



# MENDLESHAM MEMORIES



VOICE OF THE 34TH BOMB GROUP (H)

## Mendlesham AFB - 1944 - 45



Mark Brotherton Collection

[http://8thcontrails.com/ipw-web/gallery/album69/Quatermaster\\_office](http://8thcontrails.com/ipw-web/gallery/album69/Quatermaster_office)



4TH SQUADRON



7TH SQUADRON



18TH SQUADRON



391ST SQUADRON

## MENDLESHAM MEMORIES

Newsletter of

**The 34th Bomb Group Association, Inc.**

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

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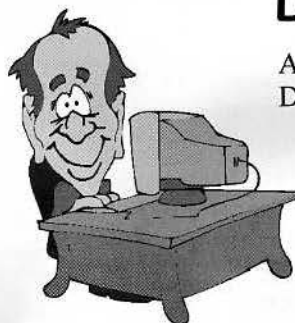
[www.air-museum.org/b17.htm](http://www.air-museum.org/b17.htm)

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

## DEADLINE

All material and items for the December, 2007 issue of Mendlesham Memories should reach me on or before October 15, 2007. All copy will be going to the publisher on that date.

Jack Share, editor



## DUES are DUE



2007 Dues, for those who pay annually,  
are due as of January 1st, 2007.

DUES ARE \$20.00 PAYABLE TO  
34TH BGA.

Send Dues To:

**Jack Steffen**  
**6670 Powner Farm Dr.**  
**Cincinnati, OH 45248**  
**(513) 574-1171**

**Your cooperation in getting your dues  
paid now will guarantee your  
continued membership in the 34th  
Bomb Group Association. Thank You.**

# Share - a thought...

I ran across an interesting article the other day and thought it worth reminding readers of this publication just how important a part the 8<sup>th</sup> Air Force played in winning World War II.

The article stated that the 8<sup>th</sup> Air Force had its existence on Bull Street in Savannah, Georgia, in January, 1942 and subsequently moved to the United Kingdom, headquartered at High Wycombe in a girls school. The staff expanded and air units were formed in East Anglia flying their first missions with borrowed aircraft.

The members of the original Eight Air Force were organized into some 65 Heavy Bombardment Groups, 20 Fighter Groups, three Air Divisions, four major headquarters and a support command with supply, maintenance and repair depots strategically located throughout The United Kingdom.

Some 350,000 men and women served during WWII, with about one half of those being combat crew members. The Eighth became the largest air force in the history of aviation and was locked in the most dangerous air battle in aviation history. This event will never be replicated. The cost in casualties of the brave young men, who were never turned back by enemy action, was awesome. Of an estimated 200,000 combat crew personnel, 26,000 were killed; 28,000 became POW's, and an unknown number seriously wounded. 9,000 bombers were shot down by enemy fire.

The Eighth Air Force continues its distinguished service under the operational control of the newly formed Air Combat Command headquartered at Langley AFB, Virginia.

Members and friends of one of those original groups, the 34<sup>th</sup>, from the World War II era will be meeting this month in Grand Rapids, Michigan. With the original membership getting older and rapidly dwindling, due to attrition, it becomes necessary to discontinue these reunions after 2008.

As of this date we do not know where next years reunion will be held but it would be desirable if we could go out with a bang and make it one of the largest attended yet. Although it is too late to attend this year it is not too late to start planning for the final one next year.

*Jack*



Jack Share



## PRESIDENT'S MESSAGE

Hope everyone is surviving the crazy weather that has been happening all over the country. Hard to figure out. Have been trying to contact some of the people that have not been attending our reunions and have had a little luck. If you know of anyone please give them a call and encourage them to attend. We need a good turn out. I'm sure each of them will enjoy the reunions as we do. See a lot of friends and make new ones.

They had a big party at the D Day memorial in Bedford, Virginia. It was an impressive memorial to D Day. I know a lot of you remember it well. Bob Slaughter was with the 29<sup>th</sup> Division and made the landing. He has written a book (Omaha Beach and Beyond). I found it very interesting. Sure glad we were in the air and not on the beach. Then the day, June 7<sup>th</sup>, when the Germans came back with us and shot down four of our aircraft. Quite a night.

The reunion is just around the corner and may be over by the time we get the September issue of MM. Again, Jack does a wonderful job to get the MM together. We need to feed him with news of activities and things of interest to other members. We depend on him and he on us to help. We are fortunate to have someone so dedicated.

Looking forward to being together again - please come and bring a friend.

Jim Hinchee, President



Jim Hinchee

## TREASURER'S REPORT

by Jack Steffen

The annual dues amount for 2007 is \$20.00. There is no dues amount for life members for 2007. To those who have already sent your 2007 dues payments, thank you very much. For those who have not, elsewhere in this issue is the address for sending your annual dues payment to me. Please make check payable to the "34<sup>th</sup> Bomb Group Association".

Our group is in good financial condition. We have sufficient cash in the General Fund to pay our bills and keep the 34<sup>th</sup> Bomb Group Association solvent. We have sufficient cash in the Scholarship Fund to continue the group's good work in support of talented youth. Thank you for your ongoing support.

I am looking forward to another great reunion in Grand Rapids. I hope to see many of you there.

