the United States of America. I am very proud to receive the medal and if I were able and my country needed me, yes, I would do it all over again."



MOVING?

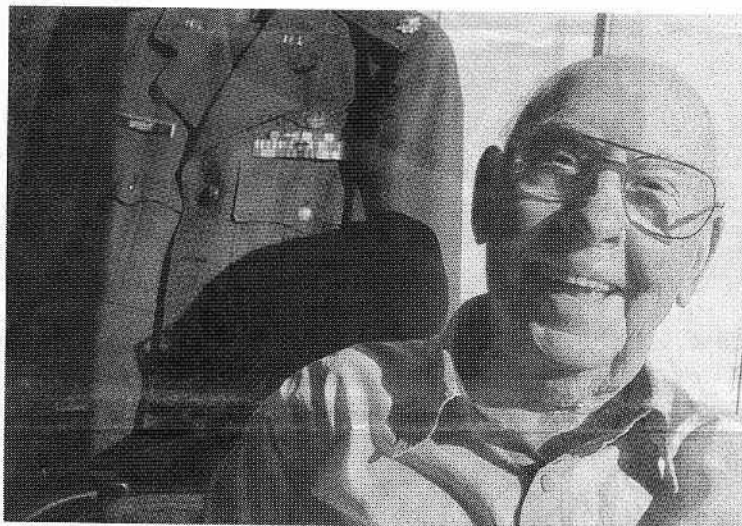
IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION BELOW, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

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.



Dangerous Damsel

(The B-17 that forever tied 10 lives)

On Veteran's Day 2004 a local newspaper in the area of South Bend, IN paid tribute to the veterans by honoring Bob Wright, one of the 34th Bomb Group Associations most active members. Bob, a B-17 pilot, and his crew, in WWII flew 35 missions out of Mendlesham, England. They named their Flying Fortress "Dangerous Damsel"

In the article Bob related that they had numerous close calls and on their 32nd mission to Dresden, Germany, they had one of their engines shot out and were taking flak pretty good; limping back to England out of formation. They celebrated their safe return with bourbon and hot chocolate. Bob continued his military career with service in Korea and the reserves for 39½ years of service, retiring as a Lieutenant Colonel.

Bob, and his wife, Esther, have served on the 34th's Reunion Committee for many years. He has recently undergone rotator cuff surgery on his right shoulder and since the war, relates that he has been on the operating table 29 times. Everything from open heart surgery to the removal of throat cancer to knee replacements to hernias.

Congratulations, Bob, on your well deserved recognition. A better representative for the country's veterans would be hard to find.

James Russell Reed, Jr.

(Lead Navigator & 4th Squadron Navigator, May to November, 1944)

Russell Reed joined the 34th Group at Blythe, California in 1943 after serving as a navigation instructor at Harlingen Air Force Base and as the navigation staff officer with the Barnard Provisional Group. This Group provided 2nd and 3rd phase training of B-24 replacement crews. Following those assignments he was very active at Blythe in early 1944 with the organizing and training of the 4th Squadron for going into combat.

When the 34th Bombardment Group (H) arrived in England, intensive training continued for about 5 weeks before the first combat mission on May 23rd (see Gary Ferrell's <http://members.tripod.com/VALORtoVICTORY/index.html> "THE MEN-Record of the May 1944 Training Flights"). During this period, Russell continued to assess the progress in training and the combat readiness of the 4th Squadron crews.

It was obvious to all of us that the B-24 navigator was handicapped by his limited visibility from the navigator's desk. He had great visibility above the airplane for celestial navigation but could not see forward or down - the directions he needed to see for daylight bombing missions. To address this problem it was decided to have a two navigator team on each lead crew, the lead navigator at the navigator's table on the flight deck and the second navigator to ride in the nose turret serving as the pilotage navigator and also as the nose gunner.

In organizing these two-navigator teams, Russell Reed volunteered to join my crew as the lead navigator in addition to his assignment as 4th Squadron navigator. His navigation was superb. Mission after mission he kept us precisely on the planned course at the scheduled time. This was extremely important in avoiding known antiaircraft emplacements and in staying under the friendly fighter cover that was so effective in 1944. His was an important contribution to the successful missions of the 34th Bomb Group in 1944.

Russell passed away on Christmas Day, 2004 from complications following an operation for a brain tumor. He is survived by his wife Martha, his daughter Stephanie and two grandsons - Todd and Ryan.

