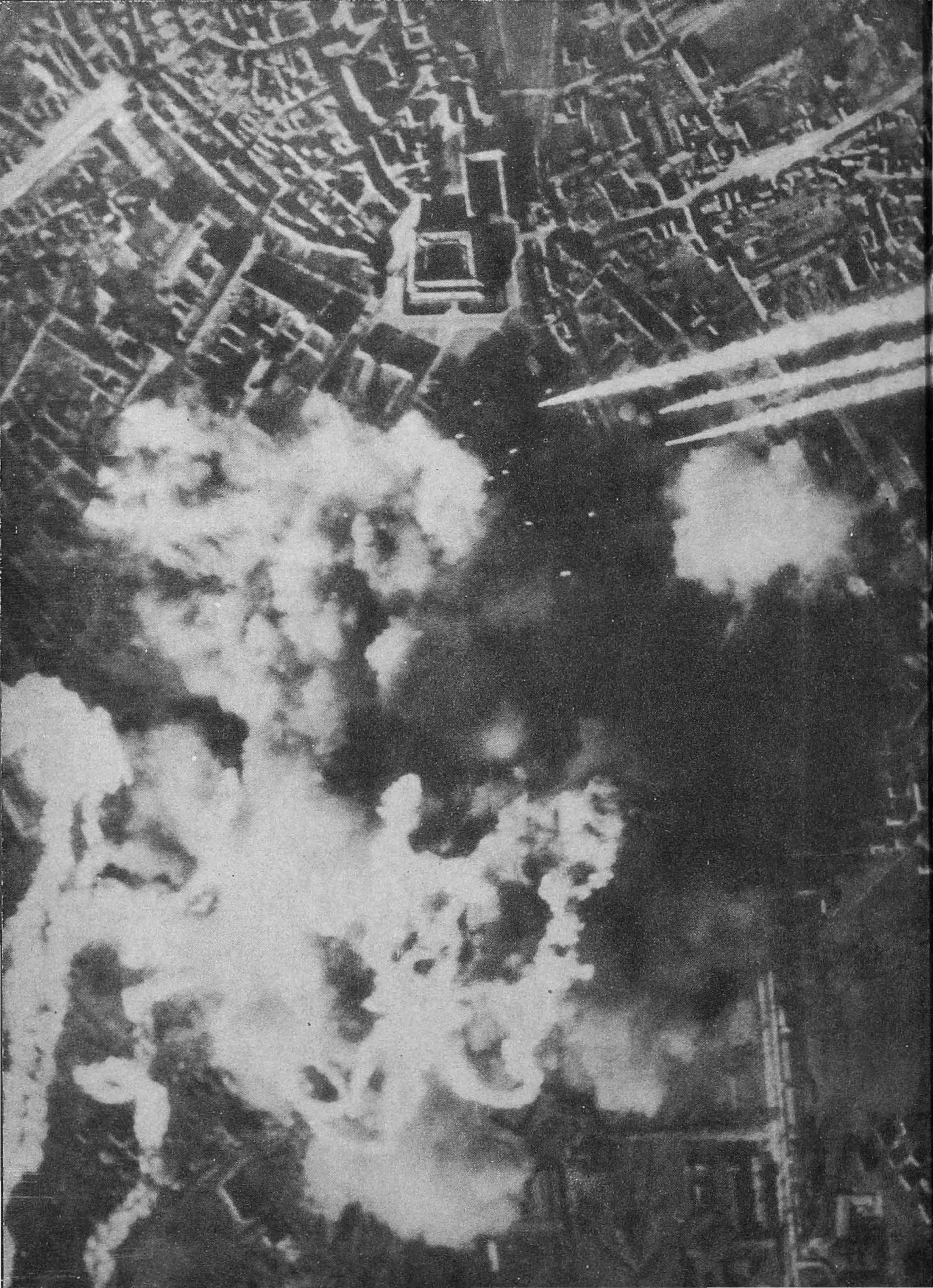


09-RF-31020



34th BOMBARDMENT GROUP (H)



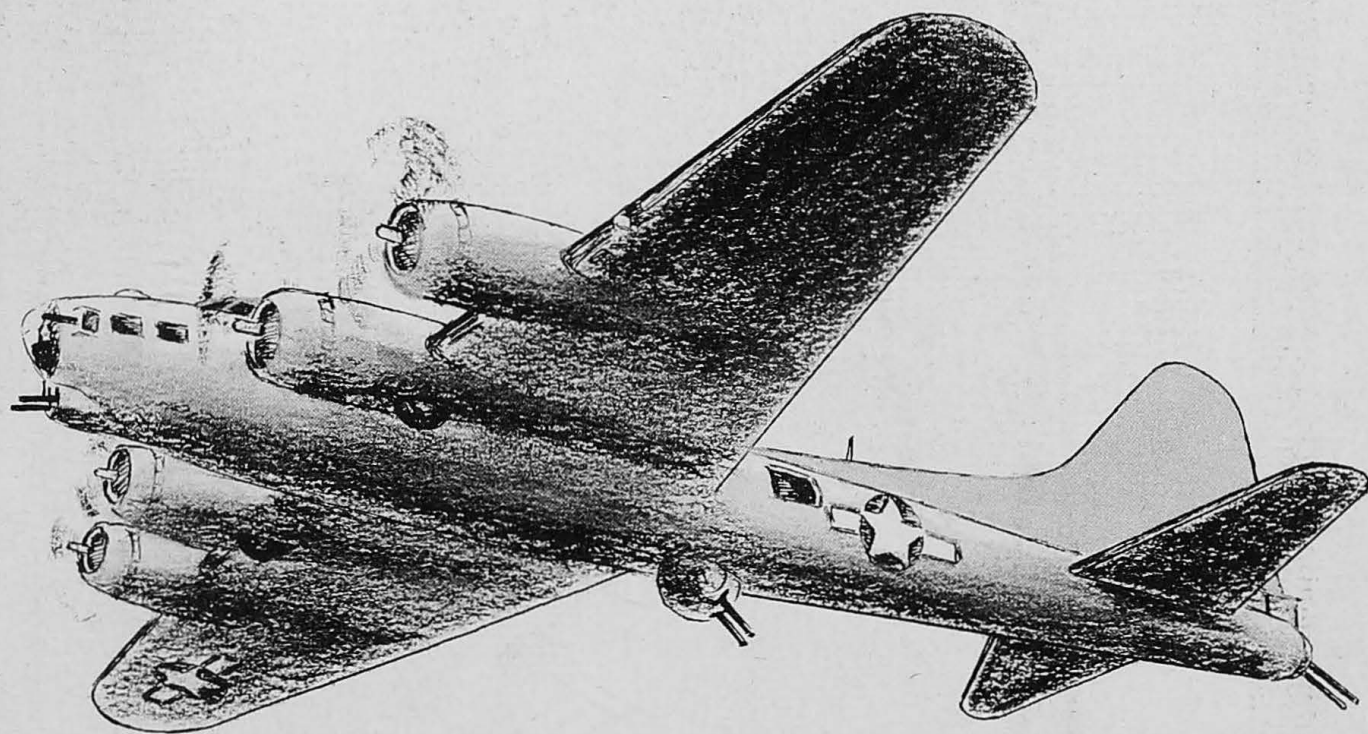




Written and compiled by Edwin S. Smith, Jr., former Group public relations officer and historian, as the first and original historical publication for the members of the 34th Bombardment Group (H). Target photographs from official Army Air Forces photographs, others, with few exceptions, from Group public relations.

Baltimore, Md. 1946

The
History of the
Army Air Forces
34th BOMBARDMENT
Group (H)



SECOND EDITION
Newsfoto Publishing Co.
San Angelo, Texas
1947



Foreword



Members of the 34th Bomb. Group (H) can reflect with pride on their admirable combat record and realize that their collective accomplishments were part of the Eighth Air Force war effort, now tradition, which so extensively contributed to our victory over an astute and treacherous enemy, Nazi Germany.

The cumulative and meritorious efforts of each man, whether his assigned task was facing the enemy in combat, flying in extreme conditions of weather or the tiresome but extremely vital work on the ground, resulted in a distinguished combat record for the 34th Group. A man's pride for his unit is an integral part of that unbeatable spirit necessary in each man if an organization is to perform well in combat. This spirit was certainly evident by the close cooperation, hard work and devotion to duty that was so characteristic of this organization.

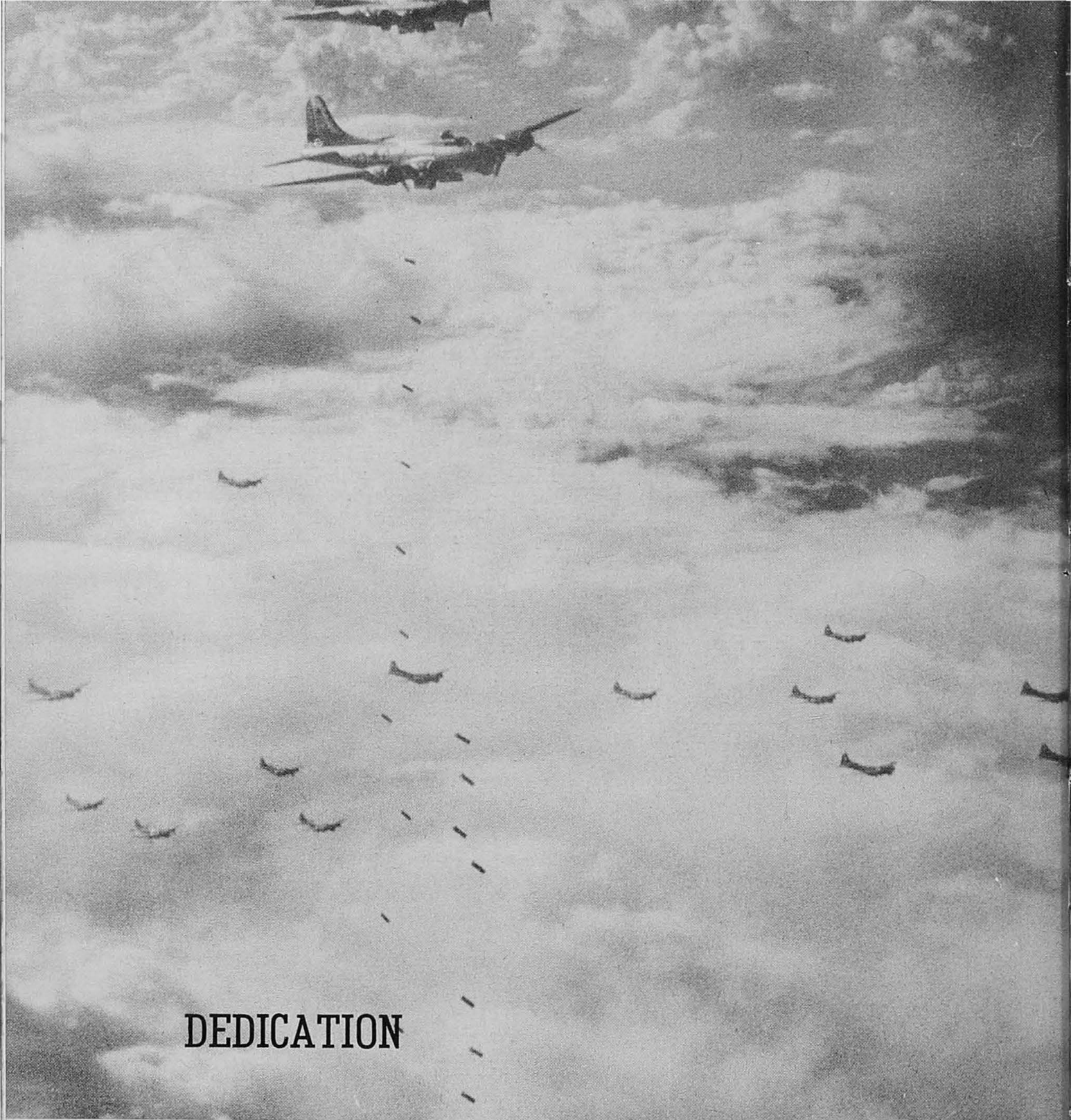
As the former men of the 34th Bomb. Group move on to peacetime achievements, their war accomplishments are likely to be overshadowed. England in '44 and '45, as a part of their lives, will subside progressively into the past. However, it is hoped that experiences during this period will make each man wiser; and he will not forget how much war violates those principles by which we all live.

The purpose of this unofficial publication is to depict the scenes and brothers-in-arms familiar to the men who fought together in the 34th, along with some of the results of the teamwork that exemplified the Group motto, "Valor to Victory."

At the same time an opportunity is afforded me to express my admiration and respect for the officers and men whose skill, patriotism, labor, courage and devotion made a brilliant history for the 34th Bomb. Group. My association with them is a proud memory.

William E. Creer

Colonel, Air Corps
Commanding.



DEDICATION

"To the American airmen of the 34th Bomb.
Group (H) who in valor gave their lives to the
victory that made real the challenge for world
peace and unity"

... from the inscription on the bronze memorial plaque erected at the
Westerly end of the main runway of the Mendlesham Aerodrome, Suffolk,
England.



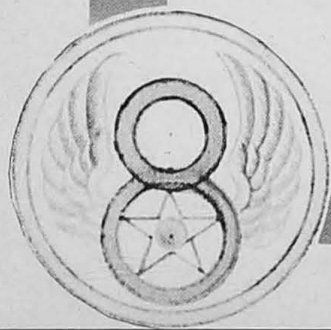
Our General Officers



Henry H. Arnold
Commanding General
Army Air Forces



James B. Doolittle
Commanding General
Eighth Air Force

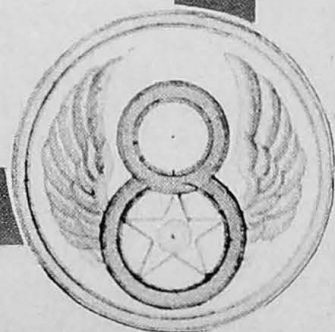




Earle E. Partridge
Commanding General
Third Air Division



John K. Gerhart
Commanding General
93rd Combat Bomb. Wing



ARMY AIR FORCES

Certificate of Appreciation

FOR WAR SERVICE



I CANNOT meet you personally to thank you for a job well done; nor can I hope to put in written words the great hope I have for your success in future life.

Together we built the striking force that swept the Luftwaffe from the skies and broke the German power to resist. The total might of that striking force was then unleashed upon the Japanese. Although you no longer play an active military part, the contribution you made to the Air Forces was essential in making us the greatest team in the world.

The ties that bound us under stress of combat must not be broken in peacetime. Together we share the responsibility for guarding our country in the air. We who stay will never forget the part you have played while in uniform. We know you will continue to play a comparable role as a civilian. As our ways part, let me wish you God speed and the best of luck on your road in life. Our gratitude and respect go with you.

A large, stylized handwritten signature in dark ink, appearing to read "H. H. Arnold".

COMMANDING GENERAL
ARMY AIR FORCES



Lt. Col. Joseph J. Eaton (inset) is to be remembered by the original combat crews of the 34th for his positive air leadership as Operations Officer when the Group began operations in England; and his valor on the mission in which he was killed in action in the Fall of 1944. A West Point graduate, Lt. Col. Eaton took a particularly active interest in the welfare of the officers and enlisted men serving under him, and inspired in them a superior morale and discipline during combat operations.



William E. Creer Colonel, Air Corps (Now G.S.C.)
Commanding Officer 34th Bomb. Group (H)

Colonel Creer succeeded Colonel Ernest J. Wackwitz, Jr., as C.O. of the Group and of Army Air Forces Station 156, including the units of attached arms and services, in September, 1944, when Col. Wackwitz, with the 34th since its activation as a combat unit in February, 1944, was further assigned to special duties on the Continent. Col. Creer led 17 Missions as Combat Command Pilot.



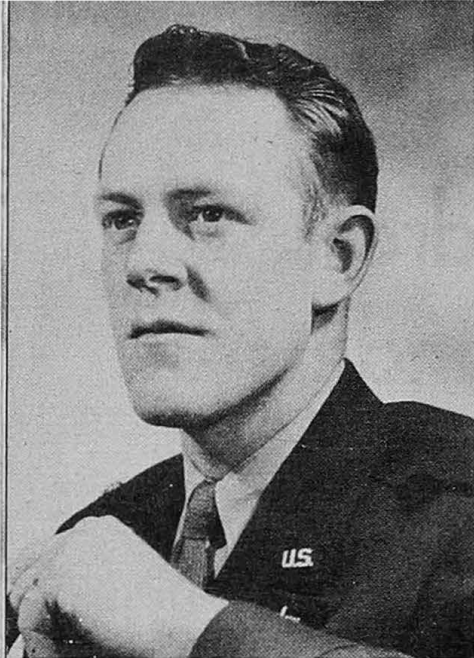
Lt. Col. Eugene B. Le Bailly was air executive and deputy Group commander until his assignment to the staff of the Commanding General of the 93rd Combat Wing, located on the same station with the Bomb. Group. His association with the 34th was a long one dating from 1943, when it was a unit engaged in operational combat crew training. He led 19 missions as command pilot.

Lt. Col. William H. Fandel, air executive, was originally C.O. of the 391st Squadron, then Group operations officer prior to his appointment as air executive when Lt. Col. Le Bailly was transferred to the 93rd Wing. He served as command pilot on 19 missions.

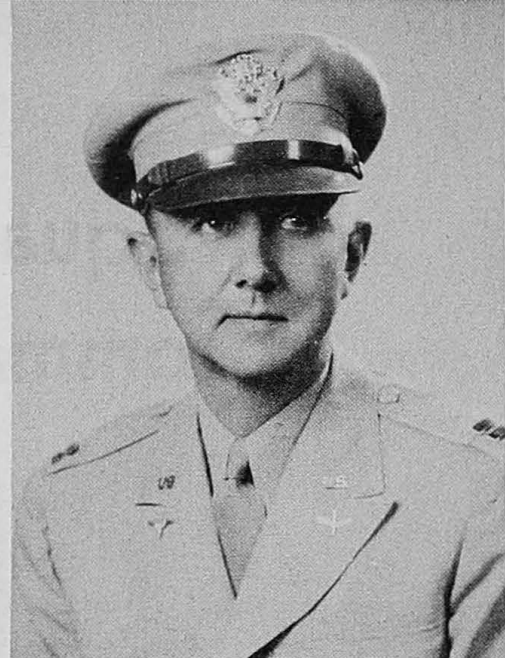


Lt. Col. Roy O. Tavasti, Group operations officer, was operations officer for the 7th Squadron when the Group moved overseas. He later commanded that squadron until he became Group operations officer in Feb. '45. Lt. Col. Tavasti led 26 missions as command pilot.





Major Robert S. Gay, ground executive, was a member of the 34th for three years, first as an engineering officer, then as Group adjutant until his appointment as ground executive in March, 1945.



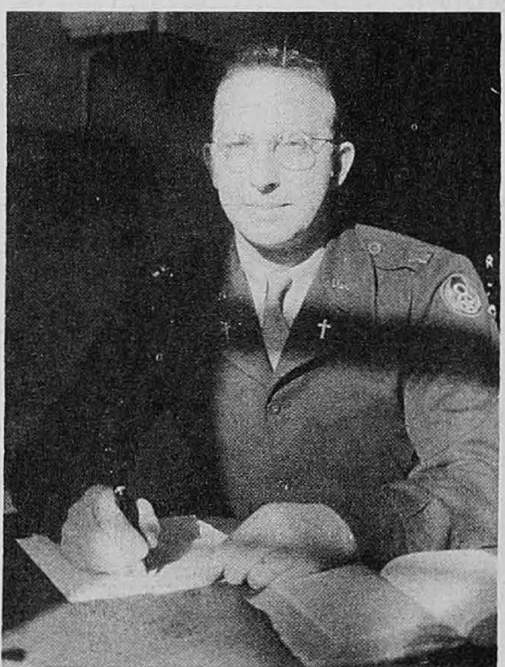
Major Cecil H. A. Duke, intelligence officer, headed that department prior to the unit's combat activation and during all of its combat missions.