Jack Steffen, Treasurer



Jack Steffen



## REUNION COMMITTEE REPORT

We are again extending a warm invitation to all the members and friends of the 34<sup>th</sup> Bomb Group (H) Association to join all your old and new friends at the 24<sup>th</sup> annual reunion. As was reported in our June issue of Mendlesham Memories, the dates for this years reunion have been scheduled for Tuesday, Sept. 4<sup>th</sup> to Sunday, Sept. 9<sup>th</sup>, 2007. All the information on the reunion was in the June issue of MM including the hotel reservation form, the registration form and the reunion agenda. Again, the reunion hotel in Grand Rapids is the Crown Plaza Grand Rapids hotel, 5700, 28<sup>th</sup> St. S.E. Grand Rapids, Michigan 49546, The hotel telephone number is 616-957-1770. We have a good rate confirmed at \$81.36, including tax. ( The regular rate is \$129.00 plus tax. As mentioned before, the hotel rates are offered for three days prior to and three days following the reunion dates. The hotel is providing "free shuttle" service from and to the Gerald R. Ford International Airport. Please take note: Once you have claimed your luggage, use the courtesy phone to arrange for the free shuttle pick up for the trip to the hotel.

Tour arrangements have been with Gail Andrus Travel agency. We have 3-49 passenger, climate controlled, restroom equipped motor coaches with reclining seats and video/DVD monitors from Holiday Coach Company. The tour cost is \$42.00 per person based on a minimum of 49 paying passengers per coach. The escorted tour includes transportation, admissions to the President Gerald R. Ford Library, the Frederik Meijer Gardens with narrated tram ride, one hour tour of Grand Rapids with a drive thru the Heritage Hill district by a professional guide. Gratuities for the driver, escort and guide included in the tour price.

### Tour report schedule time follows:

Friday, Sept. 7, 2007 - Leave Crowne Plaza Hotel at 8:45 - 9:00 A.M. Arrive at Frederik Meijer Gardens at 9:20. These gardens consist of 125 acre attraction of the most compressive sculpture collection in the Midwest with indoor/outdoor gardens and the famous Leonardo de Vinci's horse. Tram tours depart at various times. At 11:45 A.M., lunch will be on your own at Woodland Mall Food Court. Some selections are as follows: A&W all-American food, Chinese Gourmet Express, Great Steak & Potato Co., Lotus Express, On the Border, and many more.

Leave at 12:30 P.M. for the City Tour of the Grand Rapids area to include a narrated drive thru the Heritage Hill District. At 1:30 P.M. arrive at the Gerald R. Ford Presidential Library followed by the return to the hotel arriving at around 3:00 P.M.

The 24<sup>th</sup> annual reunion will be a wonderful opportunity to meet old friends and make new ones. We wish you all good health and hope to see all of you again at the great reunion in Grand Rapids, Michigan. Many thanks again to all of you who help to make all our reunions so successful.

The Reunion Committee:

Harold Rutka, Chaiman  
Robert Wright  
Bruce Sothern

## MEMORIES

by Sheila Hudson, Ipswich, England

*Ghosts of the Forties still filter through,  
Of the Army Air Force of World War II  
In East Anglian bases of the air,  
Filled with memories of what happened here.*

*To Polebrook, Kimolton, Grafton-Underwood, too,  
Came the First Air Division to climb to fame.  
At Bassingbourne, Poddington, Thurleigh they lived.  
Young men of courage, their lives to give.*

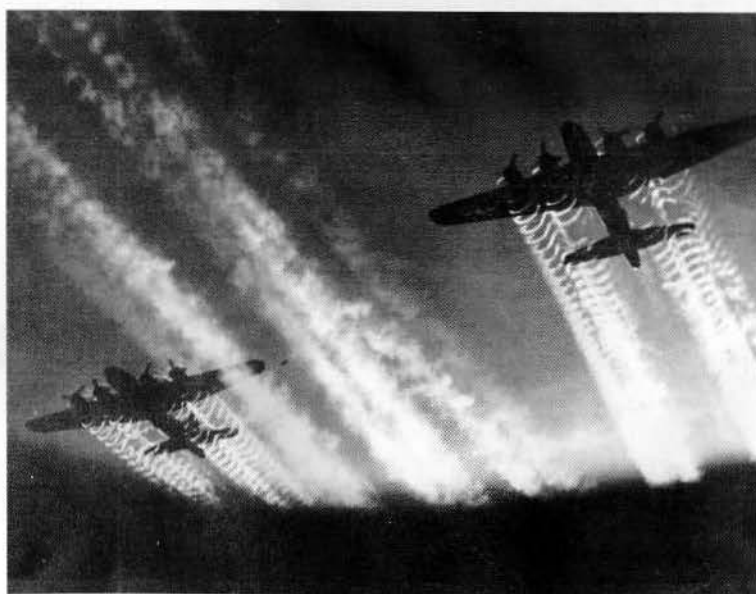
*Names like Wendling, Shipham, Hethel, ring  
With sounds that the Second Division bring.  
Those khaki-clad airmen would be the next  
To ride the skies in a Victory Quest.*

*Third Division groups were Suffolk based,  
And, like the others, daily terror faced.  
From Mendlesham, Framlingham, Horam where  
Boeing B17's and B24's took to the air.*

*From Debach, Grt. Ashfield, Thorpe Abbots too,  
In the long ago friendly invasion of '42.  
When the foe was vanquished and the young men gone,  
They left behind memories that still linger on.*

*Of chocolate bars and bikes that clattered,  
Of chewing gum and friendly chatter.  
Leather jackets, letters home,  
And two day passes into town.....*

**(From B-17 Flying Fortress Association newsletter)**



## A TRUE FLYING PATRIOT

Jack Schifferer was born June 10, 1922 in Corvallis, Ore. He loved airplanes and flying from the very start.