Submitted by Al Israelsen

MANNA/CHOWHOUND

Memorial Trip To Amsterdam - May 2005

All crew members who flew the Chowhound flights delivering food to Amsterdam in May of 1945 are members of the Chowhound Society. If you, your widow or children are interested in commemorating this event by returning to Amsterdam in May of 2005, please let me know by regular mail or email. Give the names of all interested persons with addresses and email addresses; if you have one. We will be contacting other Bomb Groups to see if they are interested and also the Manna Society in England as they already have a trip planned.

Those of you who gave me your names at the reunion in Dayton, Please send your information again as your data was misplaced.

HERBERT ROY
2115 CRAYTON RD.
NAPLES, FL 34102

Tel: 239-649-71799
E-mail: yor365@comcast.net



THE SECOND GENERATION

By Jack Steffen



My name is Jack Steffen, and I am a second generation member of the 34th Bomb Group Association. At the gala banquet at the reunion in Dayton, and also in an article in the June issue of Mendlesham Memories, second generation member David Fieber made a "call to arms" for the second and third generations to get involved with the group. I would like to tell you how I came to be a second generation member of the 34th Bomb Group Association.

My uncle, Lt. John P. "Jack" Steffen was a member of the 34th Bomb Group in World War II. He and his crew were involved in a crash near Mendlesham on the evening of January 17, 1945, while training in a B-17. Two crew members survived, my uncle and the remainder of the crew perished.

Since I was young, I always wondered about my uncle, the person that I am named after. Of course, my dad and other relatives told me many stories about him. Stories about the kind of person he was, the fun they had together growing up, about what he meant to each of them. I heard about the sports he played, the girls he dated, and the joy people took in spending time with him. But I always wondered about his service in World War II, and about how he spent the last few years of his life in the company of new friends, learning to be a pilot. I saw his formal portrait in the military uniform, his picture by his trainer airplane, and a picture of his crew standing next to their B-24. But he died before I was born, and I never had the opportunity to know him.

A few years ago, after reading Tom Brokaw's book "The Greatest Generation", I again began thinking of my Uncle Jack and what it was like to be a member of the Eighth Air Force in World War II. On the internet, I located a web site for the members of the 34th Bomb Group, and saw three books for sale about the unit. I decided to order one, called the phone number of the PX, and talked to Ken Paxton.

I began to explain to Ken what I was looking for, and told him some of my uncle's story. Ken then told me about someone he knew from the 34th BGA reunions named Herman Fieber, and remarked several times that Herman's story and mine sounded a lot alike. Ken had Herman's phone number, and said that the next time he talked to Herman he would mention our conversation. I ordered a book, and left my phone number with Ken to pass along to Herman.

About a week later, the most incredible thing happened. My wife Linda called me at work to say that she had just talked to Herman Fieber. He was one of the two crew members to survive the crash. I called him that evening and we had a nice, long talk. Herman invited me to the 34th BGA reunion in Buffalo, and we immediately made plans to go.

In Buffalo, we met Herman and his wife Nancy. Linda and I quickly became friends with both of them. Herman related stories about their crew, its training in the States, its trip overseas, and the horrible crash that ended the lives of most of

them. It was so clear that even after all these years, he missed the friends and crew mates that were so suddenly taken from them.

At the reunion in Buffalo, we met Ken Paxton, my initial telephone contact, and saw the great work that he and Kathleen do in the PX. At one of the group dinners, we sat with Jack and Marian Share, and subsequently became familiar with Jack's outstanding work as editor of Mendlesham Memories. We met Harold Rutka, Bob Wright and Bruce Sothern, who repeatedly do a great job putting together the annual reunions. At that first reunion, we also met many other members of the 34th BGA, too numerous to name.

We have now attended five reunions, and have enjoyed every one of them. We have never met a friendlier or nicer group of people. Through conversations with Herman and other members of the group, I have gotten a feel for what it was like to be an aviator in World War II. I have gotten a feel for what the uncle, I never knew, was doing in the last few years of his short life. There is history in the history books, and history as experienced by those who lived it. I prefer the latter. There is no better way to learn about history than from those who lived it.