Major Harry M. Morgan, Group flight surgeon, held that position when the unit moved overseas and directed the station hospital.



Lt. Col. William R. Heath, whose natural death occurred in April 1945 after his return to the U.S., is to be remembered as ground executive by his diligent and faithful service with the 34th in this country and overseas.



Capt. Clarence H. Eller
Protestant Chaplain



Capt. Thomas Scannell
Catholic Chaplain

Squadron Commanders



4th Bomb.
Sq. (H)



Lt. Col. William J. Hershenow, Jr.
Squadron Commander
Led 30 missions



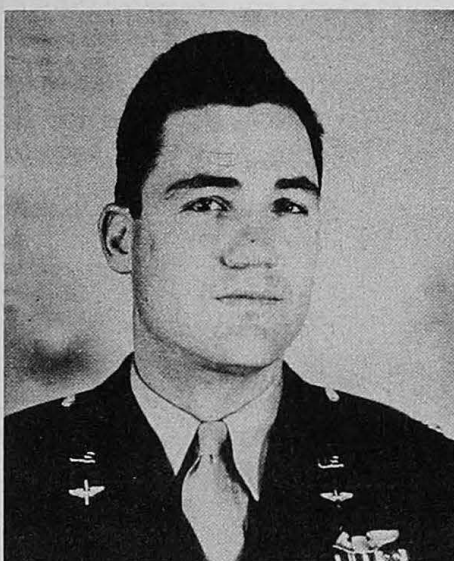
7th Bomb.
Sq. (H)



Major Allen H. Brunk
Squadron Commander
Led 18 missions



18th Bomb.
Sq. (H)



Lt. Col. Frank R. Crabtree
Squadron Commander
Led 26 missions



391st Bomb.
Sq. (H)



Lt. Col. Edmund F. Freeman
Squadron Commander
Led 20 missions

The Story of the Groups—II

A PRE-WAR UNIT

FROM ITS LOW UNIT NUMBER, the 34th Bombardment Group (H) is obviously an old organization. In fact, the 34th originated as a pre-War training Group, and is formed of four very early Bombardment Squadrons. They are the 4th Squadron, commanded by Maj. Coles and equipped with Pathfinder Fortresses; the 7th Squadron, under the command of Maj. A. Breunk; the 18th Squadron, commanded by Lt.-Col. Crabtree; and the 391st Squadron, formed from the 1st Reconnaissance Squadron and commanded by Lt.-Col. P. Freeman.

Group markings on the Fortresses consist of a red fin and red chordwise bands across the wings and tailplane. The 4th, 7th, 18th and 391st Squadrons may be identified by their white, yellow, red and green cowlings, respectively. Unlike other groups, the 34th does not carry a unit letter in a square on the fin, but the individual aircraft letter is carried on the rudder.

The activation of the 34th Group took place at the well-known Langley Field, Virginia, and in the months that followed the Group had a ubiquitous career. From Langley, the unit moved to Pendleton, Ohio, and from there to Tucson, Arizona. After a short stay at Tucson the Group moved to Geiger Field, at Spokane, Washington, one of the main Bombardment Group home bases, and then went on to Euphrate, also in Washington. Blythe, California, another home Bombardment base, was next on the list; it was here that several other 8th A.F. Groups were formed later. The period spent at Blythe was more prolonged, and after moving to Salinas for a short time, the unit returned to Blythe. All this time the Group was engaged in training crews for heavy bombers, and up to the time it went to Salinas was flying Boeing B-17 Fortresses, but at Salinas, a conversion course was held, and when the 34th returned to Blythe it was using Consolidated B-24 Liberators. Not until July, 1944, did the Group change back to Fortresses, the type with which it is now equipped.

Crew Training School Formed

At Blythe the 34th Bombardment Group was disbanded and formed into the 358th Combat Crew Training School. A tremendous amount of training was done at this stage and it can be fairly stated that most Bombardment Groups in the 8th Air Force originated in the 34th Bomb Group or 358th Training School.

After a long time the decision was made to reinstate the 34th Bombardment Group and place it on operational status for service overseas. A cadre was formed, and in December, 1943, the 34th Bombardment Group was reborn.

The Group flew from Blythe via Salinas to England, arriving near Liverpool on April 21, 1944, and from there flew to Mendlesham, Suffolk, which was the base for this unit until June, 1945. When the Group came overseas it was commanded by Col. E. F. Wackwitz, who had been appointed commander when the 34th had been reformed. After retaining this post in England for some months, he was withdrawn for other duties and Col. W. E. Creer took his place. After the Group had ceased operations, Col. Creer returned to the U.S.A. on May 29, 1945, to be replaced by Lt.-Col. Le Bailly.



Col. W. E. Creer, once C.O. of the 34th B.G.

Operations

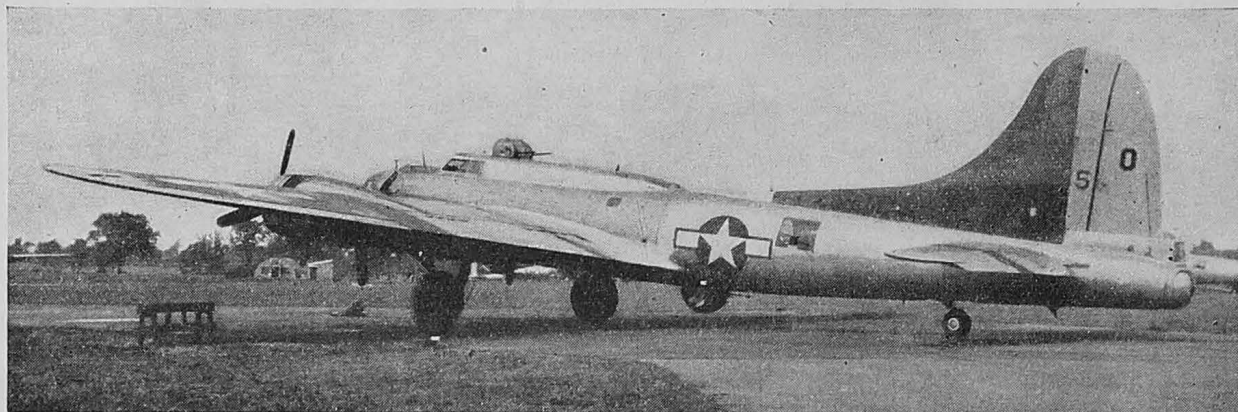
Flying its first mission on May 23 last year, to attack Estampes and Mondesir, and its last operation on April 20, 1945, to attack Mauern, the 34th Group has had less than a year of operations over Europe and has participated in no really outstanding attacks apart from one on the Plauen tank factory early this year. For several months forces of 8th Air Force bombers had been attacking this plant with poor results. Then in the attack of March 25, 1945, the 34th Group laid a neat pattern of high explosives right across the factory. Other Groups took part in the mission, but only the 34th made a successful bombing attack. This action was typical of the accuracy record of the 34th, for this unit led the 8th Air Force in bombing accuracy during the first few months in which it operated. Also, during the period it was operational, it flew more sorties than were flown by any other group during the same time. A total of 170 operational missions, six food missions and many repatriated prisoner flights is no mean effort in a period of 11 months. During this time the Group dropped many thousands of bombs, 13,045 tons of which were certified as having hit their intended targets. The highest tonnage to hit a single target was 133 short tons on Bielefeld on March 3.

Not Long Active

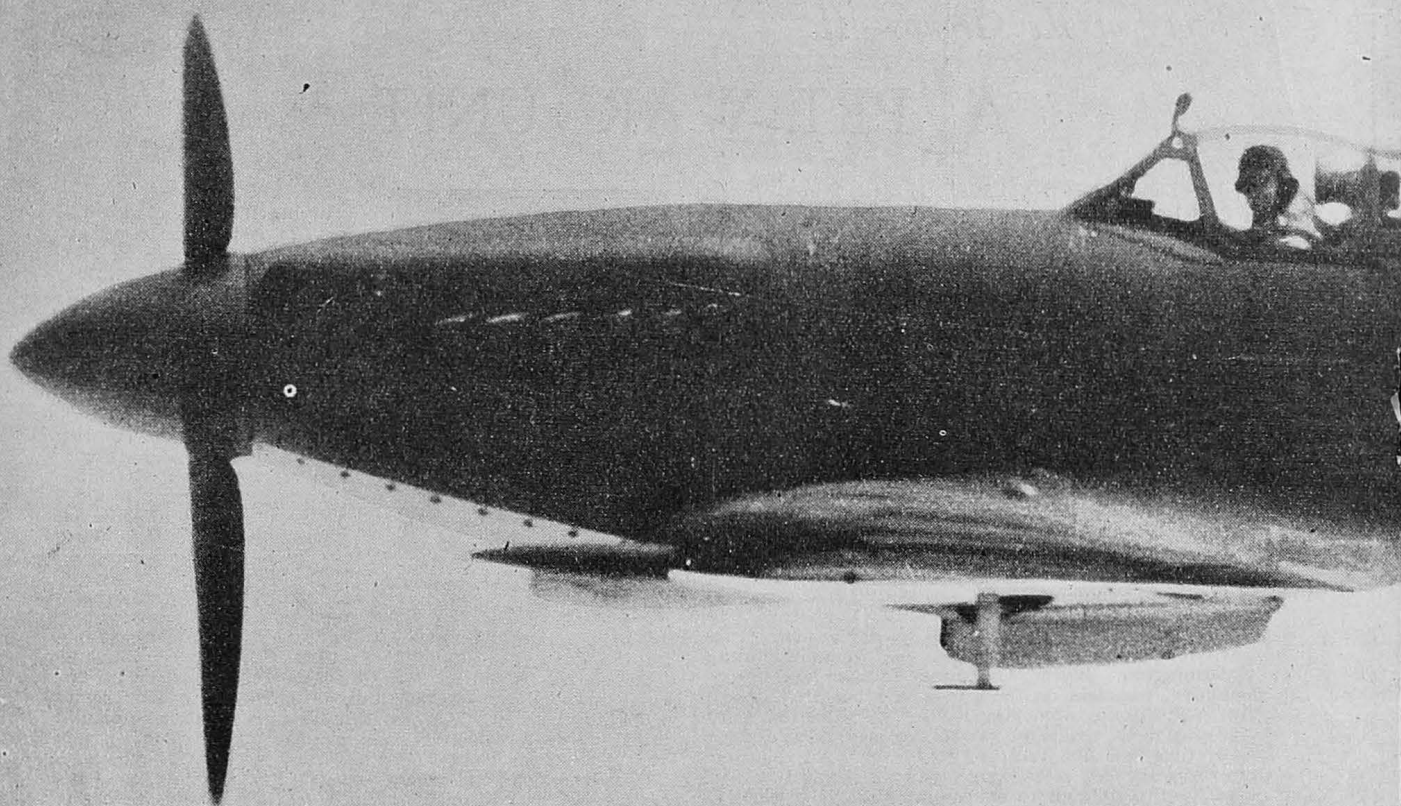
Because of its relatively short period of active service, claims of enemy aircraft destroyed by the Group are small, amounting to only eight destroyed, four probably destroyed, and 13 damaged, while 52 of the Group's bombers were lost. The latter figure may seem out of proportion to the claims made, but during 1944 fighter opposition steadily decreased, while enemy flak was on the increase. Indeed, other crews reported that the period between June, 1943, and March, 1944, was the worst for fighter attacks, while from this time on the escort fighters further reduced an already waning menace and flak was the bombers' worst enemy.

Although it was "over here" too late to participate in some of the pioneer battles of the 8th Air Force, 3rd Air Division, the 34th Bombardment Group started with a tradition born of long home service, and has since shown itself in action to be more than a match for any adversary.

The 34th Group has now been redeployed to the U.S.A., where, with many other 8th Air Force Groups, it was to be re-equipped with Boeing B-29 Superfortresses. These Groups were then to be sent to the Pacific to form part of the Strategic Air Force, commanded by Gen. Carl Spaatz.

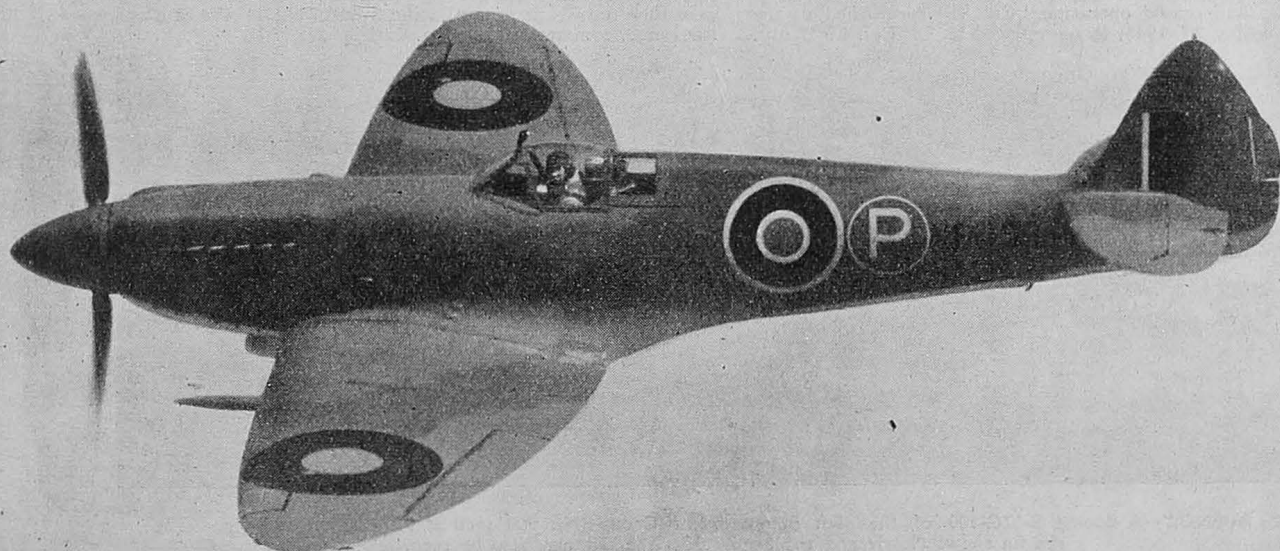


"BIG FRIEND."—A Boeing B-17G-100 of the 34th Bombardment Group (H), stationed at Mendlesham, Suffolk. The red fin shows clearly and the band across the tail may also be seen.



THE VICKERS-ARMSTRONGS SUPERMARINE SEAFIRE XV

(One 1,890 h.p. Rolls-Royce Griffon VI aero-motor)

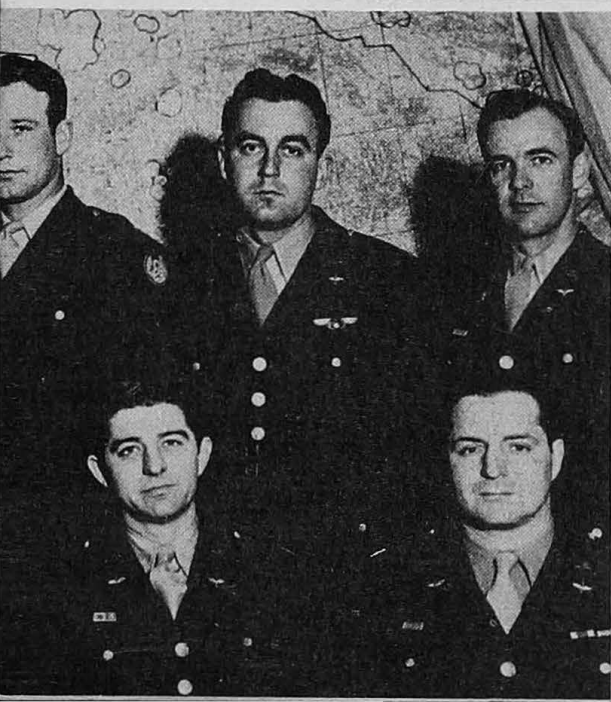




Top row: Lt. James D. Kaess, weather officer; Capt. William T. Auld, 279th Medical Dispensary; Capt. Joseph R. Finfrock, C.O., 1446th Ordnance S&M Co.; Lt. George Malinick, 62115th Engr. & FF Pl.; Bottom row: Capt. Thomas H. Black, Group Adjutant; Major Douglas R. Loomis, Service Gp. Squadron C.O.; Capt. Bertram S. Herman, Quartermaster Co. C.O.



Top row: Capt. Charles F. Metz, Jr., Group Navigator; Capt. Charles L. Cassar, Group Statistical Officer; Capt. Lonnie H. Crook, Group Bombardier; Capt. Richard C. Hegeman, Transportation Ordnance Officer; Bottom row: Capt. Raymond E. Grinrod, Station Flying Control Officer; Capt. Frederick A. Millerd, Group Legal Officer; Capt. Clarence H. Eller.



Top row: Capt. Donald D. Durham, Group Armament Officer; Capt. Marvin D. Zick, Group Training Officer; Lt. Francis M. Hartman, Group Photo Officer; Bottom row: Major Robert H. Ingram, Group Communications Officer; Major Gustav Schafer, Group Engineering Officer.

History of the 34th

In addition to its record of active combat participation in World War II, the 34th Bomb. Group has a pre-war history which dates it as one of the older heavy bombardment units in the Army Air Forces.

The Group was activated at Langley Field, Va., on January 15, 1941. Heavy bombardment in aerial warfare was more in theory than in proven usage at that time in this country, which was still at peace. In its immediate mission there was perhaps no evidence of the importance of its role within the following five years; as it was put to the task of training and development of heavy bombardment. Its progress continued apace and accelerated as foreign aggression widened.

In 1941 the four-engined bomber was not familiarly recognized as the "Liberator", "Flying Fortress", or "Superfortress". The 34th shared in the effort to obtain the wealth of experience and technical progress so necessary to the Air Forces' expansion and development. The nucleus unit absorbed into the newly activated 34th was the 1st Reconnaissance Squadron and its experience gained while on coastal patrol provided some basic volume of knowledge to operate the unit.

The training methods in practice in the Group were in the process of constant improvement and refinement. This was more efficiently accomplished after the Air Forces had received its baptism of combat fire at Pearl Harbor and the Philippines. Airmen who had seen action were called upon to submit their knowledge that training be improved and the Air Forces be better prepared and equipped for war.

During this time the Group was located at various places, chiefly in the vicinity of the West Coast: Walla Walla, Washington, and finally at Blythe, California, where it became a combat crew training school. Flying Fortresses were originally used and later changed to Liberators. The tempo and quality of AAF combat crew training was increased rapidly and replacement crews were graduated from Blythe to fly in both the Pacific and European Theaters of War. Thus many of the first units in combat in these theatres were trained by the 34th which had not yet been designated as a combat unit.

Orders from the Second Air Force on January 5, 1944 activated the unit as an operational training group. Overseas preparations began and on March 25th an advance echelon departed for an unknown overseas destination. The air echelon began its departure in flight units on March 31st. After special processing at a midwestern field, the first of the group of Liberators departed the United States from West Palm Beach, Florida on April 9, 1944. After being airborne for one hour on a route bearing South through the West Indies, sealed orders were opened to divulge England as the destination.