He died August 17<sup>th</sup>, 2006, doing what he loved. Between that start and end, he made significant contributions to his country and to all the colleagues and friends he collected along the way.

Jack started flying at the age of 16 and got a license to fly before he got a license to drive. His first job out of high school was flying Ford Tri-Motors for the forestry service and test flying for Boeing. He enlisted in the Army Air Corps in 1942, graduating from the aviation cadet program as a second lieutenant.

He commanded 35 missions in B-17's with the 34<sup>th</sup> Bomb Group out of Mendlesham airdrome in England. He rated his first B-17 mission as the worst flight of his life.

After WWII, Jack left the Air Corps to run a flying service. In 1947, he was re-commissioned as a first lieutenant assigned to the 10<sup>th</sup> Sea Rescue Squadron in Elmendorf, Alaska, where he flew a variety of single and multi-engine planes on floats, skis and wheels. Landing on the side of Mt McKinley on skis in a snow storm to perform a rescue was one of many tales he could tell of the period.

His favorite airplane to this day was the Grumman Albatross he flew off water on missions in Alaska.

It was in Alaska that Jack polished the training skills that became an integral part of his character, Jack demanded the right result - but only with the correct process - a trait that produced excellent pilots, engendered respect from students and colleagues, and stayed with Jack as he advised others his entire life.

Jack loved the outdoors and hunted and fished enthusiastically. Visiting dignitaries sought him out for flights into the Alaska back country and he recounted a fishing trip with Gen. Curtis LeMay as one of his highlights.

Jack was also self confident. In 1949 he accepted a bet from "experts" who said it was impossible to snowshoe 63 miles in 48 hours across the Talkeetna Mountains in the cold and dark of the Alaska winter. He did it in 47 hours enduring a blizzard and carrying a 25 pound pack.

He married Barbara Ingram, an airline stewardess, in 1952 and together they served on government attache missions in India and Afghanistan and a NATO tour in Italy. The attache missions included gathering intelligence information in addition to embassy duty.

Following many other interesting experiences while in Government service and a tour in Vietnam he ended his career as Chief of Staff for Intelligence, 15<sup>th</sup> Air Force at March Air Force Base.

Jack's career was unusual compared to modern equivalents for the variety of aircraft he flew.

Starting in propeller bombers, many search and rescue aircraft, instructed in B-47 jets and ending his flying in F-4 fighters over Vietnam. He won numerous awards including the Distinguished Flying Cross and the Bronze Star.

In retirement, Jack restored four autos, built four homes, built aircraft, and restored a 1932 Waco biplane. His insistence on perfection resulted in each one being a classic.

He continued to fly weekly, accumulating over 9,000 civilian flight hours to complement his 8,000 military hours.

Jack died doing what he loved. At the age of 85 he took off at 7:20 a.m. that August 17<sup>th</sup> morning from the Ramona Airport in his home-built experimental plane. A witness said he might have been trying to return to the air strip after the engine suddenly quit. As he started to turn, the plane rolled into a spin and slammed nose first into a field.

*(From the North County times.)*





# A Step Back In Time

By David Fieber



It all began with a few beers in the hospitality suite at the 2005 reunion in Albuquerque. Jack Steffen, Scott Mackey, Gordon Leathers (our wonderful guest speaker from Stoke Ash School in Mendlesham), and I discussed how exciting it would be to put together a trip to Mendlesham, the home of the 34<sup>th</sup> Bomb Group. With the knowledge that the 34<sup>th</sup> reunions are winding down, our mantra was to plan one last special group trip to England. Once Scott brought aboard our travel agent Brenda Doner, the trip began to come together. Working together, Brenda and Gordon organized the trip of a lifetime.

Nearly two years later, on Sunday, June 17, 2007, twenty-three excited travelers met in London at the Thistle Kensington Palace Hotel (directly across the street from Hyde Park and Kensington Palace). The first scheduled event was dinner at the hotel restaurant. We introduced ourselves, visited and quickly made new friends. We were thrilled to have four vets with us: John Fedra, Abe Firestone, Harold Dwyer, and Angelo Grinaldo. Gordon Leathers also dined with us and discussed our itinerary for the week.

The next morning we checked out of the hotel and boarded our bus for the first stop of our journey, Mendlesham. When we arrived in the small village a few hours later, we headed for lunch at the Fleece Pub. One of the rooms of the pub has been dubbed "The American Room" and it is the room that Gordon and the children from the Stoke Ash School transformed in 2005 into a museum honoring the 34<sup>th</sup> Bomb Group. While we were at the pub, two perfectly restored World War II jeeps arrived. After lunch, the jeeps ferried our four vets while the rest of us walked to St. Mary's Church, where we were introduced to the local vicar, Father Phillip, a character seemingly straight out of a Dickens novel. Father Phillip held a short service and then gave us a tour of the church. Afterwards, the majority of the group was driven to our hotel in Bury St. Edmunds, but some of us diverted to side trips. Gordon drove Scott Mackey and his father, Eric, to the village of Holt, near the North Sea, to the site where Bill Mackey's plane, "Jerks Berserk" crashed after returning from a mission. Bill Mackey was a member of the 34<sup>th</sup> Bomb Group, and is Eric's brother and Scott's uncle. Scott and Eric were able to view several pieces of the B-24 and were even given one of the pieces. My wife, Sonia, and I, along with Jack and Linda Steffen and their two sons, Dan and David, were driven in the vintage jeeps (what a huge thrill!) to the Beehive farm (a few miles from the Mendlesham base), which was the site where the B-17 crashed that killed Jack's uncle (the pilot) and injured my father (the tail gunner). It was a very moving experience being there

and we visited with several local residents that remembered the crash from 1945. Later that evening, the entire group went to The Flying Fortress pub in Bury St. Edmunds for dinner. The pub is in a building that was on the base of the 91<sup>st</sup> Bomb Group and was used during the war. After dinner, a local historian presented a slide show on the 91<sup>st</sup> Bomb Group.