Sadly, my newly found friend, Herman Fieber, passed away on April 11th, 2004. I missed him at the most recent reunion in Dayton, and I think of him often. He was a kind and decent man that was willing to share his time to help me to understand what he, my uncle and the rest of their crew had done back in 1944 and 1945. His friendship will always mean a lot to Linda and me. My only regret is that I did not find him sooner, know him longer, and enjoy his friendship for many more years.

If I had not made that random phone call to Ken Paxton five years ago, it is likely that I would never have met Herman and Nancy Fieber. I would not have found the 34th Bomb Group Association, and would not have met many nice veterans and wives that I have had the pleasure of meeting. I have met other second generation members, was asked to join the group's board of directors, and accepted the assignment with a feeling of pride. In Dayton, David was elected to the board of directors, as was second generation Scott Mackey. Second generation member, Bonnie Zylstra, was elected treasurer. So, some second generation members are now active, but more are needed.

I have noticed an increase in the number of second and third generation members at the last few reunions. Maybe you have a son or grandson, niece or nephew that has shown an interest in your military service, or an interest in the historic events of World War II. Ask them to become active with the group. It has truly been a rewarding experience for me. I hope that in some small way, my participation recognizes and pays tribute to the men of the 34th Bomb Group for everything they did in service to our country.

Military Aviators Killed by Enemy Action

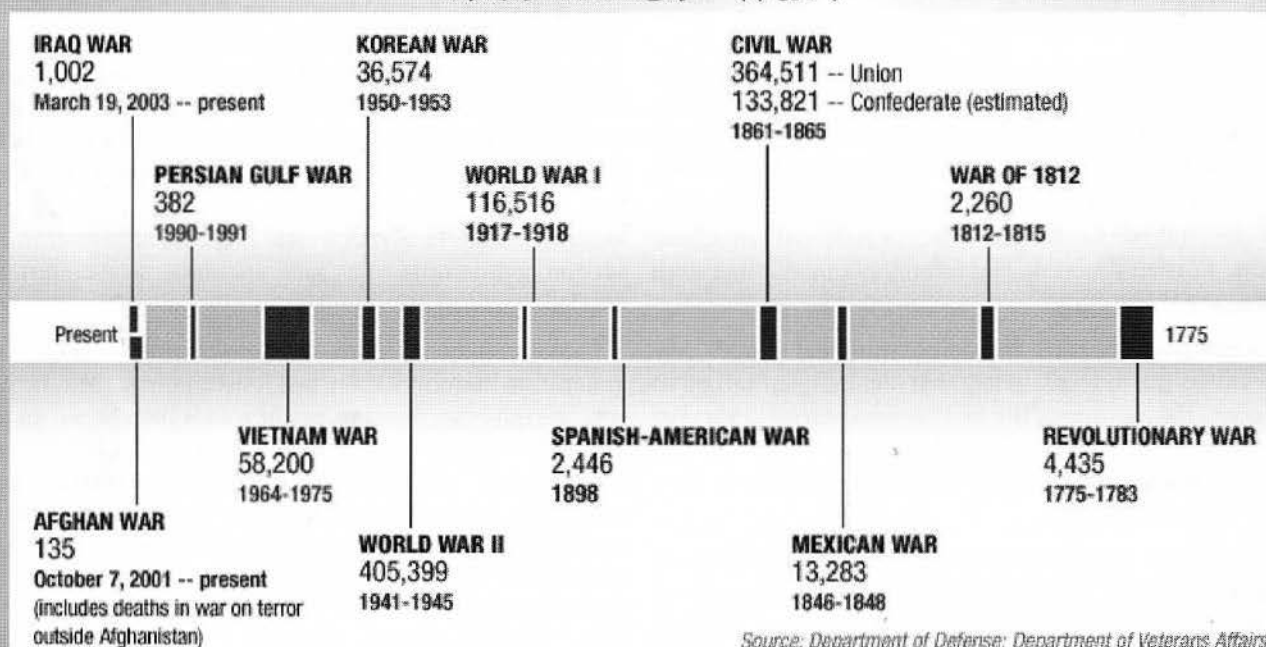
WAR/OPERATION	DATES	AIR FORCE	NAVY	MARINES	ARMY
World War I	1917-18	237	50*	3	See A.F.
Nicaragua	1927				2
World War II	1941-45	53,007	3,951	563	See A.F.
Korean War	1950-53	1,238	177	258	16
Cold War	1946-65	93	78	1	-
Korea DMZ	1955, '61, '77, '94	2	-	-	-
Vietnam	1961-73	1,521	414	423	1,830
Cambodia (Koh Tang Island)	1975	2	-	-	-
Grenada	1983	-	-	3	1
Lebanon	1983	-	1	-	-
Honduras	1984, 1991	-	-	-	-4
Libya	1986	2	-	-	-
Panama	1989	-	-	-	-2
Persian Gulf War	1991	20	6	3	15
Peru	1992	1	-	-	-
Somalia	1993	-	-	-	5
Afghanistan	2002				1
Iraq	2003	2	-	-	-
Total		56,125	4,677	1,256	1,880