The first flight landed at Valley Aerodrome in the British Isles on April 17th after flying South to Fortaleza and Natal in Brazil, East to Dakar, Africa, and North to Britain via Marakesh, in French Morocco. The next day the first planes landed on the newly built aerodrome at Mendlesham, Suffolk, England, located 14 miles north of Ipswich, 83 miles north of London.

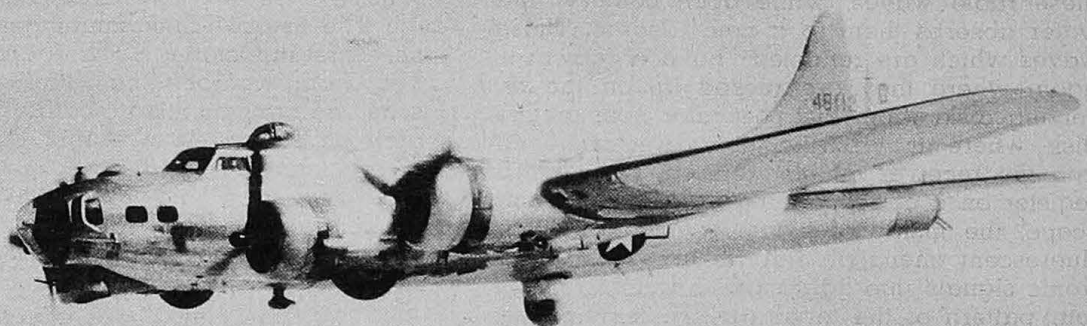
Air crews, staff members, and the ground echelon began to arrive more quickly than beds, blankets, and black-out curtains could be furnished. But if the initial facilities were not inspiring, a German air raid that first evening was.

It was not a severe raid in spite of the half dozen bombs that hit within a mile or two on several sides of the field. The myriad of probing searchlight beams churning the black sky, accompanied by the clearly audible drones and whines of opposing British fighter planes and exploding bombs provided the first real evidence that the 34th was close to the war. Not a German plane was seen, but amid the other sounds of engines came a strange drone that identified itself as Nazi: it sounded like a washing machine motor.

Living and technical facilities were made ready as nearly 3000 men assembled and USAAF Station 156 began to function. Intensive mission preparatory training began with practice bombing and formation flights in addition to the several hundred hours of similar training acquired in California. Ground instruction courses in the final details and refined technique were carried out with lectures by American and British combat airmen. Crews were awakened on several successive mornings at dawn, not knowing which would prove to be the first combat mission until May 23, 1944.

This was it. No one who flew that mission knew exactly what to expect in spite of their thorough training. In a short while combat was no novelty, the story of which is told in the following pages.

Edwin S. Smith, Jr.
Captain, AC Res
Former 34th Bomb. Group
Historian



radar in the 34th

The role of radar in the E.T.O. and other Theatres of War was proven to be of vital importance to the AAF bombardment program in blind bombing and as a navigation aid. Radar bombing attacks by the Eighth Air Force were able to continue without let-up through the foulest European weather and gave Germany no chance to repair her crippled factories. Towards the last, radar bombing was accounting for as many as four out of five bombs dropped, and accuracy was undeniably pretty high as proven by pictures.

The development of radar in aerial warfare involved steady and determined progress using several types of equipment. The 34th employed the "Gee Box" navigation aid from the very beginning of its combat career and the use of combined navigation and bombing equipment such as "Gee-H", "Micro-H", and "Mickey", or "Pathfinder" followed in order.

The term radar now applies to many different devices and applications, but in general applies in the AAF to electronic equipment that measures radio impulses by several methods. The "Gee Box" registered from special transmitting stations a signal on its scope which, when interpreted by special maps,

gave the navigator the exact geographical coordinates of his location whether or not the ground was visible. "Gee-H" and "Micro-H" worked by a similar principle and its signals were used to determine data which was set into the computing bombsight when a cloud cover obscured the ground and a target could not be optically sighted. With this data the bombsight solved the remaining factors to determine the exact dropping point for the bombs.

"Mickey", or PFF types were the latest developments in radar bombing equipment and their scopes gave an actual graphic picture of terrain below a cloud cover by use of an electronic "scanning disk" carried beneath the plane. The housing for this disk, seen protruding from the underside of the Fortress at the top of the page, was the only externally visible evidence of radar bombing equipment, and as such was long guarded from photograph or mention for security reasons.

The graphic picture projected by electrons on the circular scope (seen in a photograph on the opposite page) are produced by the transmission of radio impulses at a very high frequency, which are either absorbed or reflect-

ed as they travel earthwards according to the nature of the terrain or body of water which they hit. Certain types of natural elements, especially concentrations of metal and masonry usually found at a target, highly reflect these radio waves, while open country and water absorbs them to a great degree. Those waves which are reflected "bounce" upwards again where they are picked up on the receiving disk. From the particular spot on the disk where they strike they are conveyed into the receiver as electronic signals which register on a corresponding spot on the glass scope, the inside of which is coated with a fluorescent chemical that translates the electronic signals into light signals to form a contour pattern of the topographical features below not visible to the eye when obscured by a cloud cover.

The successful use of radar in blind bombing depends more on the skill of the operator than the design of the equipment. In addition to attaining a high proficiency on the part of the specially trained navigator using the set, it was necessary to have highly skilled technical specialists to repair and maintain equipment, and highly important to achieve complete coordination between operator, technician, and the intelligence specialist in radar bombing theory and technique. No bombs could have been effectively dropped without this highly perfected coordination and it became essential that all three types of personnel be familiar with each other's job, working materials, and problems.

Although all three types of radar personnel were thoroughly trained in many AAF radar schools, complete cooperation required actual experience as a working team to make an efficiency in radar bombing which, if not as high as with visual sightings, was good.

This photograph of the scope on PFF blind bombing equipment appears to the eye much like a television image and is composed of light signals appearing so rapidly as reflected impulses are received that the eye views it as a picture. The darker area is the English Channel, the lighter area seen below the center "dead" spot the northern coast of France in the vicinity of Le Havre and Rouen. The congestion of lighter dots in the land area represents cities, coastal shipping and other concentrations of metal or masonry. The straight white "lubber line" points in the direction of the plane's travel. Concentric white circles are lines of range in miles.

Technical, theory, intelligence, and missions analysis courses of instruction were conducted constantly between missions, and practice flights scheduled whenever possible to duplicate combat conditions and plot training results.

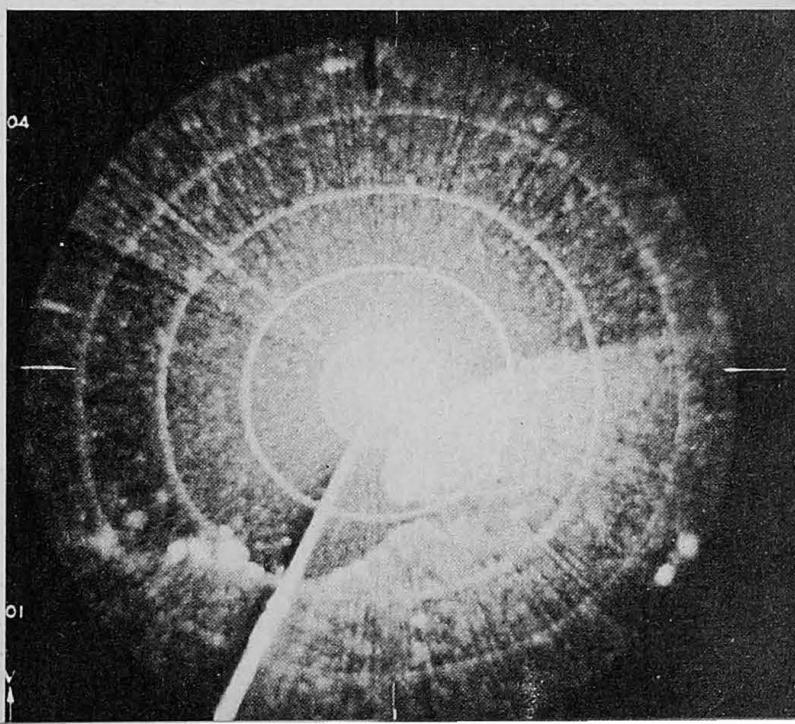
The use of blind bombing technique was used first in October, 1944, in any prominence. The Group was beginning its first winter overseas and crew members, battling with weather aloft and deprived of seeing their bombs hit, were inclined to mutter,

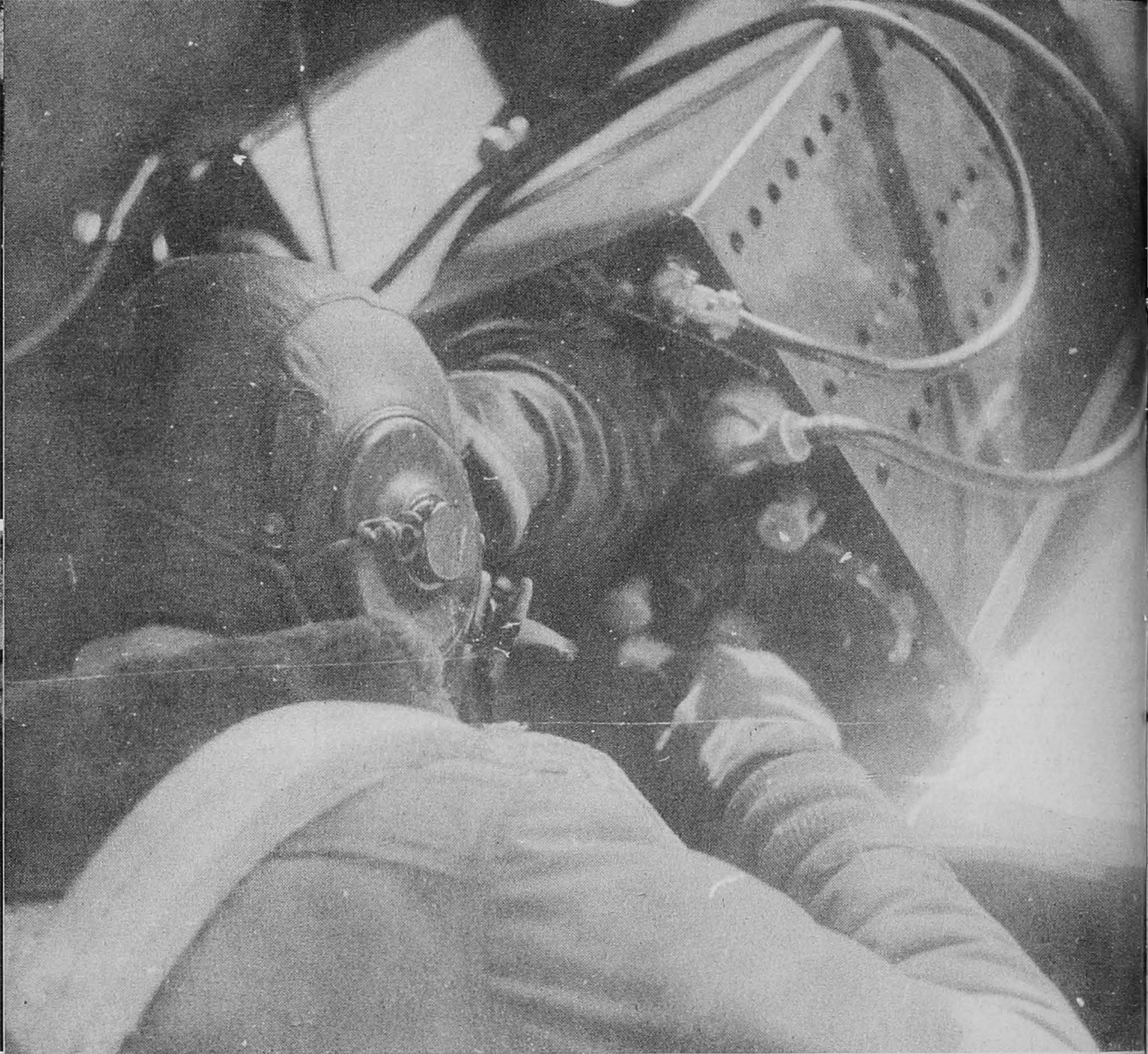
"The same old thing, all 'socked in,'" when returning from missions.

By November 1944, 7 of the 10 missions flown employed PFF methods, two months after the equipment came into use in the 34th. Although results of individual groups were usually difficult to analyze because of other units bombing the same target before photo reconnaissance planes got pictures, two of the PFF missions in November were rated "good". By January 1945 the majority of the missions flown were by instruments.

The most famous radar bombing attack in which the 34th Bomb. Group participated was on the German port of Swinemunde, which was heavily bombed on March 12, 1945, by about 650 Fortresses and Liberators. All Eighth Air Force elements participating were commended by General Carl Spaatz for the excellent results achieved. Excellent PFF technique by the Third Air Division units, including the 34th, contributed heavily to the success of the operation.

The tempo of our strikes at the Nazi war machine and industry could hardly have been maintained without radar, operational know-how, and the imagination to get the most out of that know-how.



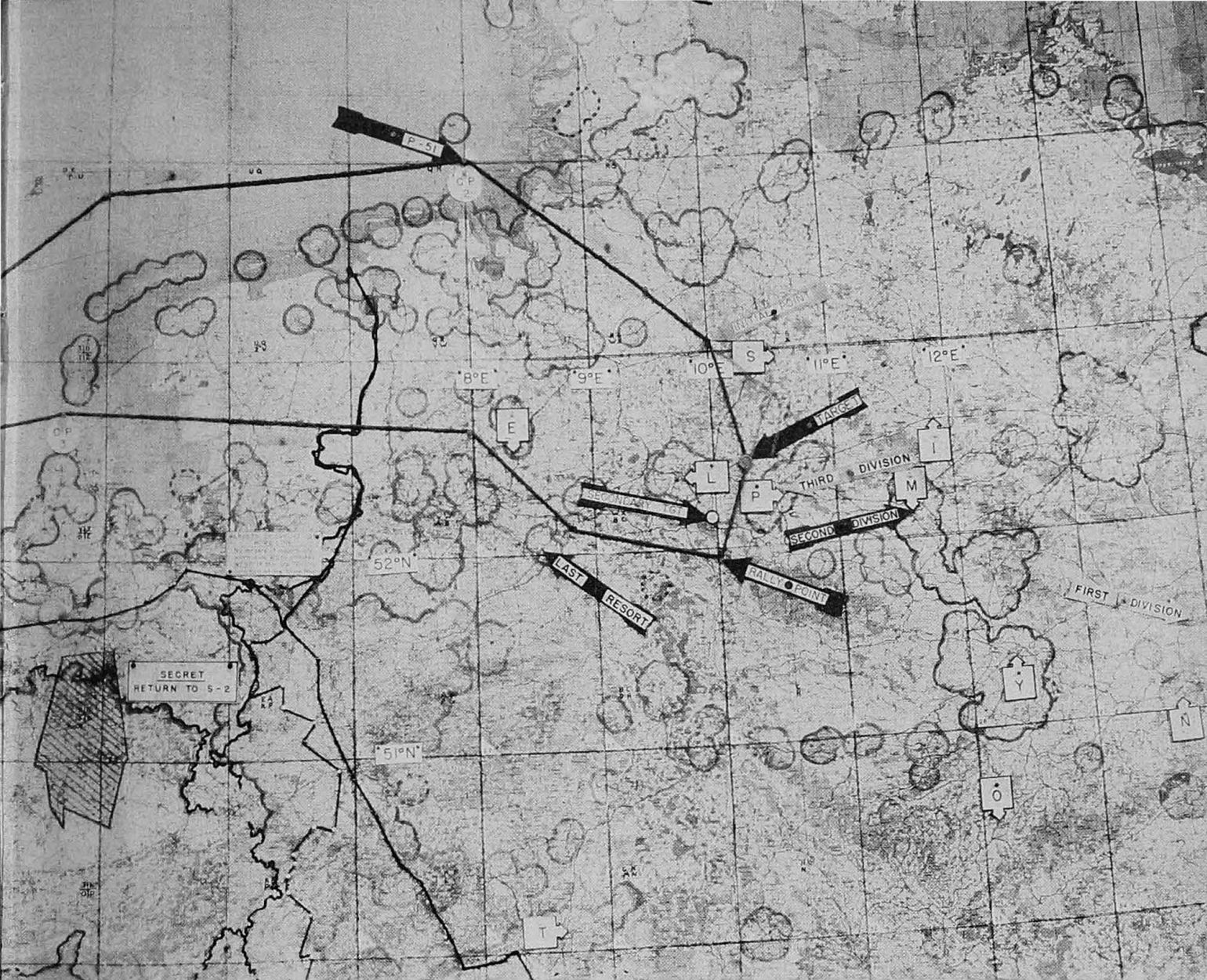


This navigator is adjusting his "Gee Box" to obtain a "fix" of his location. The flexible hood through which he peers shades the scope from outside light for better visibility in readings. Calibrated signals are then interpreted on "Gee" map at right to obtain the geographical coordinates of his location above the earth.





The airfield of the 34th Bomb. Group near Mendlesham, Suffolk, appeared like this from about 10,000 feet up. Although in contrast to the peaceful rural setting of farms, the center of the grassy field resembles cultivated fields. To the left of the triangle formed by the runways were the main technical, briefing, and equipment buildings; beyond, on the east and west sides of the Ipswich-Norwich highway are dispersed living, communal, headquarters and hospital sites. The planes occupying the parking areas are B-24 Liberators. Some living sites were so far dispersed that they do not appear in this photograph.



This photograph is a copy of the large wall map at one end of the briefing hut, and with yarn and symbols attached, represents the planned route for a mission to a target in the vicinity of Hannover, Germany. Photocopies like this were carried by various crew members as an aid during the mission. Approaching along the upper line of yarn from England off to the left, the route turns at "Control point no. 25" where a rendezvous is made with the P-51 fighter escort planes. Proceeding down to the right the next large arrow indicates the "initial point" where a turn is made on the target, indicated by another arrow and large pin. The rally point and route

home can be followed. Other symbols indicate a secondary target in the event the intended is not attacked, as well as a last resort target. Coordinates, the line of battle of ground troops and bomb line to the west of which no bombs can be dropped, targets assigned to other divisions in the Eighth Air Force that day, and a picture of all plotted flak areas is visible to the combat crewman using this photograph. The route was planned with consideration for location of flak areas to and from the target. Although this target is not located within a large flak area, targets very often were in the center of these small areas outlined in red on the map.

Los Angeles

BLYTHE



Which memories are yours . . . ?

BLYTHE, Calif.

"The healthiest airbase in the world"

Mountains, desert, miles to anywhere and the lousiest transportation situation to the flight line . . . or L.A.

Blythe trailer villas

Freezing at dawn, roasting at noon, sand in bed

The Biltmore, Hollywood & Vine (and points in between)

The dismaying efficient system at Lincoln, Neb. or the misery of Miles Standish

The flying trip through South America and Africa, when a hundred regulations cut down the sightseeing and adventure

Boots from Brazil, wallets from the Arabs

IPSWICH, Suffolk

The first liberty run, the winding streets in a blackout where you got "checked out" on many things including the pubs that closed too early and the beer you almost got used to. The Odeon, Regent, Ritz and other cinemas with circle, stalls and pit . . . LONDON . . . Among many things . . . The first confusion at Liverpool Street Station

Picadilly Circus: what a circus: "Evening Standard, navigators' wings, etc . . ."