On Tuesday morning we returned by bus to Mendlesham, where we were met by a multitude of WWII jeeps, plus a WWII transport truck. We boarded the vehicles and were driven around the original base area. Our jeep procession then went to the 34<sup>th</sup> BG Memorial, where Father Phillip presided over a moving wreath laying ceremony. After our lunch at the White Horse Pub in Stoke Ash Village, we were driven to Stoke Ash Community Primary School, where we met the children, many of whom worked on the project displayed at the Fleece Pub. The children served us delicious scones and cupcakes, which they made for us, as well as tea and coffee. The children also made each of us special 'welcome' cards and they sang us two wonderful songs. The visit with the children was certainly one of the highlights of the trip. After leaving the school, our jeep convoy proceeded to Fersfield airfield, home of the 94<sup>th</sup> Bomb Group, which contains a large collection of original WWII-era buildings. Angelo Grinaldo, who spent time during the war with the 94<sup>th</sup>, told us stories of life at Fersfield and showed us the still-standing barracks where he was housed. From there it was back to the Fleece Pub in Mendlesham for refreshments before we went to the Community Hall for a dinner and reception hosted by the fine folks of Mendlesham. We were asked to spread out at different tables to provide the opportunity for maximum interaction between us and the special people from the village. They served us a fantastic dinner of home cooked foods, and presented us with some special gifts to help us remember our visit. The veterans in our group took the opportunity to honor the folks who place flowers at the 34<sup>th</sup> Bomb Group memorial each week by presenting each of them with a bouquet of fresh flowers. We were all touched by the hospitality and warmth of the village, certainly another highlight of the trip.

The morning of the 20<sup>th</sup> we visited the Parham Aviation Museum. The museum contained an impressive collection of WWII artifacts, including an original control tower. On the way back from Parham, we stopped in the picturesque town of Lavenham, where we had lunch at the Swan Hotel. The Swan Hotel contains a pub with a wall covered in original signatures from members of the 8<sup>th</sup> Army Air Corps. We returned to our hotel in the afternoon and we were able to enjoy some free time in Bury St. Edmunds. Gordon joined us later at the hotel and we talked and laughed and reflected on how much fun we were having. We gave Gordon a special "Thank You" card for all of his hard work and help in making our trip so eventful.

Thursday morning we checked out of the hotel and boarded the coach for the Cambridge American Cemetery and Memorial, also referred to as Madingley Cemetery. At the cemetery, the group participated in a wreath laying ceremony that included the playing of the American and British National Anthems, and Taps. The remainder of our time was spent walking around the beautiful cemetery, which sits atop a hill and overlooks a lush green valley. In honor of our visit, the staff at the cemetery placed flags, one American and one British, at each headstone for

*Continued on Page 9*

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BOOKLET - MENDLESHAM REVISITED, by our English school students and teacher, Gordon Leathers ..... \$20.00ea.

- PLEASE CIRCLE ITEMS DESIRED -

AND INCLUDE YOUR TELEPHONE NUMBER WITH EACH ORDER

(sometimes needed for clarification)

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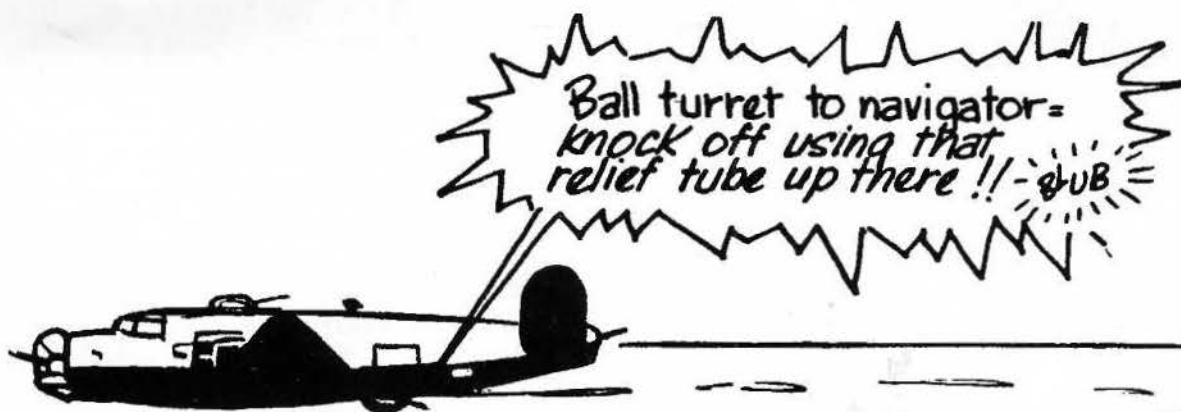
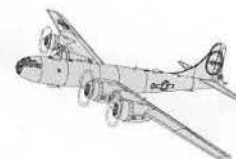
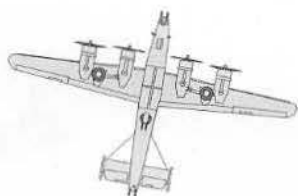
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Tel: (316) 683-2900

e-mail: kenpaxton@sbcglobal.net

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





# A World War II Reunion

by R. Vernon Brookshire

My brother, Lester, and I were drafted during the war years. He into the Air Force and me into the Army. I was assigned to the 10<sup>th</sup> Armored Division and after completing my training in the states deployed to England. After landing in Liverpool, my unit, the 609<sup>th</sup> Tank Destroyer Battalion went to Llanover Park Camp near Monmouthshire where we collected our equipment and performed maintenance making ready for combat.