Note: This chart includes both fixed-wing and helicopter crew members. Coast Guard losses are included under the Navy. In WWI, the Army aviation arm was called the Air Service and during WWII the Army Air Forces (the Air Corps became a subordinate element June 20, 1941.)

** Rough estimate. Approximately 85 aviators of the Naval Air Service died overseas during WWI - 55% in France. But a KIA breakdown was not available.*

www.vfw.org

KIA in US Wars



FRIENDS WRITE

Fred Berglund - Titusville, FL

Just received the Sept. issue of MM. Great picture of Major General Creer who passed away in July. My condolences to his wife Vivian and daughters Carolyn and Elizabeth. He was a great C.O. I will never forget when I was reunited with him at the 1980 Orland reunion. I showed him my original 10 shilling bill he signed - my first "short snorter".

Enclosed is a picture of me and Col. Robert Morgan, pilot of the "Memphis Belle" taken at the Tico Air Show here in Titusville last April. He got pneumonia in May and passed away.



Col. Robert Morgan and Fred Berglund

Verb Holcomb - San Bernardino, CA

I recently received a letter from a gentleman in The Netherlands thanking us for the food we dropped for them. This is the second one I have received. They wanted to thank us for all the food and would be interested in communication with anyone who was involved. He took pictures of the planes and the people as they were running out to get the food. He didn't know how many legs were broken. I took several pictures along the way showing people running from every direction headed for the food drop zone.

On a completely different matter, I don't know whether it is of interest to anyone, but when England was involved in the war, they couldn't train pilots fast enough, so they sent men to the

States for training. My home town, Miami, Oklahoma, had a large airport where the English started sending their men for pilot training. During their training, there were several accidents, some fatal. They were buried in the local cemetery and the ladies club always decorates each grave on Memorial Day, displaying the British flag along with large wreaths and flowers.

Birgit Longergon - Fort Myers, FL

Received the latest issue of MM and always read every word. Must join you for another reunion before I join the Taps list. Also happy to have new roster, fun to see who is still around

Walter Sturdivan - Stockton, CA

I received my copy of MM yesterday along with the valuable roster. Thanks to all who made the roster possible.

When I arrived at the airport at Dayton, Ohio, on September 9th, who should I meet but Jack Share and his wife, Marian. They were there waiting for their daughter to arrive for the reunion. They offered me a ride to the Marriot Hotel. As we were waiting and visiting who should arrive but Carroll Forister and his wife, Sylvia. Jack offered them a ride also. Soon we were driving through the streets of Dayton on our way to the reunion with a full car of passengers and a loaded truck. A car full, indeed.

As I thought of this, my mind went back to June 8th, 1944, the day after the Nazi intruders hit us at Mendlesham Airbase as we were coming in to land at another airbase, Lt. Russell Paulnock, also flying the June 7th mission, landed on our tail with little room to spare.

We spent the night and because we had damaged our wing after landing, we all piled into Paulnock's B-24 for the ride back to Mendlesham on June 8th. Two crews totaling 20 men made the space rather crowded. A plane full indeed.

When our pilot, Capt. Russell T. (Swede) Lindstrom, named our B-24 DUGAN WAGON, we were puzzled about the meaning of the name. It seems that there was a bakery in Swede's hometown, Plainville, CT that delivered bread in wagons. The bakery was called the DUGAN BAKERY. When he considered this, he said, "We'll deliver bread (bombs) to the Nazi's instead." The photo below is of DUGAN WAGON II, the first having been shot down on July 24, 1944, with another crew aboard. There were no survivors.



continued on next page

Wallace Brauks - Afton, MO

Hi everyone. Just wanted you to know I haven't forgotten you. I use a walker to get around, and am blind in my left eye, ah! the rewards of old age. In the words of Bob Hope, "Thanks for the Memories". I shall always remember you and the trips we took.