The Red Cross Club, a bed in a pinch

Rainbow Corner, thousands of guys, which way to go?

Put-put-put-put-put-put BANG: the buzz-bombs you were always ducking

SIGNS OF THE TIMES in Station life

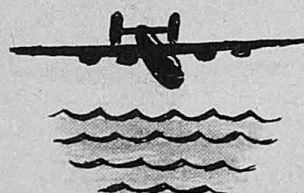
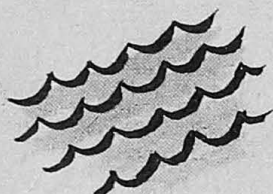
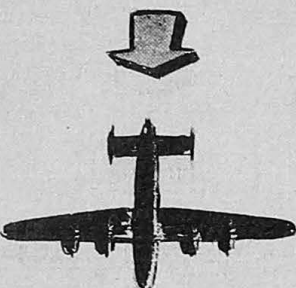
Cracking bullets— the intruder attack— the equipment building on fire, Steel helmets, 45s, parachutes coming down . . . "make room in that ditch!"

"In-va-sion cal-ling, Yanks, do you think your girl is waiting for you in the U.S.A.? . . ."—silly German propaganda

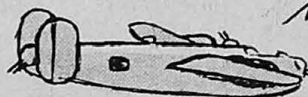
Ablution blocks, icy, dribbling showers a half-mile away

The Magpie, Charlie's pub in Mendlesham Village

Hundreds of bicycles, never find your own



AFRICA



HELLO DARKY!

THIS IS DARKY

UK





American jive and funny folk steps at village dances

The jolting trailer busses to Ipswich

The ditches by the hedgerows that everybody fell into at some time or other

Those doodle-bugs that brushed our huts on their way to Great Ashfield

Powdered eggs, diced beets and carrots, corned beef

"The time is now 1800. Blackout regulations are now in effect. C. Q.s will check their respective areas to see that blackout regulations are complied with. Out"

The refuge of the Aero Club, especially with corn-willy at the mess hall

The man with the flashlight and the loading list

"The synoptic situation this morning, gentlemen . . ."—it didn't vary much, except for the worse

"Scrubbed again, back to the sack . . ."

"VTV, the voice of Mendlesham and Eye brings you 'Breakfast at Howard's Hash House' for your listening enjoyment. Has your sack got lumps?"

"Attention all personnel: Air raid warning, red . . ."

Those flak-barges on the Seine, the post graduates at Neufchatel

The C.O. and staff being the life of the Aero Club Hallowe'en party

Cold feet and the projector with a malfunction in the middle of a feature at the show

The Christmas tree in the sky on Dec. 24th when the colored lights of hundreds of returning bombers in formation circled the field and 125 extra planes were diverted to Mendlesham PX chocolates and cookies

Happy Valley

Characters in your barracks whose raucous humor and card games ran far into the night: big operators

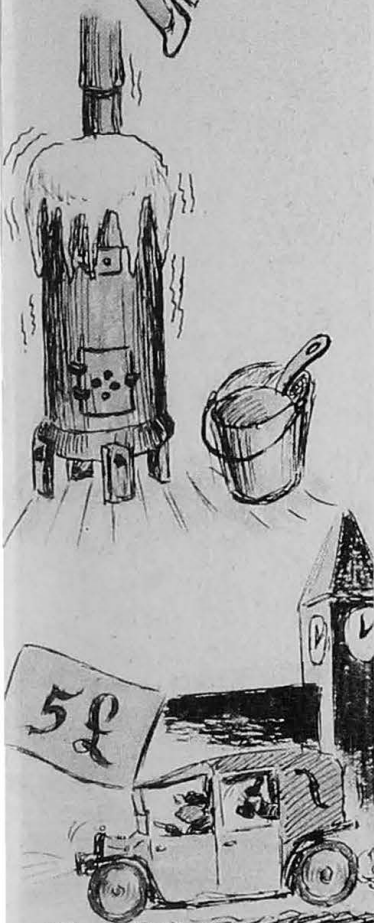
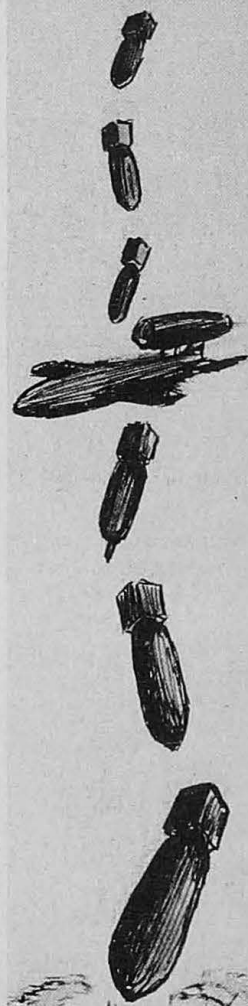
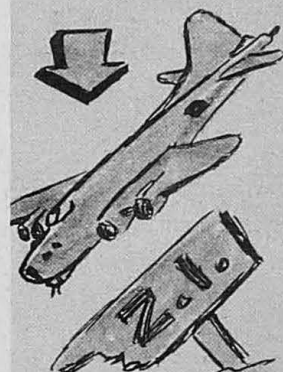
Guard duty twice in two weeks

Mess kits and chow lines

V.E. rumors, talk of going to school

The official Victory news, flares all over the sky, a haystack on fire

Fortresses taking off for the last time, dipping their wings gracefully, some playfully, in farewell before they flew Westwards and home



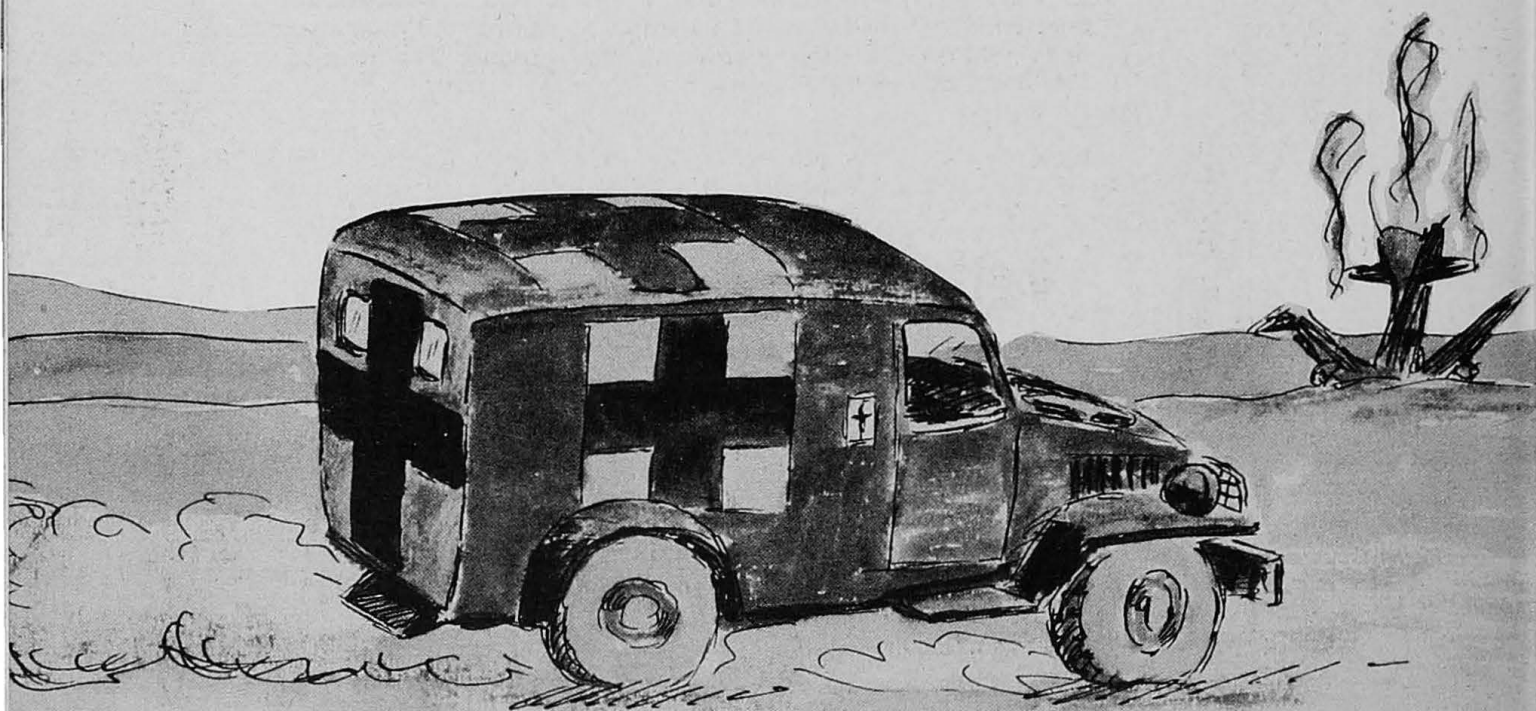
V.E. DAY

KAMARAV



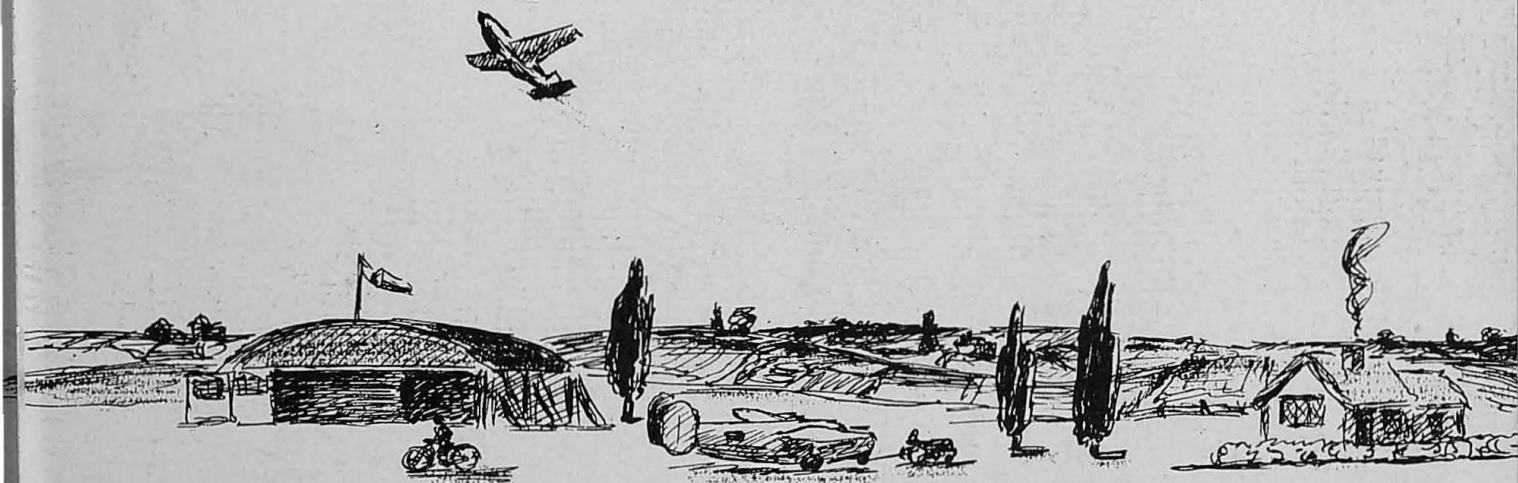


The medical department not only gave the best care to the wounded, but guarded the health of all personnel. Here they accept a blood donation from a 34th flyer, badly needed for plasma during peak fighting on the Continent.





No one will forget the ugliness of the Nissen and Thorne huts, or the treachery of the concrete arcs in a blackout. The huts were made very livable (except on cold mornings during a coal shortage) according to the ingenuity of the occupants although everyone will shudder to recall them. The concrete arcs lined all roadways as an effort to control the mud and keep pedestrians and vehicles on the paving. The rugged formation of squadron types hails from the 391st.





The hard-working musical types playing the "Mendlesham circuit" were the "Jive Bombers", combined base and V.T.V. "sustaining" band. Often their combat crewmen members spent the day over Germany, the night abetting a hop for officers or enlisted men.

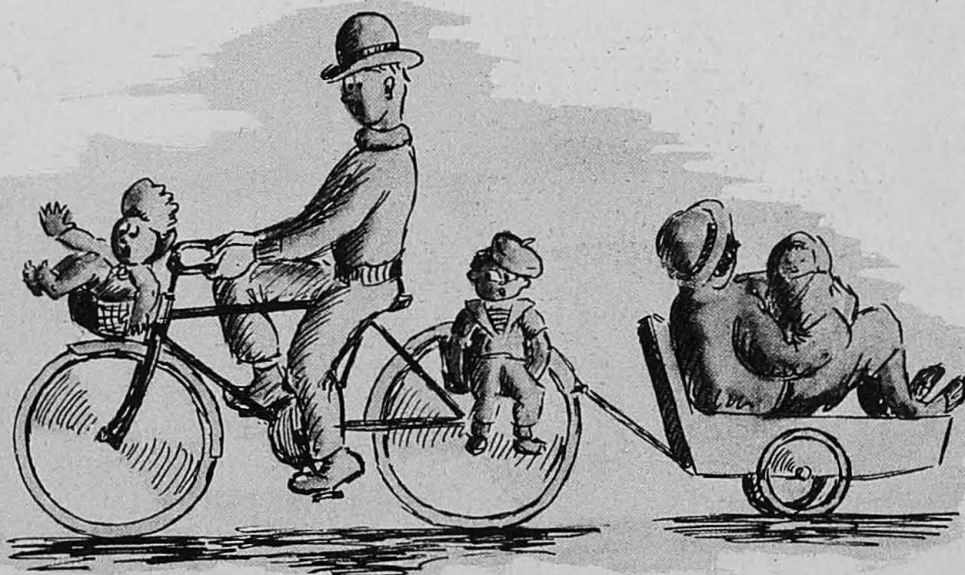


The sergeant on duty at the turntable in the VTV studio spins a few of many popular and classical discs for music "piped" to barracks and mess halls from the base "radio" station. The best American broadcasts received by direct wire hook-up with the Armed Forces Network as well as locally originated programs were fed through several hundred VTV loudspeakers.



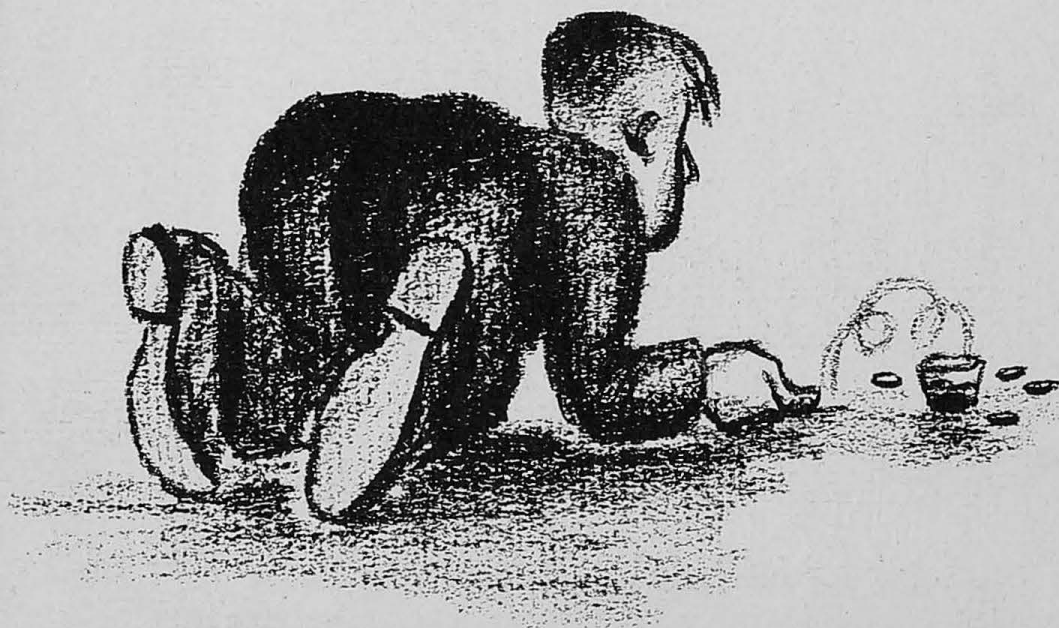


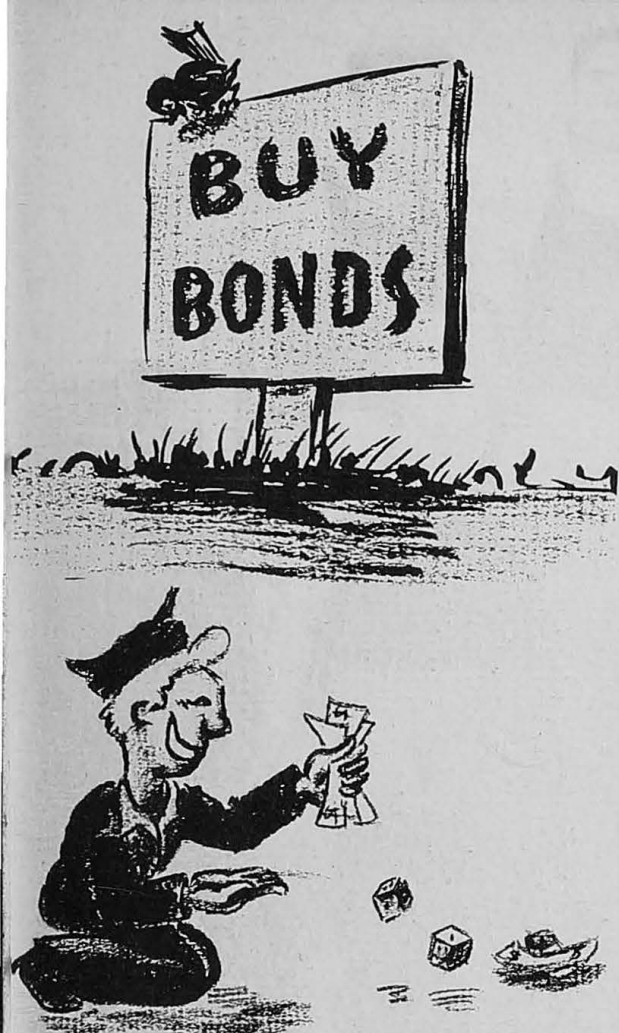
In Spring a young man's fancy included marriage with other serious thoughts. It would have taken more than a war and sugar shortage to keep this happy QM officer and his bride from having a cake with all the other ceremonies.