The Battalion Executive officer sent out a call for volunteers who could do welding for modifications on all equipment such as gun mounts wire catchers, etc.

With a shortage of equipment, welding goggles for electric welding were sparse so I attempted to weld by not looking at the electric welding flashes. However, they did reflect off the walls and after a few days I was blinded with blistered eyeballs. After treatment by the Battalion Medical officer, my eye sight returned after several days.

Knowing my brother, Lester, a flight engineer, was assigned to the 34<sup>th</sup> Bombardment Group, somewhere in England, I asked for a three day pass to see if I could find him. The first sergeant said that no one could get a pass.

So, I went to the Battalion Executive Officer whom I had helped out with the welding and asked him if he could help me. He offered to try. Later, he found that my brother's unit was stationed near Mendlesham on the east side of England. He said I would have to go down to London then up the east coast and gave me a three day pass - but could not provide me with transportation and, if I missed going with my unit into combat I would fail my comrades and would be court-martialed. He wished me good luck.

So I started hitch-hiking toward London. I didn't smoke but I had the foresight to fill my pockets with cigars from the canteen. British lorries sped past me with signs in their windows that read, "Positively No Riders". But then I found that by holding up a handful of cigars after a few hours I arrived in London. After a few more cigars I arrived at the train station. I asked for a ticket to Mendlesham where I thought would be near where my brother was stationed. The ticket seller informed me the train was sold out but as I pushed two cigars toward him he came up with a ticket but said I would have to stand up all night. In an act of kindness, several British women, in uniform, said to me, "Take my seat awhile, I want to stretch my legs."

Arriving at a little depot near Mendlesham the next morning, the depot clerk said he did not know of my brother's Air Force unit indicating it was secret information. After showing my

credentials, a couple of cigars and a few telephone calls he learned that my brother had recently been wounded but had been dismissed from the base hospital and no one knew where he was.

Time was running out so I returned to the depot and bought a ticket back to London. As I sat waiting for the train I was tired, hungry and disappointed, but as I waited, I prayed, "Dear Lord, surely I have not come this far and will not get to see my brother,"

After dozing awhile, I raised my head and saw at a distance a man in an Air Force uniform approaching. No! it couldn't be as I closed my eyes again. As I raised my head again I was looking in the eyes of my brother. Someone had informed him I was here and looking for him.

We walked around the colorful countryside for awhile and visited Mendlesham where we talked while eating our fish and chips. We stayed the night in a bed and breakfast with a kind and friendly elderly British couple.

I learned that he had completed his 25 bombing missions deep into Germany on the famous B24 bomber, "The Duchess". On his last mission, his plane received 3000 silver dollar size flak holes that damaged some equipment and wounded my brother in the neck. He did some wonderful things to save the plane and crew and was awarded several citations and medals.

Lester and I separated the next morning. His war was over and he was on his way home. My war was just beginning and I would soon be on my way to wage war in Europe. We didn't know if we would ever see one another again.

I rode and hitch-hiked my way back to my unit: making it just in time.



B-17F #41-24561 The Duchess - (crewmen unknown)  
<http://www.303rdbg.com/missionreports/095.pdf>

## PILOTING YOUR PLANE

An F-111 was flying escort with a B-52 and generally making a nuisance of himself by flying rolls around the lumbering old bomber.

The message for the B-52 crew was, "Anything you can do, I can do better."

Not to be outdone, the bomber pilot announced that he would rise to the challenge.

The B-52 continued its flight, straight and level, however.

Perplexed, the fighter pilot asked, "So? What did you do?"

"We just shut down two engines."





## A Step Back In Time

By David Fieber

the members of the 34<sup>th</sup> B.G. It was an emotional morning as members of the group visited and reflected on family, friends, and comrades buried at the cemetery or honored on the Wall of the Missing. We were then driven to the Imperial War Museum at Duxford where we enjoyed lunch, then spent the rest of the afternoon visiting this impressive facility. By early evening we arrived in Cambridge and checked into our hotel. We then went into the village and dined at The Eagle, a nearly 500 year old pub that was a favored haunt of the 8<sup>th</sup> Army Air Corps. The pub's ceiling still contains WWII era signatures by members of the 8<sup>th</sup> AAC. When we returned to the hotel Gordon once again joined us and we spent the next several hours in the bar area visiting with our friend. This would be the last night we would get to see Gordon so we all thanked him for all of the hard work he put in to making our trip so memorable and special.

Friday morning we were driven back to Cambridge, where we enjoyed some free time. There was plenty to do, including taking an open-top tour bus around the beautiful city or taking a scenic ride up the River Cam on a punt. After lunch we boarded the coach and headed back to London and the Thistle Kensington Palace Hotel. We had a farewell evening meal at the hotel and everyone reflected on how special the trip had been.