Oliver Bolduc - Chaplin, CT

Where did the past year go. December already and dues time, find enclosed. Trust you're busy with all you do for the 34th, especially the MM. There is so much history being published in it now. The whole staff needs to be congratulated.

While in the hospital in November with pneumonia, I learned my doctor likes WWII history but has trouble finding much information. When he said he didn't know of any one who was in that war, I told him I was a veteran. He grabbed my hand and squeezes it saying he honored all veterans of WWII.

He wanted to hear something about my experiences and I told him of the first flight crew, whose plane I maintained, were fired on by the German intruders at Mendlesham and how I watched as the Eastman crew, flying my plane, being shot down in flames killing all but two of the crew. I was shaken up telling him and we both sobbed over it.

Since that, I have taken him my 34th Bomb Group History Book, Walter Sturdivan's book "The Red Tailed Devils from Mendlesham" and letters about the Holland food drops. He was deeply moved by all the information and said, "This is history the young people of this country need to know about, how true. I have saved all the issues of MM and next I'll take those in for him to look at. That will enlighten him even more.

Wishing you, your family and all the MM staff a Merry Christmas and Happy New Year and God Bless the family of Gen. William Creer with his passing.

Jim Stuthers - Venus, FL

Congratulations! I just received my copy of the Mendlesham Memories and learned that the 34th B.G. Association elected John Feda to be our president for the coming year. Kay and I are very glad to see the group has chosen another outstanding person to head up the association again this year. We are indeed in good, reliable hands with outstanding leadership. Best regards and good health to you and Betty Mae. It has always been Kay and my good fortune to have had the chance to share good times and break bread with you at past reunions. God Bless.

Kivett Ivey - LaGrange, NC

I want to wish a late Happy New Year to all. I am looking forward to the next reunion at Albuquerque. I am sure the reunion committee will do a fine job, as usual, but Dayton is going to be hard to beat!! For a bunch of old "fogies" I think we all are going to be a hard act to follow. Think young, y'all!

Hal Schmitt - Port Orange, FL

My dad, Hallard S. Schmitt, passed away on December 24, 2004. Dad was a member of the 34th Bomb Group, 7th Sqd. All his life he was proud of two things, his family and his military service. To the best of my knowledge, he was a crew chief on the "Betta Duck" while serving in England. I have also found pictures of "Shadrack", "Dies Irae" "Paper Doll", "Big Dealer", "Collapsible Susie" and some others. I must assume he spent time on those aircraft as well. Dad maintained quite a photo album. I think back fondly of the many stories he would tell of the men and missions. He would always put the right words together so as not to tell horrible stories of war but of the heroics of his comrades.

In his memory we have asked donations be sent the the 34th Bomb Group Scholarship Fund. Thank you an God Bless all of you who served.

Andy Doppelt - Northbrook, IL

I regret to inform you my father, Sidney Doppelt died on Oct. 25th, 2004. He served as a navigator in the 34th Bomb Group. I just received his forwarded copy of Mendlesham Memories December issue and must say I am very impressed with the depth to which your group stays in touch with each other, as apparent from the quality newsletter (which I am reading for the first time).

I have a good amount of memorabilia my father saved from his service years, which I have not yet gone completely through. But, I am sure there is a listing of dates of his missions among the collection. He often spoke of his pilot, Murphy (who I am sure had a first name, but he always referred to him simply, as Murphy) whom he had infinite praise for and attributed his surviving the war - thanks to this man. One particular friend he made there and kept in touch with was Lee Sacherman who lived in Woodland Hills, CA before he passed away several years ago. Perhaps these names are familiar to some of your group.

My father was fiercely proud of his service in the war, which I referenced at length in the part of his eulogy that I delivered. Please include him in the next newsletter's TAPS section. You are to be commended for preserving the memories which obviously mean so much to so many, of which my father was proud to be among.

Reid McCloskey - Carlsbad, NM

I hope you have a good holiday season and a healthy 2005. Thanks for all your hard work on the 34th Bomb Group. It's been much appreciated. The best to you for the future. 2005 dues enclosed.