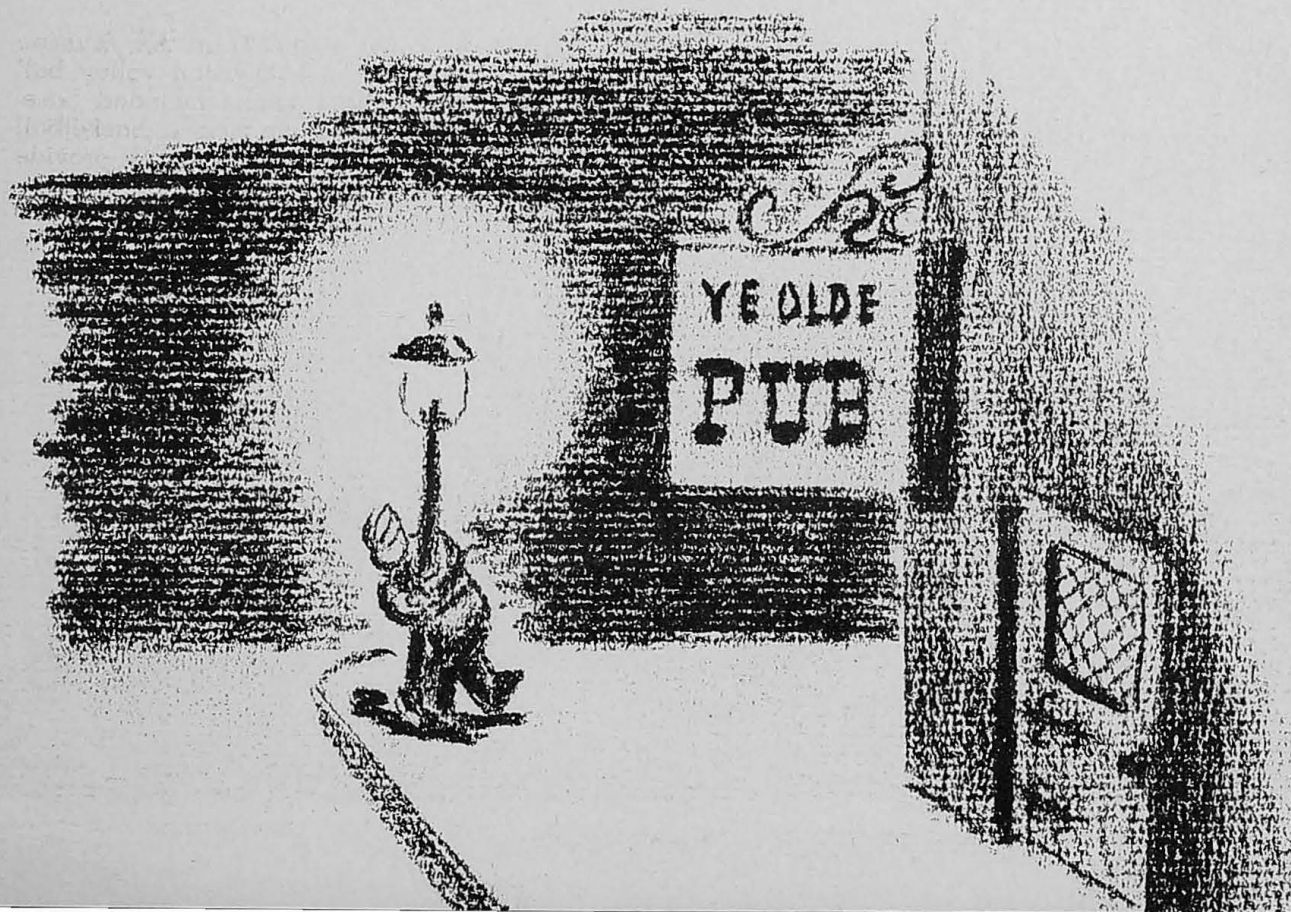


The 34th was well represented in the Third Air Division by its several ball teams, the champion Division volley ball team being shown with trophy. Other teams included baseball, football, and nearly every base unit had a basketball team. Field meets scheduled many other sports to provide fitness, relaxation and enjoyment by all.





The fighting man was never too preoccupied to buy bonds. Here the original C.O. of the combat 34th buys a bond from Red Cross worker Esther Kelso during a war bond drive in August 1944.





A daytime view of the bar at the officers' club, the central meeting place for an infinite and memorable amount of strenuous and relaxing elbow-bending, where the dubious merits of assorted air and ground strategies were compared. Originally a barren Nissen

hut, enlisted carpenters coped with intricate woodwork while captains and lieutenants laid bricks, sprayed paint, and installed enough indirect lighting to offset the traditionally lousy mild-and-bitter served. Contrast this empty bar with the very much alive picture on page 102.



Nearby Framlingham Castle

The men who kept 'em flying . . .

worked behind the men who kept 'em droppin', worked with hundreds of skills and one purpose, with less acclaim and fewer medals. Yet the gratitude in the hearts of the men who flew the heavies expressed with greatest significance the value of the ground man's work that brought them home again as well as to the target. Their initiative and inventiveness speeded their job with new tools and new methods developed to put more bombers in the air more time around the wartime clock



A pilot with two of his ground crewmen in front of a 7th Squadron Liberator expresses their close understanding.

Were Men Who

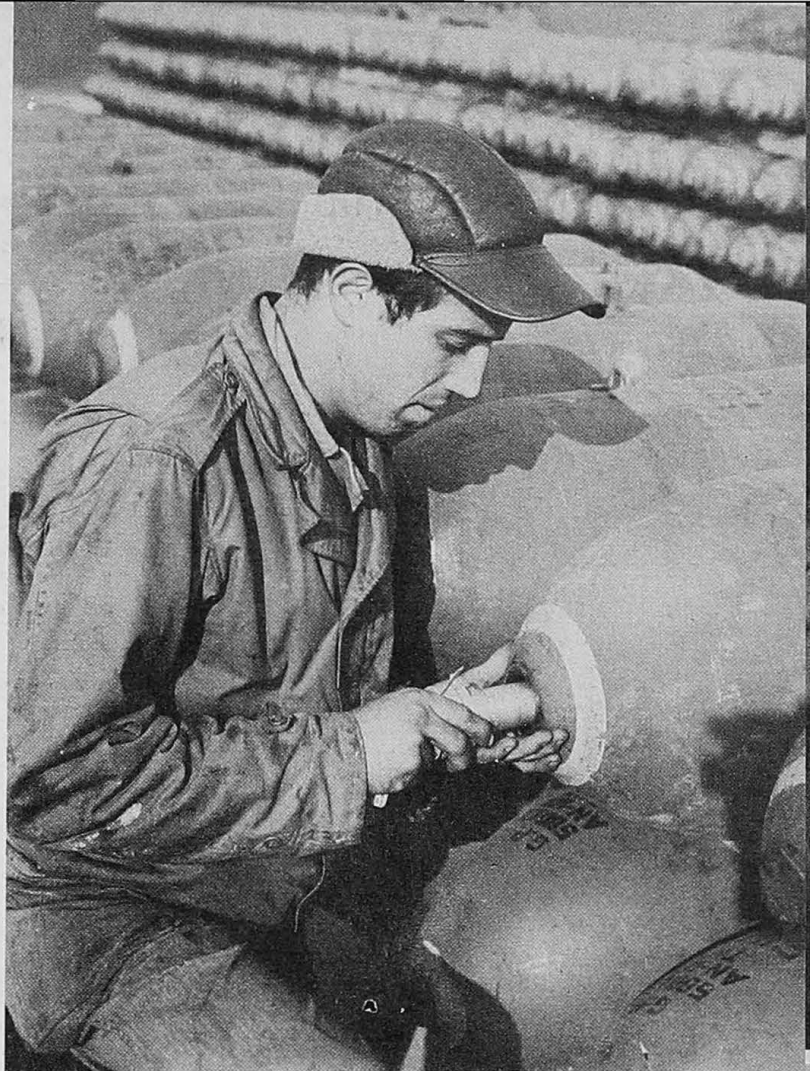
repaired the engines



loaded the bombs



fuzed the bombs



and invented special fuzes





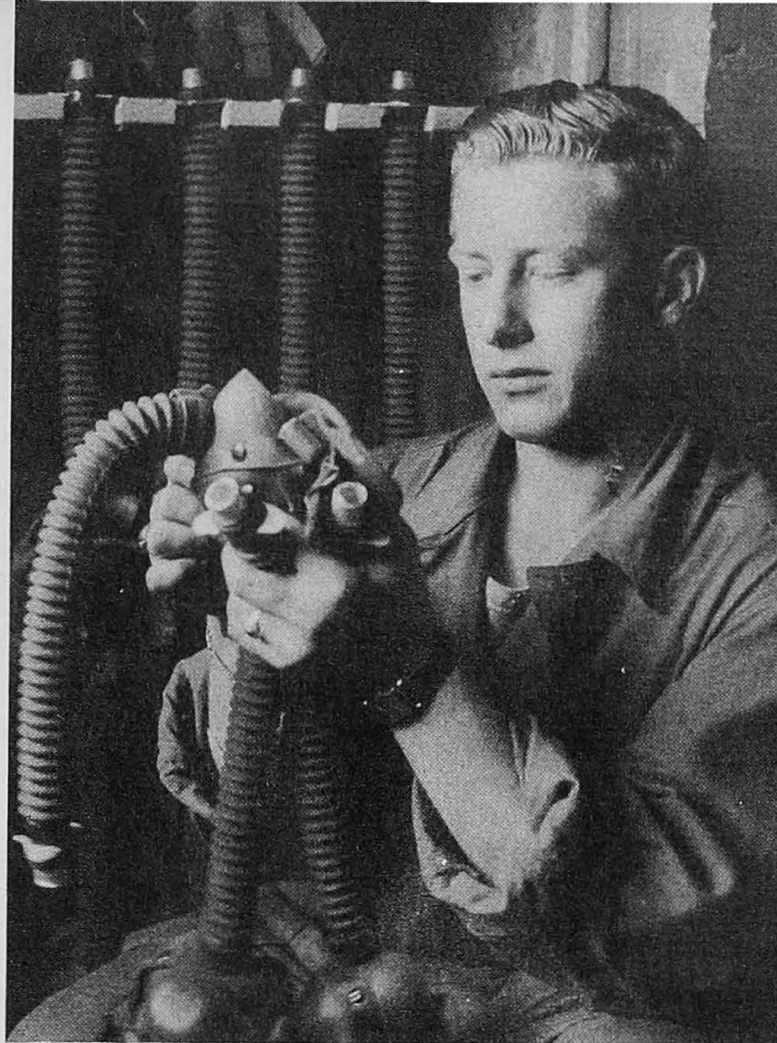
Men Who . . .

fixed the guns

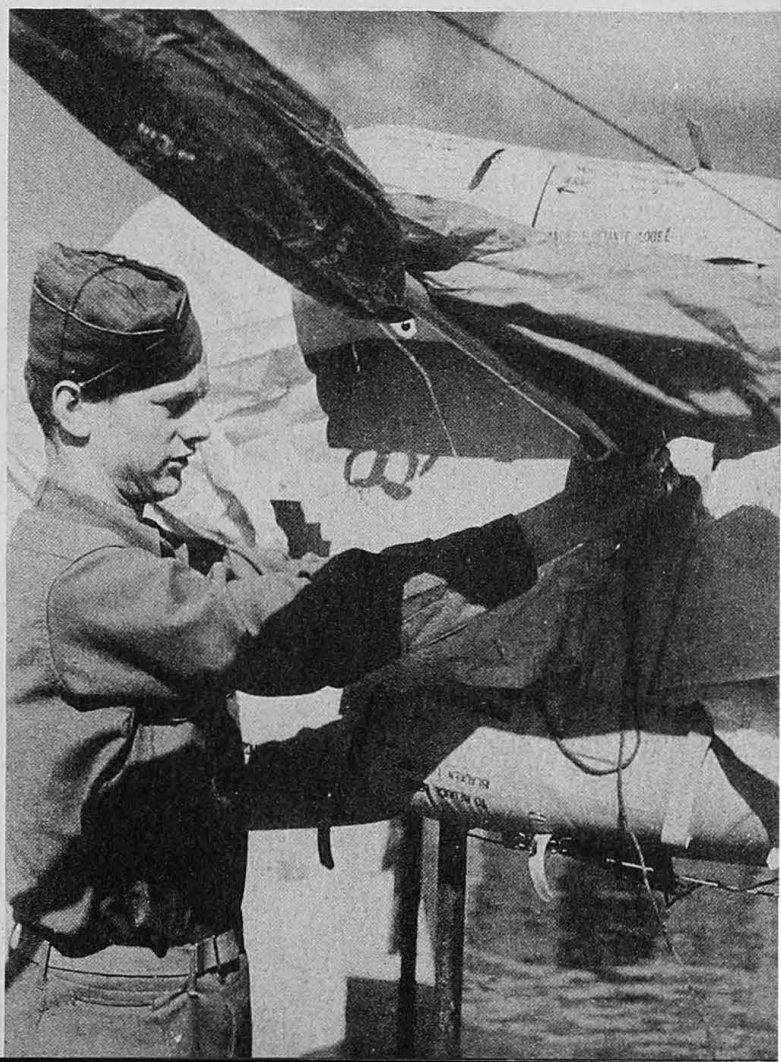


fitted their 'chutes

checked their oxygen masks



and inspected emergency dinghies





Men Who . . .

tested the instruments



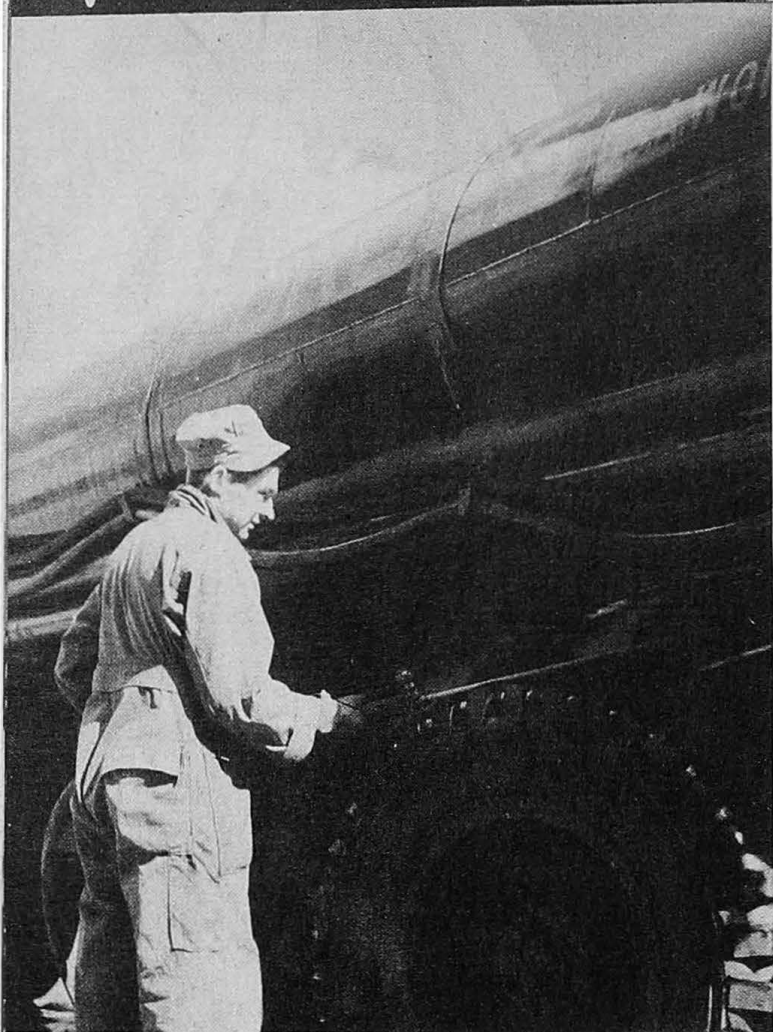
kept the bateries in shape

patched up the holes



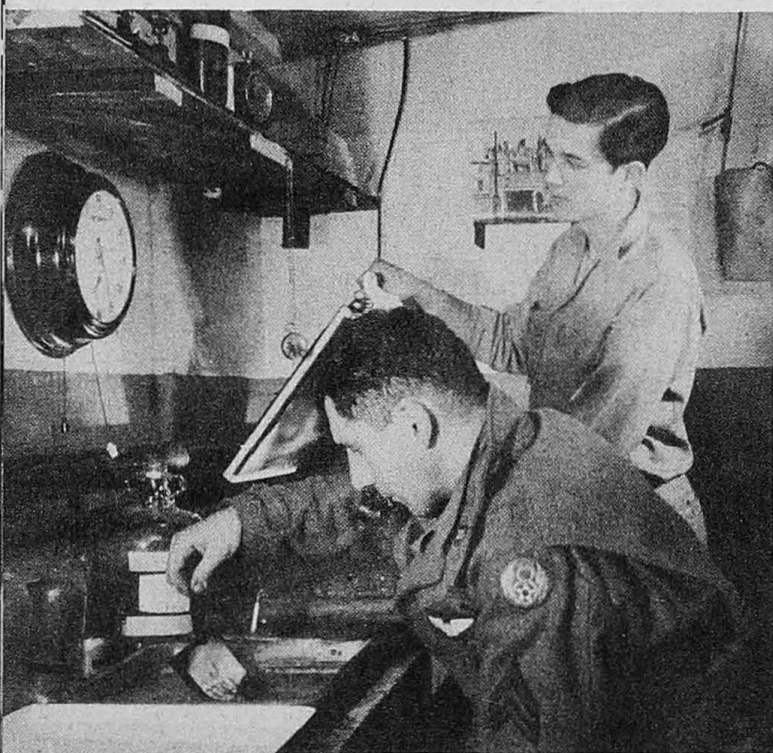
and forged heavy parts



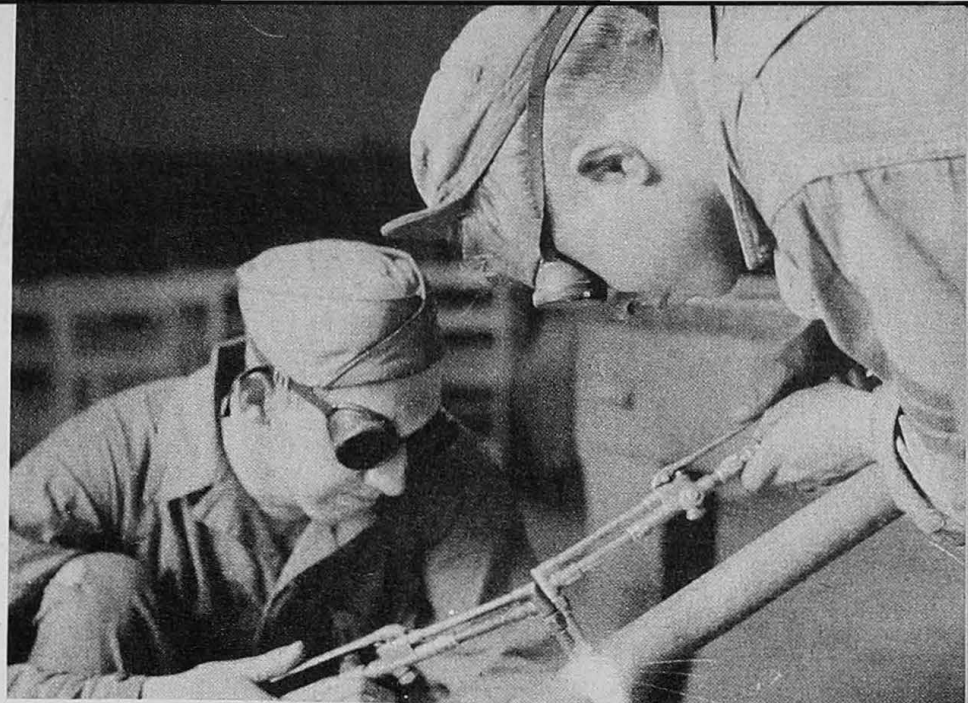


Men Who . . .

loaded gas in the planes



photographed their activities



welded maintenance equipment

and kept all the records



Calendar of Missions

Mission Number	Targets	Date	Mission Number	Targets	Date
1	Etampes Mondesir	May 23, 1944	40	Target of Opportunity	21
2	Poix	24	41	St. Lo area	24
3	Montignies sur Sambre	25	42	St. Lo area	25
4	Metz	27	43	Wissant	27
5	Lutzkendorf	28	44	Brussels, Ghent	27
6	Politz	29	45	Vilvorde	28
7	Diepholz	30	46	Juvin-court	29
8	Recalled from target area	31	47	Laon Athies	31
9	Bretigny	June 4	48	Forest de St. Saens	Aug. 1
10	Caen	6		Val des Jongcs, Bertreville,	
11	Lisieux	6		St. Omer	
12	Lisieux	6	49	Forest de St. Saens, Bertreville,	2
13	Tours	7		St. Jean du Cordonnay	
14	Fleurs	11	50		3
15	Beaumont Tille	12	51		4
16	Cambrai Epine	14	52	Halberstadt	5
17	Laval	17		Forest de St. Saens, Val des	6
18	Misburg	21		Forest, La Briqueterie	
19	Haute de Cote, Blancher-mont	21		Senilly	7
20	Tournan en Brie	22	53	Monte Gournay, La Briqueterie	8
21	Coulommiers	22	56	Sens	10
22	Chateaudun	24	57	Tousus Lenobles, Orleans	11
23	Beaumont les Aires, Crepieul	24	58	Buzz bomb sites	13
24	St. Avord	25	59	Saintes	14
25	Esternay, Etampes Mondesir	25	60	Florennes Juzaine	15
26	Beauvoir	27	61	Halberstadt	16
27	Coulommiers	28	62	Roye Amy	18
28	Fallersleben	29	63	Kiel, Hemmingstadt	24
29	Haute de Cote, Monte Luis Ferme	July 2	64	Tactical targets	Sept. 17
30	Fressin, Crepieul, Crepy	6	65	Oberwestal, Ebenheim	19
31	L'Isle Adam, Bois de Cassan	6	66	Kassel	22
32	St. Sylvestre, Bois de Grande Marche	8	67	Ludwigshaven	25
33	Forest de St. Saens, La Grande Vallee, St. Sylvestre	9	68	Bremen	26
34	Bois de Grande Marche, Bertreville, St. Omer	12	69	Ludwigshaven	27
35	Montdidiers	14	70	Merseburg	28
36	Neuvy sur Loire	17	71	Wiesbaden	Oct. 2
37	Frenouville	18	72	Nurnberg	3
38	Saarbrucken, Konz Karthaus	19	73	Munster	5
39	Russelheim	20	74	Berlin	6
			75	Merseburg	7
			76	Mainz	9
			77	Cologne	14
			78	Cologne	15
			79	Cologne	17
			80	Mannheim	19

Continued on back of opposite page



COMBAT DIARY

On one of the first missions, these Liberators wing out past the English coast; across the cloud hung Channel to attack enemy installations along the coast of France prior to D-Day.