During the past week we had all become family, joined by a common experience and bond that will never be forgotten. We went to England hoping for a memorable trip; we were rewarded with the trip of a lifetime.

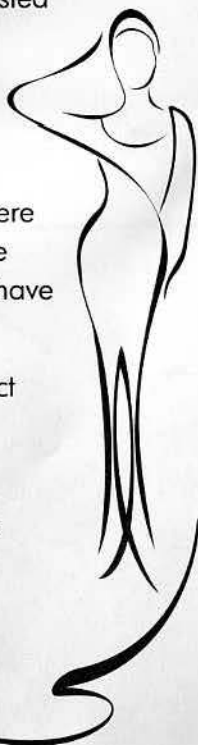
## News from Wisconsin:

Friends of Wanda Pine would be interested to learn that she has recently had the misfortune to fall and has been confined to a rehabilitation facility near her home in Wisconsin.

Wanda and her late husband Gerry were very much a part in the formation of the 34<sup>th</sup> Bomb Group Association and still have many friends in the organization.

For those who might want to contact Wanda, her current address is:

**Mrs. Wanda Pine**  
**Heart Land Country Village**  
**634 Center St.**  
**Black Earth, WI 53515**  
**Tel: (608) 767-2799**



## FRIENDS' WRITE

### PATTI STARR - LOCKPORT, NY

I regret to inform you that my father, John Starr, passed away in Bardenton, Florida on November 4<sup>th</sup>, 2005. My mother, Ruth, just provided me with the latest Mendlesham Memories she received some time ago and asked me to inform the men.

Daddy NEVER spoke about his experiences in the War - despite my constant pestering. It wasn't until my son asked him about it, when my boy was about five, that Daddy answered our questions. Before that it was always "It happened, it's over, I made it when a lot of men didn't, I don't want to talk about it." He considered February 18<sup>th</sup> (?) his "birthday" - the day he completed his last mission, and further considered every day after that "bonus".

He was a fine man and a great husband and father. I will always miss him terribly. I came across a poem by Robert Frost that he copied and carried in his wallet for many years. It concludes with:

*....It's easy to cry when you're beaten and die.  
It's easy to crawlfish and crawl,  
But to fight when hopes out of sight  
Ah, that's the best game of all.  
And when you come out of each grueling bout,  
All beaten and battered and scarred,  
Have one more try, it's dead easy to die...  
It's the keeping' on livin' that's hard.*

I would appreciate receiving information on becoming an Associate Member to keep up with the group. Thank you all for EVERYTHING!!

\*\*\*\*\*

### DOROTHY WESSEL - PARIS, TN

I wish the reunions could continue but I understand. Jerry and I went to several and I plan to go to the last one. Wish Jerry was still here and able to attend.

Enclosed find check for \$20 annual dues for the 34<sup>th</sup> Bomb Group Association. Thanks for all you do.

\*\*\*\*\*

### JANICE PARISE - WESTBOROUGH, MA

I am writing to inform that my mother, Helen Maciel, one of your members, passed away last May 3<sup>rd</sup>. My father, Earl Maciel, passed away 6 years ago after a long illness. He and mother so enjoyed all the reunions they attended over the years, especially because of all the new friends they made. Those trips became a highlight of their year and they stayed in touch with many of those they met on these adventures. Sincere thanks to you and everyone at the 34<sup>th</sup> Bomb Group Association for your hard work in continuing to bring together this very special group of people.

\*\*\*\*\*

### MARJORIE BUSH - PEORIA, IL

I would like to continue receiving "Memories" as long as it continues. I am moving into an independent living apartment in Hillside Lutheran Village to be near our family following Ralph's death.

\*\*\*\*\*

## FRIENDS WRITE - *Continued*

### DON TUTTLE - SAN JOSE, CA

Enclosed is a check for \$20.00 for my 2007 dues

I was the first pilot to complete 35 missions in the group and I am probably the last person to pay the 2007 dues!!

A neighbor and companion of mine lived in London during the war and we enjoy going over some of the experiences we encountered over there. She still has some family in the London area that she talks to on the phone every Sunday morning.

I'll try to be on time next year.

\*\*\*\*\*

### ROBERT DAVIS - HUNTSVILLE, AL

It is my pleasure to send the enclosed check. I suggest that half of the funds be placed in the scholarship fund and the rest be used as needed.

Mendlesham Memories has been a great joy to me over the years. Keep up the good work.

\*\*\*\*\*

### LLOYD INMAN - KELSO, WA

Enclosed check for my 2007 dues.

Something must have happened to the mailing of the Mendlesham Memories for March. I just received it on April 23<sup>rd</sup>. Thanks for the reminder.

\*\*\*\*\*

### JACK OYSTER - NICEVILLE, FL

Enclosed is my check for \$60.00 - \$40 for 2007 and '08 for Sam Laskin, pilot of the B-24 "Mean Kid", the other \$20 for my dues.

Though injured, with pure guts and skill, he saved all of his crew when he crash landed us at Marston on June 14, 1944. Sam was awarded the Silver Star for his skills.

As a note, Sam got his Silver Star while in the hospital - sitting on a bed pan.

\*\*\*\*\*

### MALCOLM BLOOMQUIST - PALOS HILLS, IL

Enclosed is a check for \$40.00 for 2007 dues with the extra \$20.00 requesting that you send my son some issues of Mendlesham Memories.