Willard Stelling - Ottawa, IL

Enclosed is my dues for 2005. Keep up the good work. I know it must take a lot of time for all you men who keep the 34th Group going as well as the Mendlesham Memories. I appreciate all you do.

continued on next page

Irving Levy - Phoenix, AZ

I would like to add my thanks for all you have done for the 34th Group. I enclose my dues for 2005 despite my Life Membership. I wish all of you good health.

Larry Sherman - Hopkinsville,

Enclosed find check for \$100.00 to be used as follows: \$20.00 for my '05 dues, remaining \$80.00 to be added to the fund for future publications of the Mendlesham Memories.

Ed Evans - Northbrook, IL

Keep up the good work, Hal. Also thank you for all the workers on keeping MM alive.

Congratulations!!



to

Genevieve and Harold Rutka

on their

60th Wedding Anniversary

which they celebrated on

November 14th, 2004.

CHANGE OF ADDRESS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BEE	ROBERT, H		2231 WESLEY WAY #A	REYNOLDSBURG, OH		43068
BREEDING	GORDON	18	5830 BREEDING LANE	ALPENA	MI	49707
DORAN	VINCENT J	391LM	923 W 11TH AVE #411 PIONEERS HOME	ANCHORAGE	AK	99501
LAMPEY	TODD	18A	219 BALLINDINE CR	VACAVILLE	CA	95688
MORRISON	EVERETT, L	18	111 S 5TH ST	OSBORNE	KS	67473
RICKER	CONRAD, L	7SQD	509 S. SANTA FE #134	EDMOND	OK	73003
SLAUGHTER	HERMAN, F	391	242 TOWNSHIP RD #1525	PROCTORVILLE	OH	04669
SPROUL	CRANSTON, C	391	5297 N.W. 25TH LOOP	OCALA	FL	34487
WALKER	ORAL, D	391LM	3241 LAKESHORE DR.	BATTLE CREEK	MI	49017
WILLIS	LYNN	391LM	306 W. DUFFIELD ST	BLOOMFIELD	IA	52537
YOCKEY	CHARLES	4LM	1905 E STATE HWY 383	DELAWARE	AR	72835

TAPS

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
DOPPELT	SYDNEY, M	391LM	6909 NORTHLAKE DR	MILWAUKEE	WI	53217
HALE	ROBERT, D.	391	13297 CLEMENT HWY	MORENCI	MI	49256
NEEDHAM	THOMAS, M	391	6132 GUILFORD CIR	MAGALIA	CA	95954
REED	RUSSELL, J	4LM	201 E. FOOTHILL BLVD, APT 18,	MONROVIA, CA		91016
SCHMITT	HALLARD, S	7	1095 DONNELL DR	PORT ORANGE	FL	32119

DONATIONS TO THE RAY L. SUMMA SCHOLARSHIP FUND

IN MEMORY OF

HALLARD S. SCHMITT
HALLARD S. SCHMITT
HALLARD S. SCHMITT
HALLARD S. SCHMITT
HALLARD S. SCHMITT
HALLARD S. SCHMITT
HALLARD S. SCHMITT
HALLARD S. SCHMITT
HALLARD S. SCHMITT
J. RUSSELL REED, JR,
NAVIGATOR, 4TH SQD.
& LEAD NAVIGATOR,
CREW #1

DONOR

MR & MRS EARL ROBINSON
JOHN & BETH WASELKO
JOHN & MARY LYNN LOFINK
FRED & DEB ROST
GARY & CAROL HORN
JIM & CAROL SCHWARTZ
ROBERT & RHONDA LUCZAC ALLEN
RICHARD & CYNTHIA ALLEN
DRS. ROBT. & CYNTHIA POTTER, JR.
SURVIVING MEMBERS, CREW #1:
AL ISRAELSEN, CHARLES BARCLAY,
DAVID ASHLEY

A Few Memories From Mendlesham

April 29, 1998



The little village of Mendlesham in East Anglia where the boys of 34th Bomb Group lived.



Stow Market train station in East Anglia, England, close to Mendlesham Airfield (8th Air Force)



The remains of Mendlesham Airfield close to Sow Market in East Anglia, England, where the 34th Bomb Group lived and flew our B-17 Bombers from in WWII.



Housing for the boys in 34th Bomb Group (8th Air Force) during WWII in Mendlesham (The Village)



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

34th Bomb Group



Address Service Requested

NON PROFIT
ORG.
U.S. POSTAGE
PAID
G3 Direct

From the collection of:

Joseph K Marks

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