The historic days of the Eighth's pre-invasion blows to soften firmly entrenched military strength in Nazi-dominated Europe, the strategic and tactical bombing that followed in close coordination with fierce, steady, systematic advances of Allied ground forces to defeat the enemy are in the pages of the 34th's combat diary. The pictures by aerial and ground cameras, the verbal mission reports, and the records are documented in the following pages.

Mission Number	Targets	Date
81	Munster	22
82	Hamburg	25
83	Hannover	26
84	Hamm	28
85	Recalled from target area	30
86	Hamburg	Nov. 4
87	Ludwigshaven	5
88	Neumunster	6
89	Metz area	9
90	Duren area	16
91	Osnabruck	21
92	Merseburg	25
93	Bielefeld	26
94	Hamm	29
95	Merseburg	30
96	Fulda, Friedberg	Dec. 4
97	Berlin	5
98	Merseburg	6
99	Giesen	11
100	Darmstadt	12
101	Hannover	15
102	Frankfurt	24
103	Andernach	27
104	Neuwied	28
105	Kassel	30
106	Misburg	31
107	Bad Kreuznach	Jan. 2, 1945
108	Pforzheim, Aschaffenburg	3
109	Bielefeld	7
110	Cologne	10
111	Bischofsheim	13
112	Derben	14
113	Augsberg	15
114	Bitterfeld	16
115	Rheine	20
116	Neuss	23
117	Duisberg	28
118	Kassel, Ober Lahnstein	29
119	Berlin	Feb. 3
120	Chemnitz	6
121	Dulmen	9
122	Hof, Sonnenberg, Chemnitz	14
123	Cottbus	15
124	Frankfurt	17
125	Rheine	19
126	Nurnberg	20

Mission Number	Targets	Date
127	Nurnberg	21
128	Ansbach, Neustadt	22
129	Bremen	24
130	Ludwigsfeld, Munich	25
131	Berlin	26
132	Leipzig	27
133	Ulm	March 1
134	Dresden	2
135	Bielefeld, Dedenhausen	3
136	Recalled from target area	4
137	Datteln	7
138	Dortmund	8
139	Soest	10
140	Hamburg	11
141	Sweinmunde	12
142	Misburg	14
143	Oranienburg	15
144	Bitterfeld	17
145	Berlin	18
146	Jena	19
147	Hamburg	20
148	Marx	21
149	Ratingen	22
150	Geisecke	23
151	Zwischenahn	24
152	Plauen	26
153	Hannover, Mindem	28
154	Hamburg	30
155	Brandenburg	31
156	Kiel	April 3
157	Kiel	4
158	Unterschlausersbach, Nurnburg	5
159	Gustrow	7
160	Grafenwohr	8
161	Schlissheim	9
162	Neuruppin, Stendal	10
163	Treuchtlingen	11
164	Royan area	14
165	Royan area	15
166	Royan area	16
167	Roudnice	17
168	Kolin, Passau	18
169	Aussig	19
170	Nauen	20

6 missions were flown to Holland, dropping food, during the first part of May, 1945. After VE Day flying activities mainly consisted of evacuating displaced persons from Austria to their homeland, France.

Note: since target photos may in some cases be secondary targets attacked by other than the main striking force or for other reasons, geographical names may be listed differently in some cases in the calendar of missions.



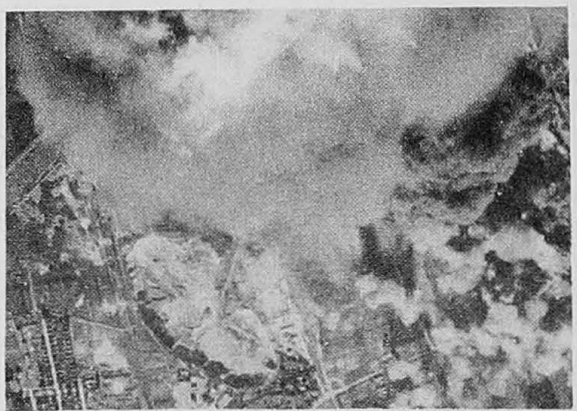
MAY 25, Charleroi marshalling yards and industrial, refinery installation in France. 34th Liberator on its third mission frames the camera's view of the pattern of bomb hits below. Inflamable stores such as oil cause columns of billowing black smoke.



JUNE 6, First bombs hit at Liseux, France.



JUNE 17, Laval, France



JUNE 20, Oil is struck at Misburg, Germany (inset), and fuel for the Panzer Divisions goes up in a huge column of black smoke (below).





High among the examples of performance beyond the call of duty by airmen in the 34th is the story of T/Sgt. Alvin J. Gibbons, whose gallantry in action in June, 1944, won one of the highest awards, the Silver Star.

A flight engineer, he assumed control of an unbelievably flak-damaged Liberator after the bombardier had been killed, the co-pilot and navigator bailed out, and the pilot, Flight Officer Marvin G. Hayes, had been wounded so severely he was unable to maintain control; and doggedly nursed the bomber back across the English Channel to the South of England. Here he supervised the bail-out of the five remaining crew members before the plane plunged to the ground.

Already peppered with anti-aircraft fire on the way into the target near Paris, a direct hit in the nose compartment of the plane immediately killed the bombardier, 2nd Lt. Henry S. McPherson, and shot away the controls from right position, also wounding the co-pilot, 2nd Lt. Lloyd Anderson. With first one, then two engines out of service, and no rudder controls or flight instruments, the B-24 floundered helplessly out of control.

Sgt. Gibbons and another crew member managed to lift the pilot from his seat and Gibbons at the controls tried to maintain level flight toward home after leaving the target. With no compass and flying mostly in circles he piloted the plane towards what he hoped was England.

Because the gunner had been trapped in the nose turret by the damage to the front compartment, he had to make the Liberator continue to fly, while the gunner battered open the turret door. He directed that a parachute be passed across the large hole between the cockpit and turret, which hung only by slim supports, to the nose gunner, who was then able to jump when they reached England.

Setting the controls on automatic pilot, Sgt. Gibbons signalled the others to jump and helped the wounded pilot to leave through the bomb bay before jumping himself. The plane, by that time flying erratically, almost miraculously, on what amounted to one and half engines, nosed up briefly before its crash. Although limited flying experience in a cub airplane helped Gibbons in his job, his quick thought and the determination of his actions saved the life of the nose gunner, and most likely of the four others who reached England.



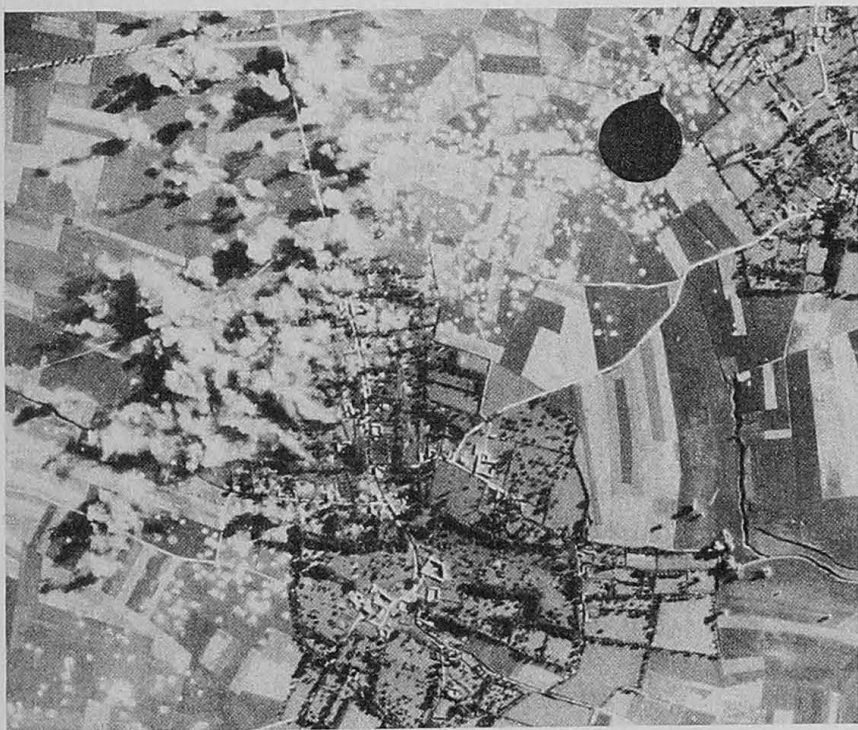
The airfield at CHATEAUDUN, France received a thorough pounding anyway you look at it on JUNE 24. The number of camouflaged aircraft revetments and the peppered condition of the terrain mark it as having been a fairly active enemy airfield attacked many times in the strategy to crush Nazi air power as a prelude to large scale bombing and invasion.



JUNE 25 found the 34th out again for airfields, this one at AVORD, France. This photo was taken as the third unit of planes passed over, laying a third pattern between two others dropped just before.



JUNE 29, The aircraft engine component parts factory at FALLERSLEBEN, Germany, feels sorely the attack by the 34th. Damage was severe to this target in spite of a heavy flak barrage and many smudge pots placed in the vicinity in an attempt to screen it from our view.



JULY 6 was a series of "milk run" trips to five targets during two missions to keep the bombs falling on buzz-bomb sites as a measure to control V-1 then plaguing Londoners. Above is a buzz-bomb site at CREPIEUL, France.



Coming down! The camera actually records at near range a "hail" of bombs such as were dropped on pin-point sized targets in Northern France. A fairly light weight bomb, it drops with more of a wobbling path than heavier types to create the random pattern as seen here.



JULY 8, another buzz-bomb installation at BOIS DU GRANDE MARCHE, France. Extremely difficult to locate, these very tiny, well-camouflaged targets were found by navigators and bombardiers who accustomed themselves to distinguish the contour of certain wooded areas where launching platforms were built. The shape of the woods above showed very clearly on excellent detailed maps carried in the planes.



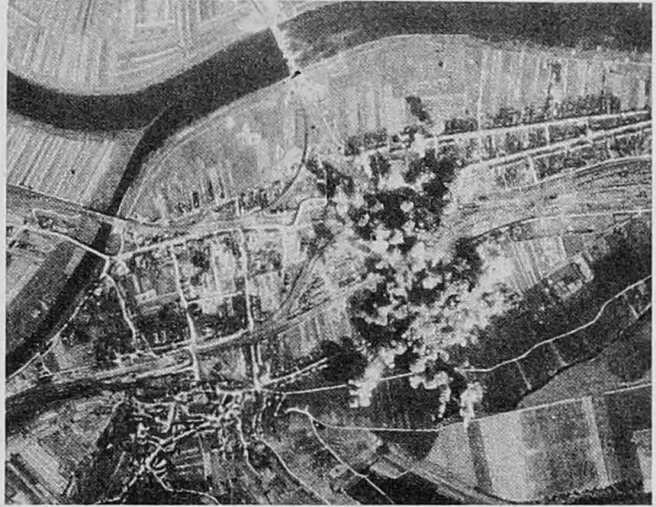
JULY 17, NEUVY SUR LOIRE, France



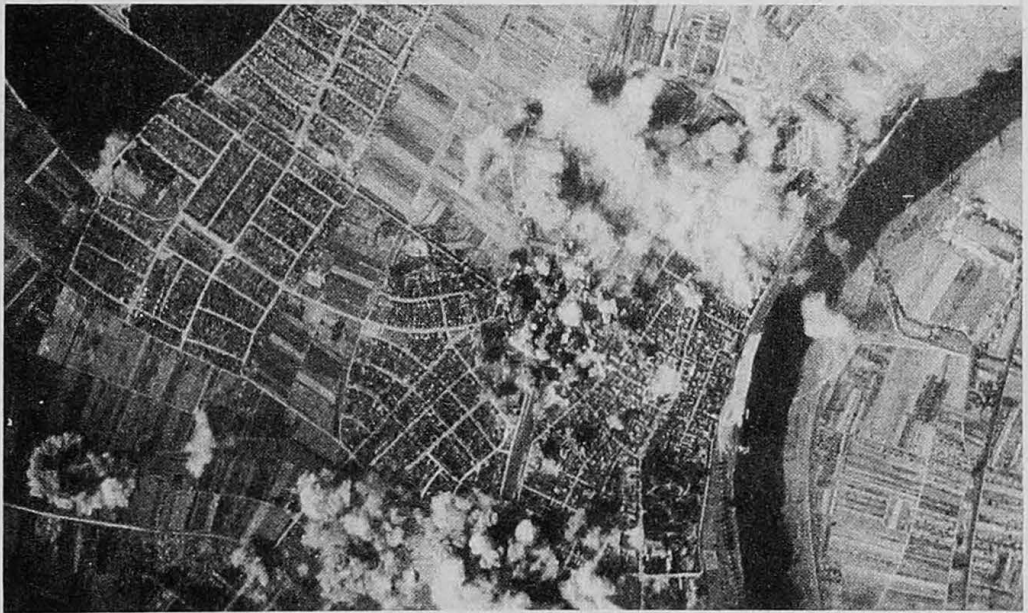
JULY 18, FRENOUVILLE, France, in the Caen area, is the scene of bitter fighting as the heavies coordinate with ground forces in this tactical mission. Smoke pots help to locate the target area where bombardment is required. The dense bomb pattern greatly neutralized enemy resistance where it hit and was far more formidable than ground artillery fire.



JULY 19, Strategic attack on industrial target at SAARBRUCKEN, Germany.



KONZ KARTHAUS, Germany, also hit on July 19.



JULY 20, Railway marshalling yard at RUSSELHEIM, Germany



In addition to fixed aerial cameras carried in the bottom of the planes, aerial photographers flew on each mission with hand-held cameras as seen at the upper right. Very often they got the picture when sudden turns of the aircraft caused automatic cameras to miss the target. Very often they obtained valuable pictures of enemy flak, fighters, or other incidents useful to record the mission. In contrast to the stereotyped vertical strike photos, the oblique views of the target as seen below, caught by aerial photographers, presents an interesting perspective which more closely represents what the combat crewman saw from their planes as they flew over enemy territory. From a high altitude the terrain of Germany appears like a huge patchwork quilt stretching to a far horizon. While the land features varied and could often be distinguished as being characteristic of England, France or Germany, the locale shown presents a crazy pattern of fields and woods, with roads and waterways winding from town to town. In each picture is a target which has just been hit and from which a column of smoke rises.



JULY 24 and 25 were especially significant missions to the ST. LO area of France, in support of ground troops fighting in that sector. St. Lo remains historically important as a decisive battle following the Continental invasion by the Allies and by the revolutionary amount of coordination from heavy bombers which dropped a tremendous amount of bomb tonnage (87 tons by the 34th) to reduce enemy resistance and help loosen a tactical "hinge" which enabled the Allied flank to begin its fabulous sweep to the East and Paris.

Out of all types of targets bombed, the aircrews got the most satisfaction in lending a helping hand to the ground troops.

"Anything we can do for those boys on the ground is not too much," was the average comment.

Never to be forgotten was that opportunity to observe the actual fighting on the ground, the flood of shipping in the Channel rushing men, supplies, and wounded back and forth, the crawling activity on the ground, and the bombs exploding below to open gaps in the enemy lines through which our infantry could advance. Even the flashes of artillery, whose shells had finely peppered up the terrain before bombs ripped open the enemy lines, could be seen by airmen.

Regardless of any fascination at the sight of many bombs exploding, it was no easier to see one's comrades die in the air than on the ground. One of the 34th's planes added to the raging attack by plummeting to explode with the bombs aboard.





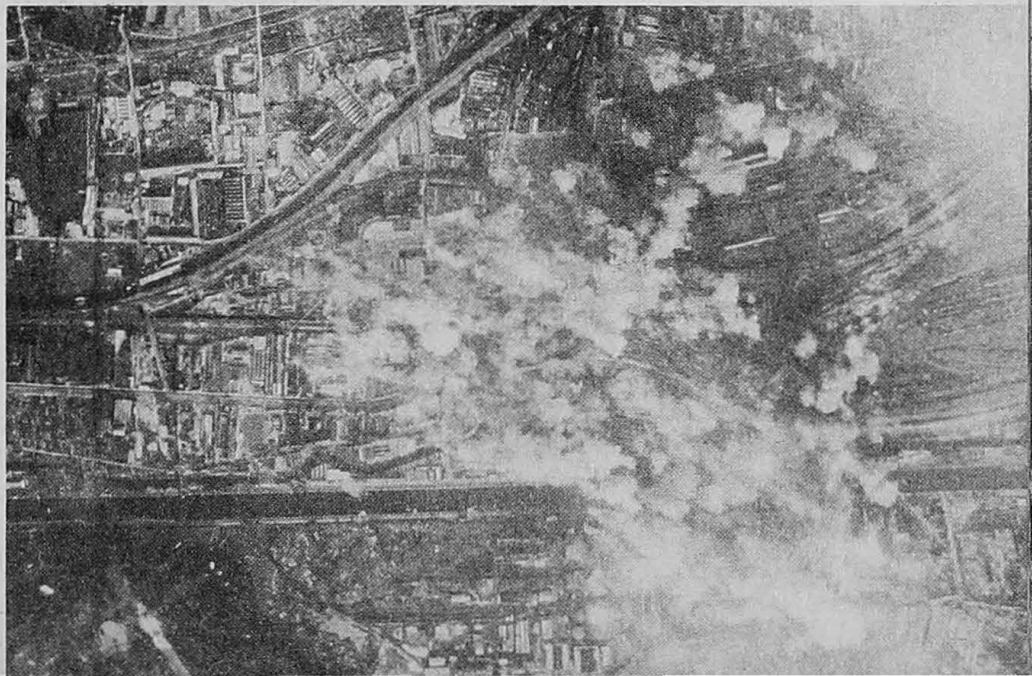
The first awards are presented in a ceremony in front of the Group Headquarters as Col. Wackwitz pins an Air Medal on a pilot for "meritorious achievement . . . coolness, courage and skill" during heavy bombardment missions over enemy held Continental Europe.