Your help in this matter is greatly appreciated. I was a pilot and flew the B17 called "Fancy Nancy" during the period 1944 thru 1945 Thank you very much.

\*\*\*\*\*

### PHILIPPA RIXON - STOKE ASH, ENGLAND

The staff and children at Stoke Ash School had such a lovely time with our American friends who visited to thank the children for setting up the Mendlesham Museum. They were delighted to sit in some of the jeeps. I wish to say thank you to everyone who came and for their kind words and the presents.

Best wishes, Philippa Rixon, Headteacher, Stoke Ash Elementary School, Stoke Ash, England.

\*\*\*\*\*

### CHARLES BRUG - CINCINNATI, OH

Enclosed is my check for 2007 MM.. Thanks to you and the rest of the staff for all the hard work.

\*\*\*\*\*

### BOB WRIGHT - SOUTHBEND, IN

I saw in the MM that dues are due. So I am sending a check in the amount of \$20.00. Sorry I'm late. Was in Florida for the Winter

\*\*\*\*\*

### MAGGIE PACE - (SCHOLARSHIP WINNER)

I wanted to personally thank you again for awarding me with your generous scholarship for my college education. This year it helped me to purchase my textbooks for the spring semester, and will continue to provide me with the resource in the coming semesters.

This year I was active in academic and extracurricular activities that made my college experience at Wake Forest complete. I was able to extend my lacrosse playing years through the club team at school. We traveled throughout North Carolina to play other schools like Davidson, Duke, and Elon. This was a great experience. Academically, I participated in Psychological studies and surveys for the Psychology Department to better their studies all of which I found very interesting. I have also decided that my course of study will be Biology with a minor in Spanish.

Again, I wanted to express my thanks for bringing my academic year full circle. I will be sure to keep in touch as the years progress.

\*\*\*\*\*

### EDWARD HAYES - SALISBURY, MD

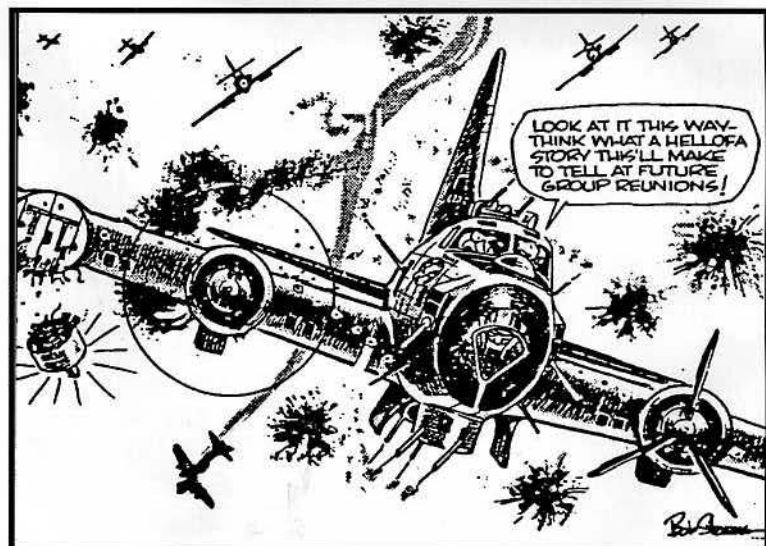
Enclosed is a check for 2008 dues and apply the balance to your general fund.

On June 22<sup>nd</sup>, my wife, Ginny, and I celebrated a quiet 67<sup>th</sup> wedding anniversary.

Sorry we cannot make the reunion; health problems, getting too old.

Keep up the good work. God Bless.

\*\*\*\*\*





## Change of Address

LAST NAME	FIRST NAME	ORG	ADDRESS	CITY	STATE	ZIP
BUSH	MARJORIE	7LMA	6901 N. GALENA RD APT 202	PEORIA	IL	61614
EVANS	CHARLOTTE(Edward),	391LM	947 ASHWORTH RD STE 307	WEST DESMOINES	IA	50265
FOX	ROBERT,C	18	4010 WAYCROSS APT 2041	COLUMBUS	OH	47203
GASS	LAVERN, E	391	12400 PRESTON RD #122	DALLAS	TX	75230
ISRAELSEN	ALLEN, O	4LM	12209 SANTA MONICA DR	ALBUQUERQUE	NM	87122
MORRISON	SHIRLEY, M		3150 CHANNEL BLVD.	CHEMAINUS, B.C. CANADA	VOR	1K2
STUFFLEBEAM	DONALD L	7/4	921 N CHESTNUT ST	LEWISTOWN	IL	61542
STELLING	WILLARD	391	632 EPWORTH PL	OTTAWA	ILL	61350

## Taps

LAST NAME	FIRST NAME	ORG	DOD	ADDRESS	CITY	STATE	ZIP
BOLDUC	OLIVER, F	391	02-19-07	65 BOLDUK LN	CHAPLIN	CT	06235
EVANS	EDWARD,W	391LM	12-10-06	947 ASWORTH RD STE307	W DESMIINES	IA	50265
MACIEL	HELEN, C	391LM	05-03-06	10 CAPT SAMUEL FORBUSH RD,	WESTBOROUGH	MA	01581
MARTIN	RANDALL, R	7LM	05-03-07	302 LINDEN PONDS WAY	HINGHAM	MA	02043
SIVRET	FRANKLIN,L	7	05-07-06	18 MELVIN AVE	SHREWSBURY	MA	01545
STUTHERS	JAMES A	18LM	07-07	430 PALMETTO DR	VENICE	FL	34293