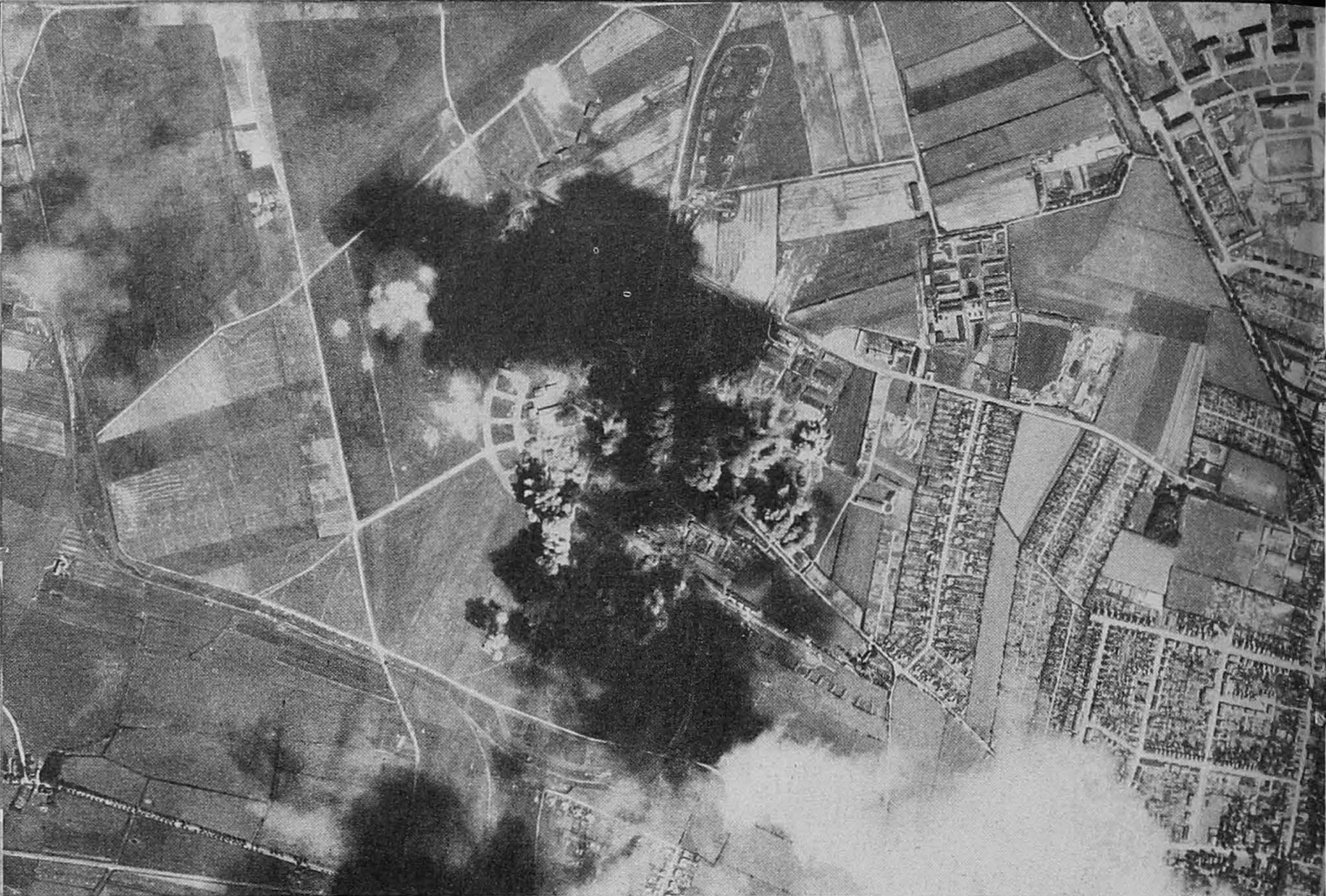
AUGUST 1, partial cloud cover does not retard attacks on a flying bomb installation at BETREVILLE ST. OUEN, France.



AUGUST 2, Among buzz-bomb targets for the second day running was in the FORET DE ST. SAENS, France. Others in the area included St. Jean du Cordonnay, and Bertreville St. Ouen.



AUGUST 3, German occupied railway marshalling yards in BRUSSELS, Belgium, are hit.



AUGUST 4, cloud shadow mingles with the bomb pattern on the airfield at HULSUM, Germany.

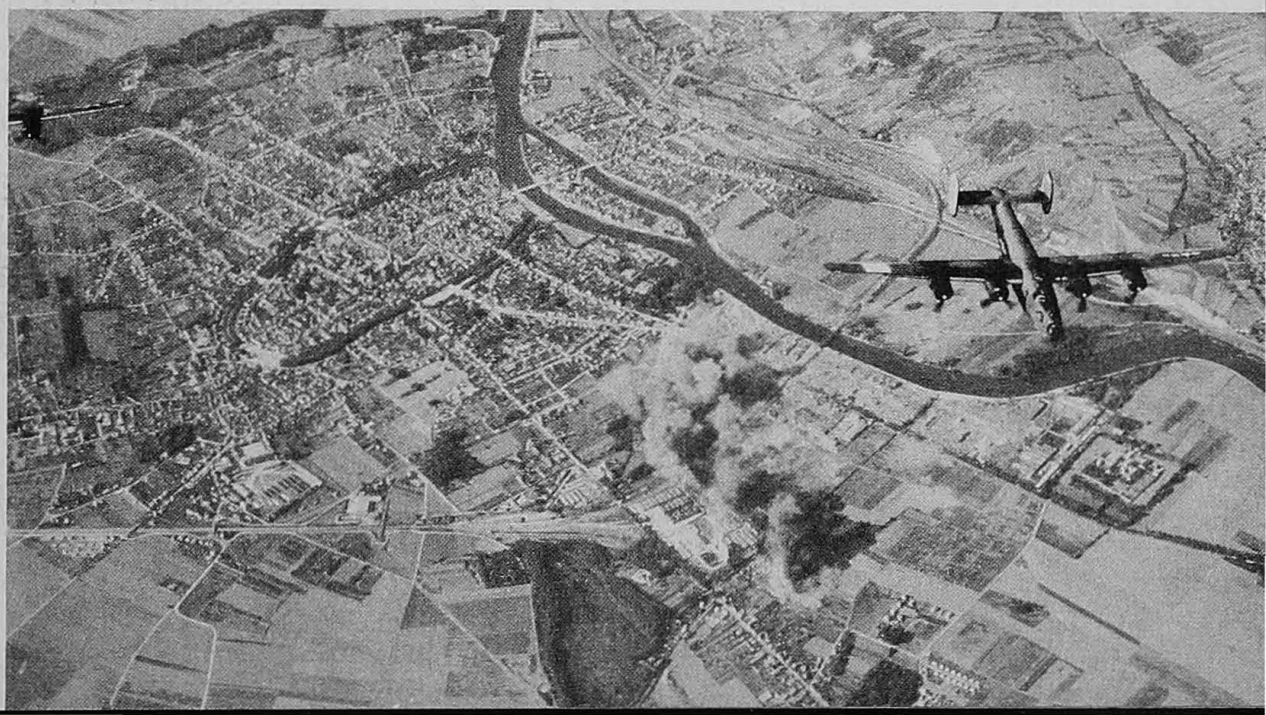
AUGUST 5, the hangars and workshops on a Luftwaffe airfield at HALBERSTADT, Central Germany, are enveloped in bomb hits.

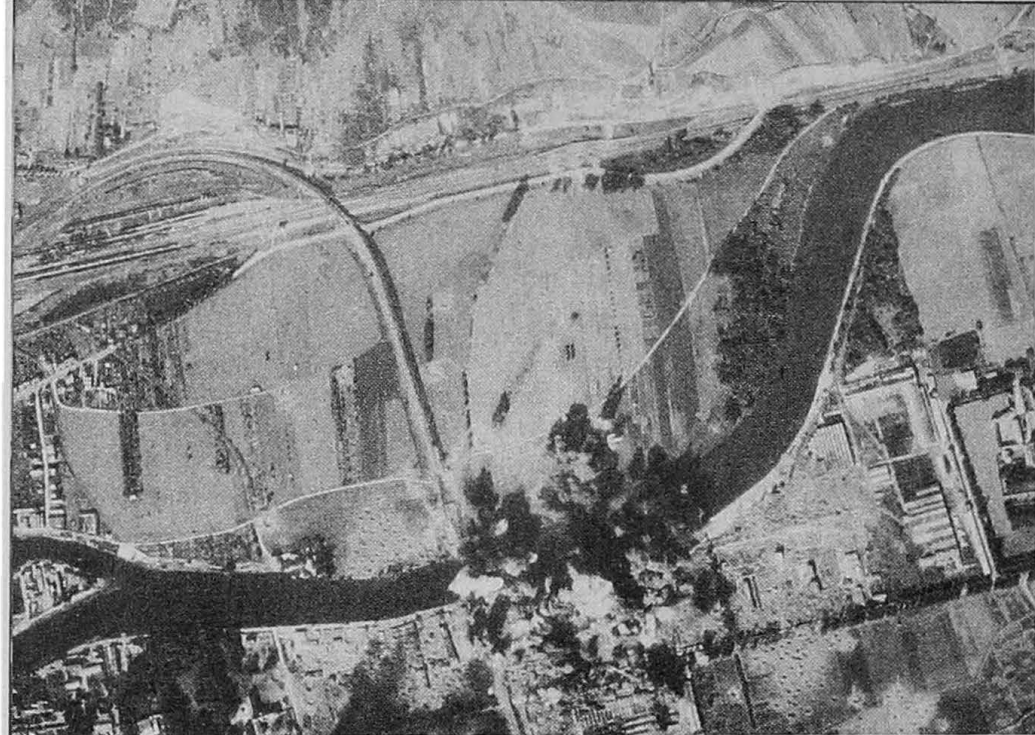




AUGUST 6, concentrations of bomb-craters in this picture mark the area of LA BRIQUETERIE, France, and well-hit flying bomb installations. Although the 34th's bombs do not show in this view of the target because of cloud cover it clearly indicates camouflaged launching platforms. Val des Jones and the Foret de St. Saens were also hit this date.

AUGUST 10, The first squadron over the target at SENS, aims its bombs at an oil depot and other vital installations.





SENS, the second squadron over on the 10th hits at oil tanks and further demolishes a railway bridge leading through the depot.

SENS, view of well-hit depot and bridge, unobscured by bomb smoke. Train tracks curving to river from the top of photo contain a locomotive with 60 freight cars, held up by bomb damage to bridge.





AUGUST 15, an especially good bombing job on the airfield at FLORENNES JUZAINE, France.

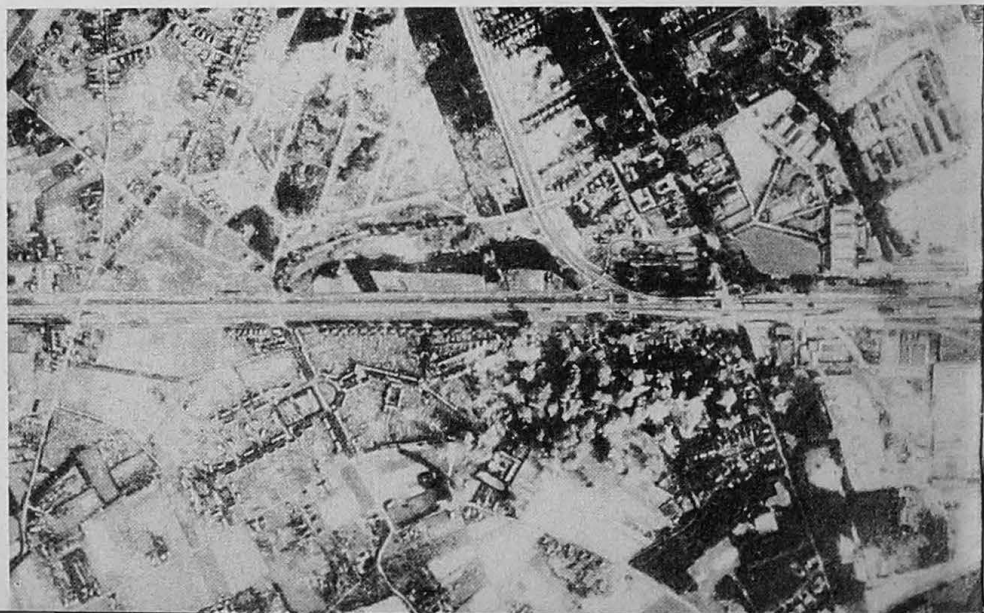
AUGUST 16, the airfield at HALBERSTADT, Germany receives another pounding.





AUGUST 18, another Luftwaffe airfield at ROYE-AMY, north of Paris. With one more mission during August, not shown, the 34th began a transition stage. Many of the original crews completed their tours and were on their way home, replacement crews taking their place. After the attack on Kiel, Germany, on the 24th, the Group withheld operations and B-17 Flying Fortresses were brought in, replacing the Liberators and necessitating transitional training flights and ground courses.

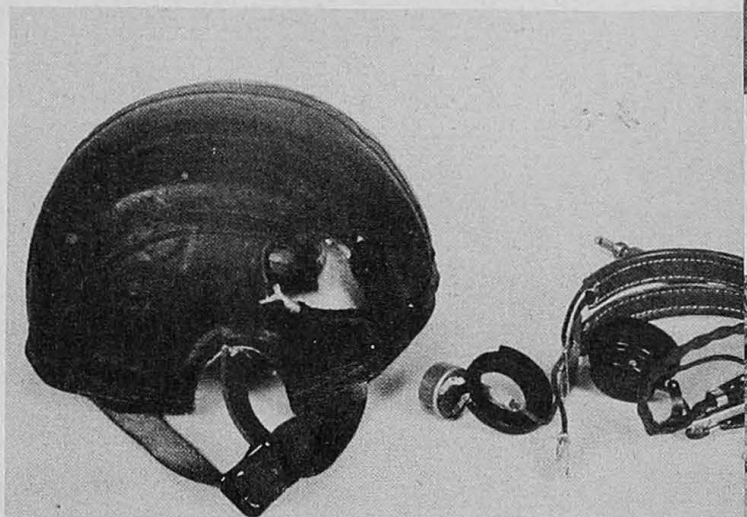
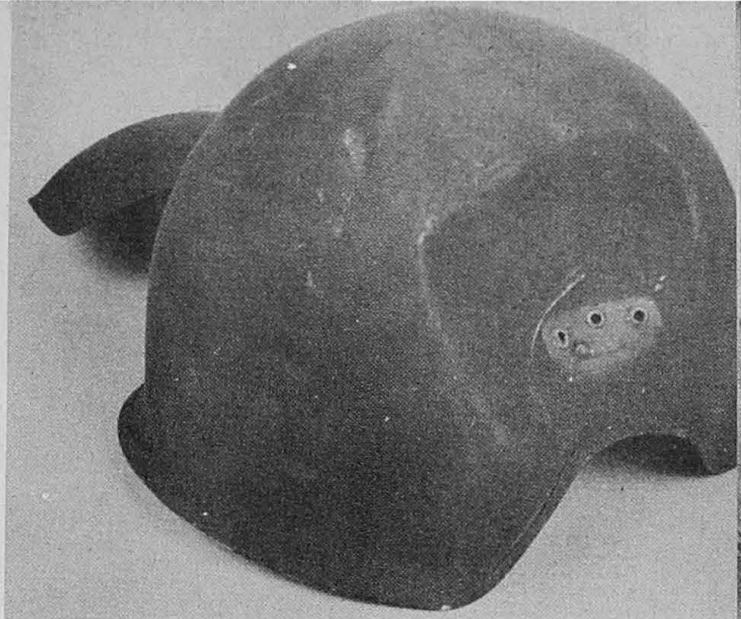
SEPTEMBER 17, the first Fortress mission was TACTICAL, in Germany, coordinating with the ground armies moving Eastwards.

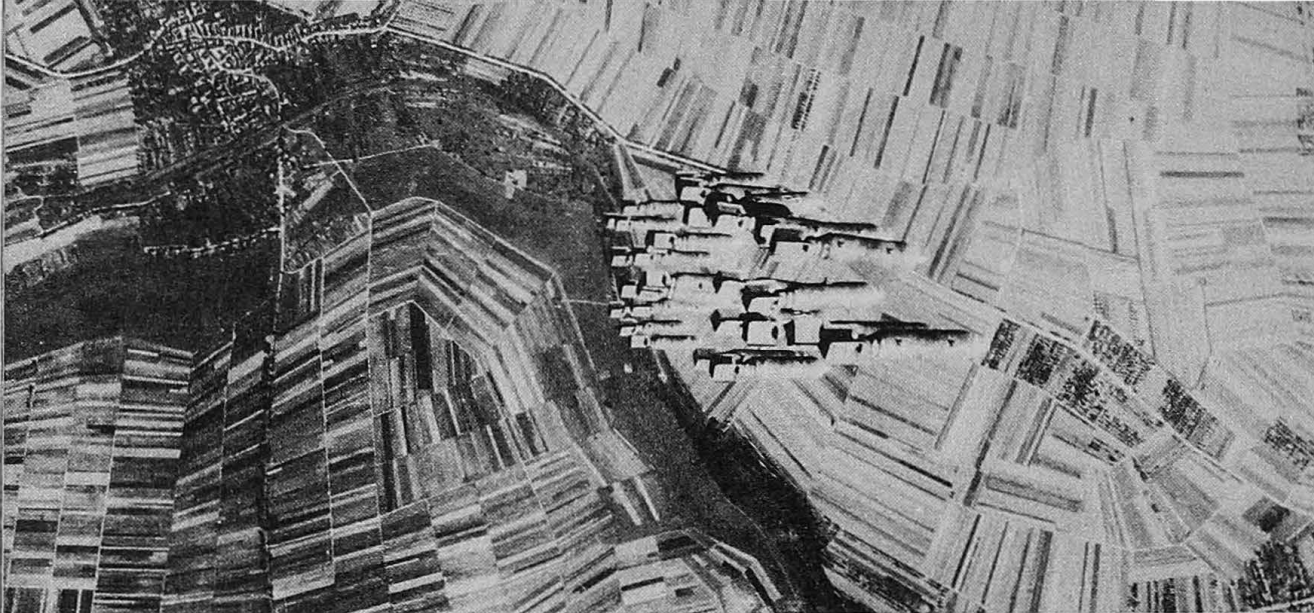


Close Ones

Although they represent the appearance of the target at the time it was hit, aerial photographs succeed in catching only that part of any combat mission. There is much more than that in the story of a mission. Enemy opposition during these first few months was not as severe as that encountered by other units; fighter planes of the vaunted Luftwaffe had mysteriously refrained from attacking the 34th although there was a taste of Nazi flak.