## New Associate Members

Last Name	First Name	Org	Address	City	State	Zip
BLOOMQUIST	THEODORE	7A	1001 ACACIA AVE	LAFAYETTE	CO	80026
CONNOLLY	JAN, M	A	7521 GLENWOOD CIR	LINCOLN	NE	68510

## Donations to the Ray L Summa Scholarship Fund

**In Memory Of**  
RANDALL MARTIN

**Donor**  
LOIS & MARVIN JALVING  
WARREN & MAXINE LOVE

## Wedding Anniversaries

Warren and Maxine Love - Omak, WA  
65<sup>th</sup> Wedding Anniversary - August 11, 2007

Jack and Marian Share - The Woodlands, TX  
60<sup>th</sup> Wedding Anniversary - October 4<sup>th</sup>, 2007

Ginny and Edward Hayes, Salisbury MD  
67<sup>th</sup> Wedding Anniversary - June 22, 2007

## MOVING?

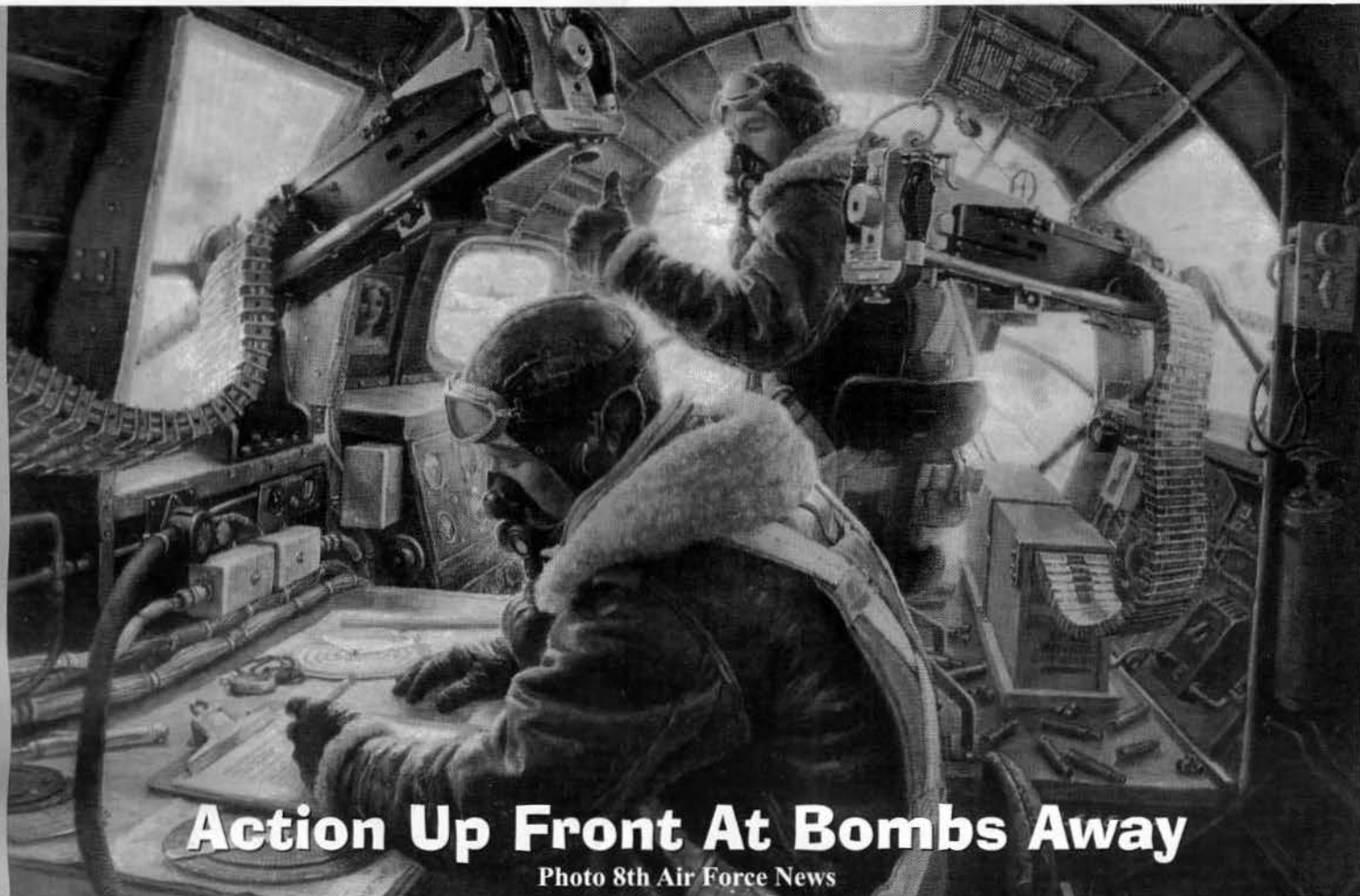
IF YOU ARE MOVING SOON, BEFORE THE NEXT MENDLESHAM MEMORIES IS DUE, OR IF THERE IS SOME MISTAKE IN YOUR NAME OR ADDRESS, PLEASE ENTER THE CORRECT INFORMATION, CUT THIS OUT AND SEND TO: JACK SHARE, 22 S. AVONLEA CIRCLE, THE WOODLANDS, TEXAS 77382.

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.



## Action Up Front At Bombs Away

Photo 8th Air Force News



**Jack Share**

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

**34th Bomb Group**



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