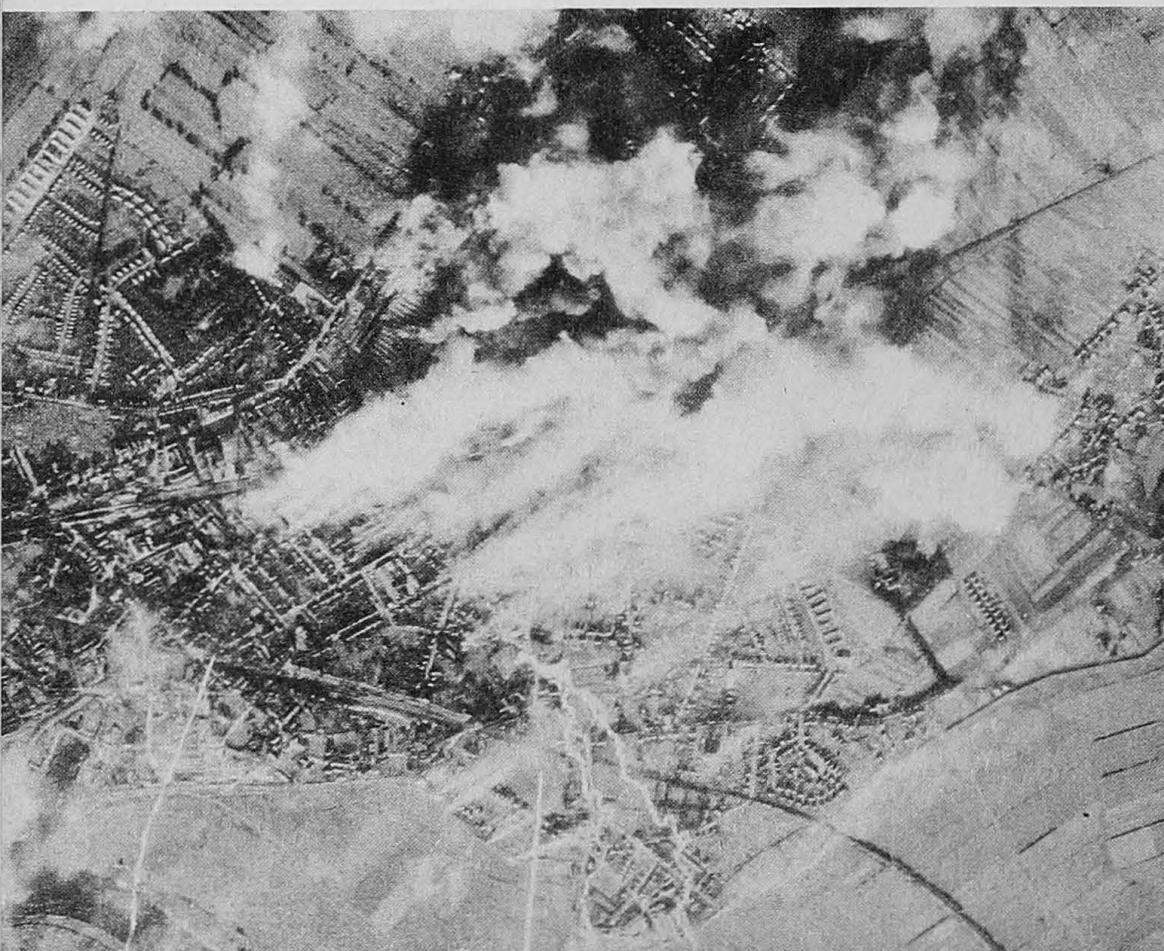
The pictures at the right show just how close flak shrapnel was apt to come, damaging the flyers' personal equipment. Uncanny in their trajectories and penetrating power, which was almost unbelievable, the ragged-edge fragments peppered the planes, punctured helmets, jackets and parachutes, but luckily missed most personnel. There were few casualties or lives lost during this period, while plexiglas windows disintegrated in front of faces and pencils were cut in two in the navigator's hand. The helmets damaged by flak as shown did not cause any serious casualties.





SEPTEMBER 19, attacks were made on EBEN-HEIM and OBERWESTAL, Germany. Shown are one plane's load of 100 pounders dropping away underneath towards the latter target.

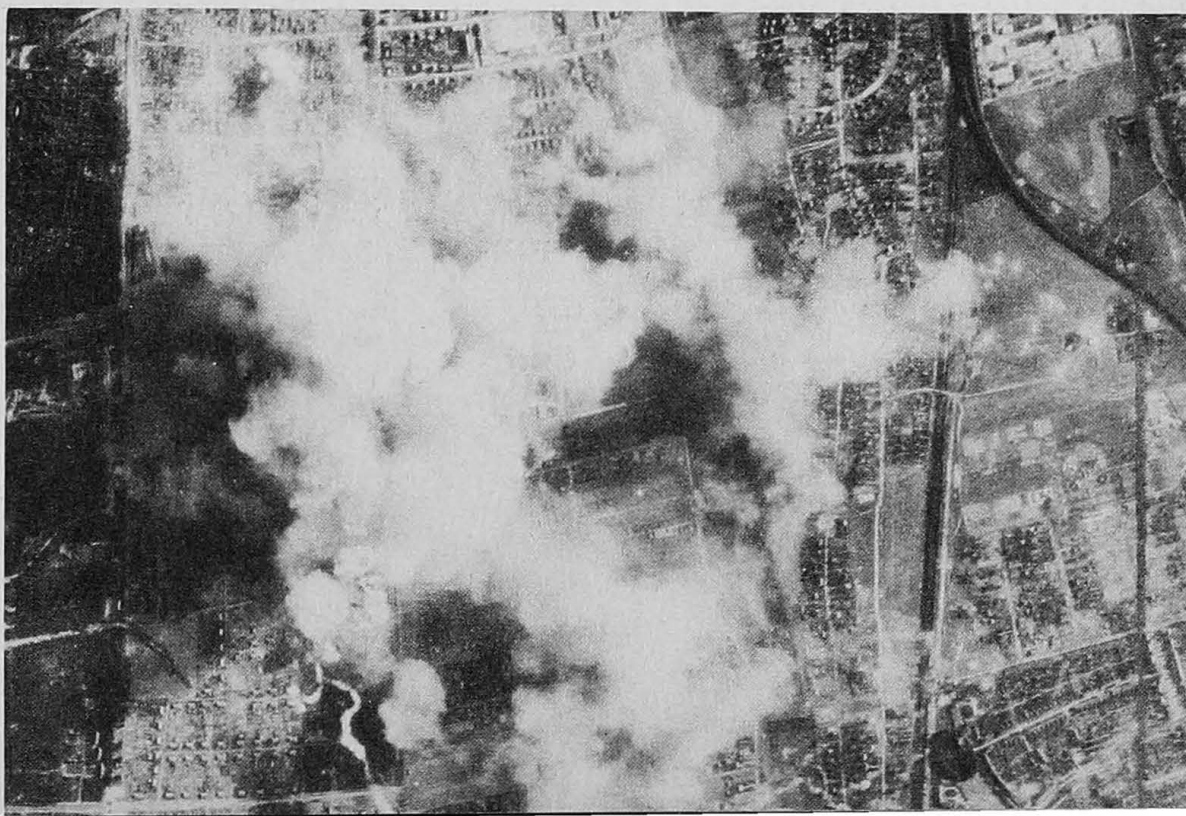
SEPTEMBER 26, Plumes of smoke travel downwind at BREMEN, Germany, after an attack.





SEPTEMBER 28, an oil refinery at MERSEBURG, Germany was under this bomb pattern. Soot-black speck at lower left is a burst of flak exploded out of range below. Flak ordinarily burst at an altitude nearly the same as the planes and seldom was recorded by vertically mounted cameras.

OCTOBER 6, bombs burst on an ordnance depot in BERLIN, Germany. Twisted wisp of smoke from smoke marker dropped from the first plane pointed straight at center of bomb pattern before diverted by wind.

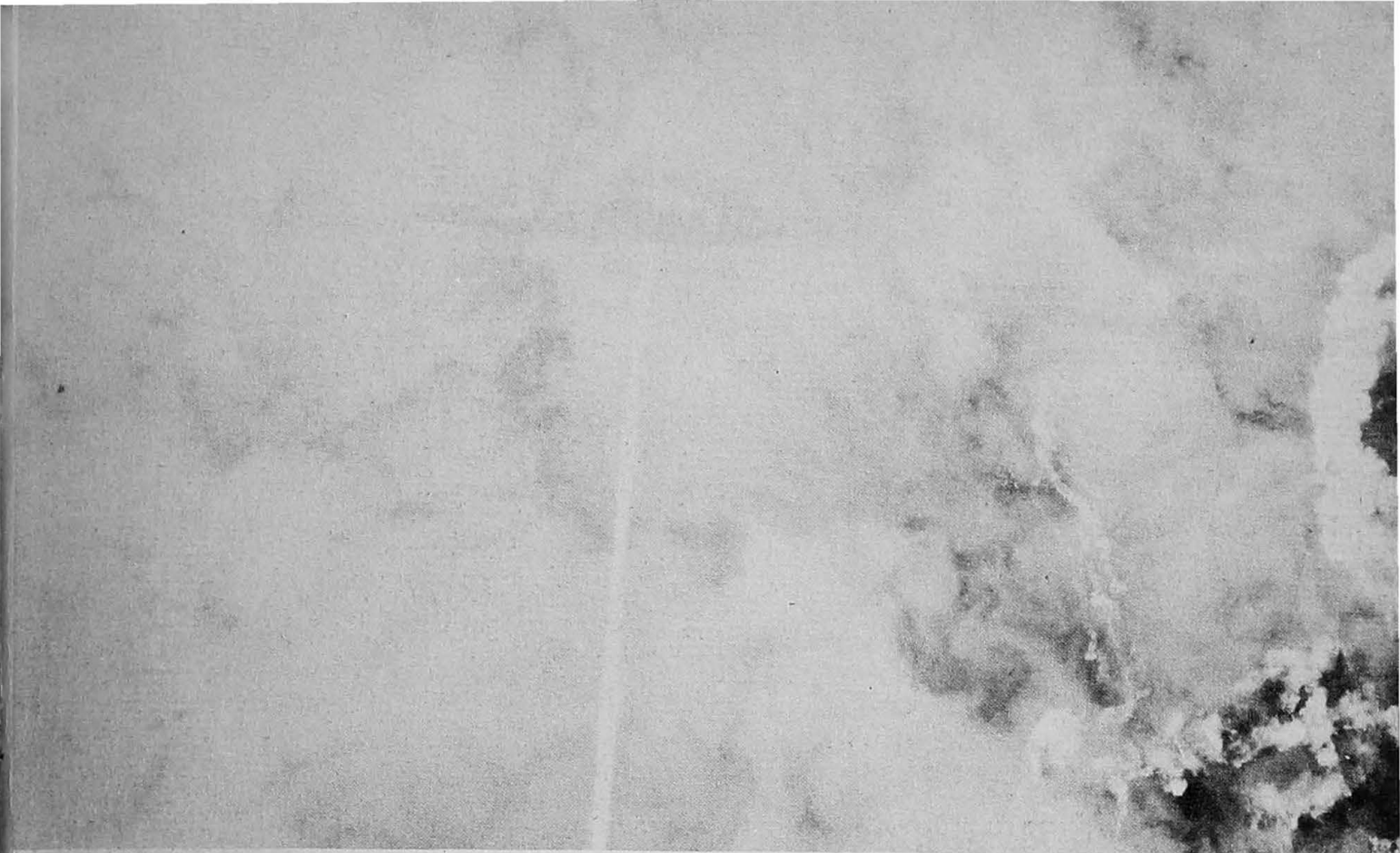




The familiar English coastline stretching toward North marks "home" for these Fortresses equipped for radar bombing as they glide in from the misty North Sea.

Many targets were unseen by the eye and camera as Forts disgorged their bomb loads on those "socked in" by solid cloud cover during winter months.





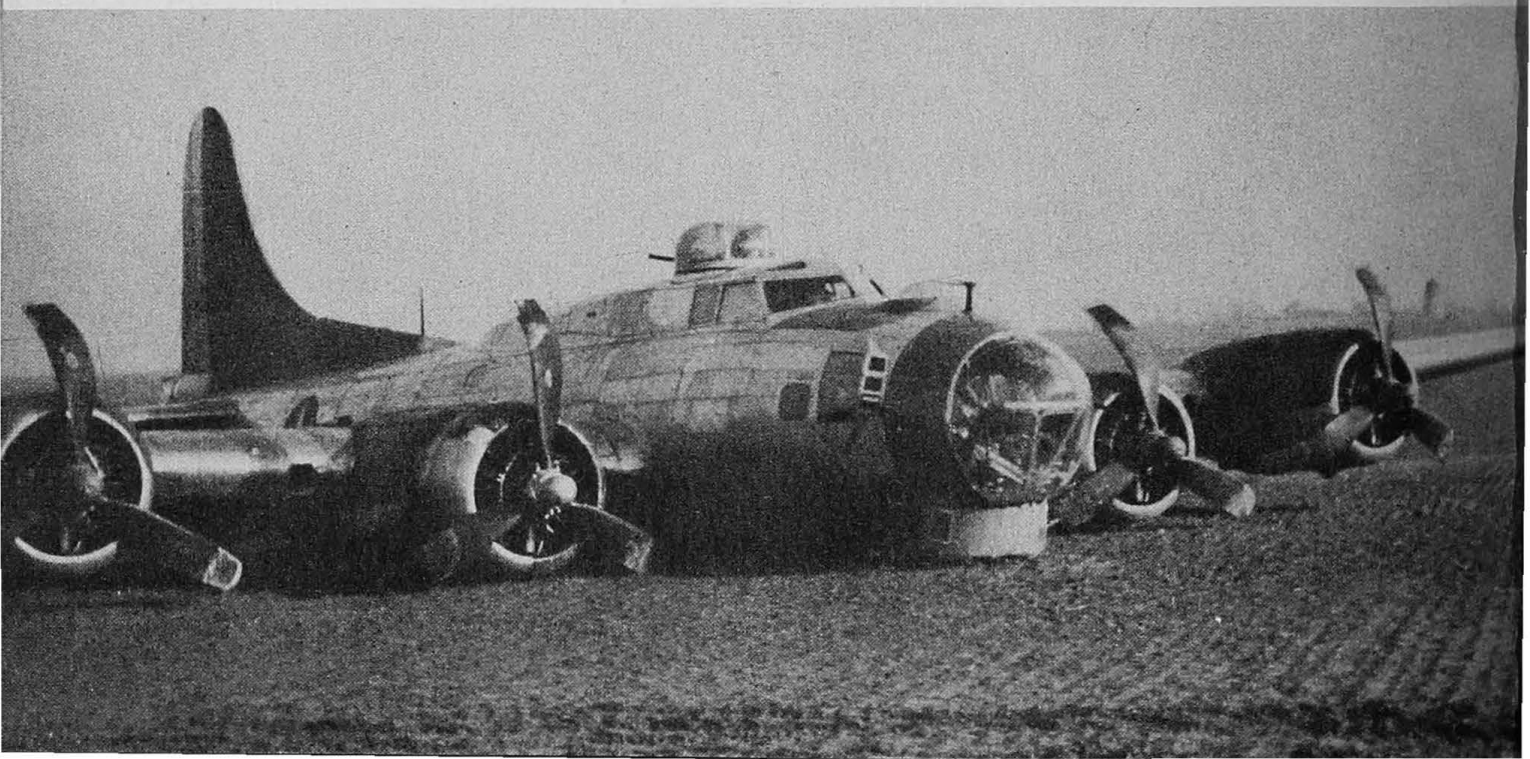
NOVEMBER 16, blank cloud mass almost conceals smoke bomb indicating bombs dropped in the DUREN area in tactical cooperation with ground troops. Efficient radar bombing technique accomplished very good results on this mission.

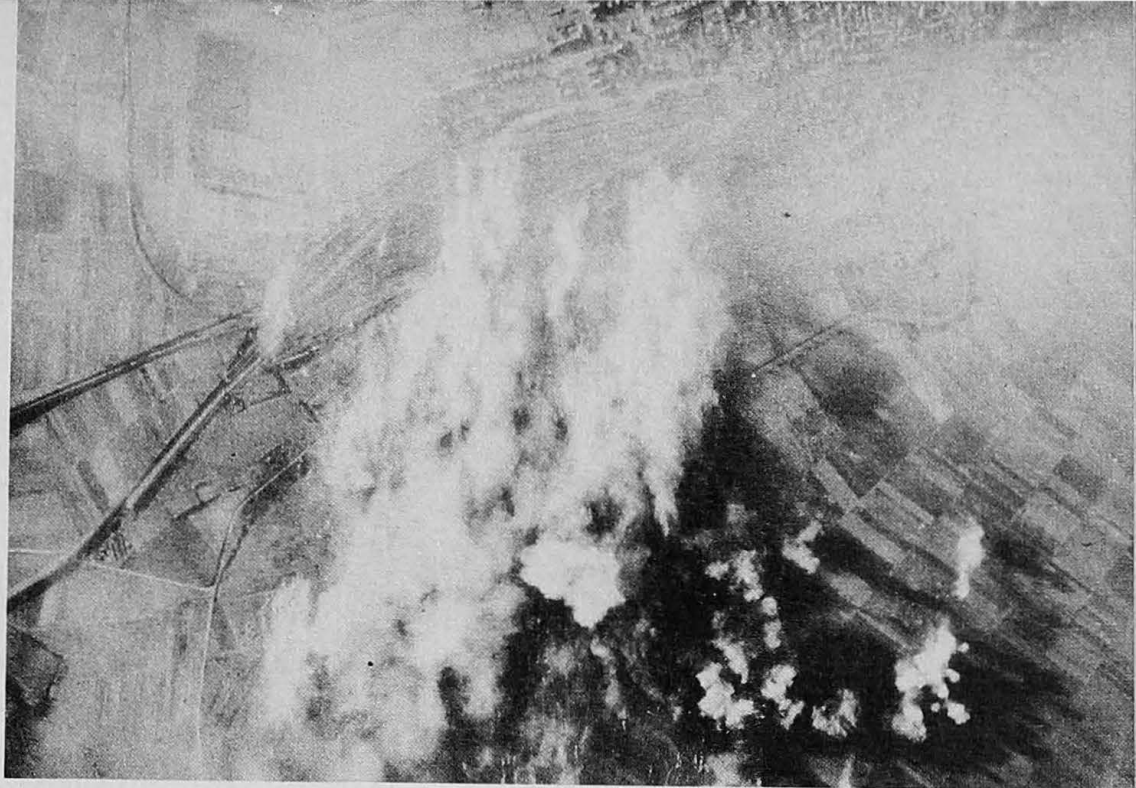
Further evidence of how Pathfinder planes sought out enemy installations is depicted by dense black smoke, probably from oil tanks hit, rising through a cloud cover.



Clouds that covered the targets were not the only problem confronting airmen of the Eighth Air Force during that winter. Flying through clouds— and flak— required adroit airmanship. The photos on this page exemplify the skillful cooperation of crew members in a typical emergency. This Fortress, damaged by flak, was unable to make it to home base because of gasoline leaks and damaged hydraulic system. Returning as far as Belgium, it was forced to lose altitude in bad weather with poor visibility. Near the ground intense rain prevented the pilot from selecting a field in which to make a forced landing. But the bombardier in the nose, whose visibility straight down was better, "talked" the pilot, by intercom, into position for a perfect crash landing in a corn field.

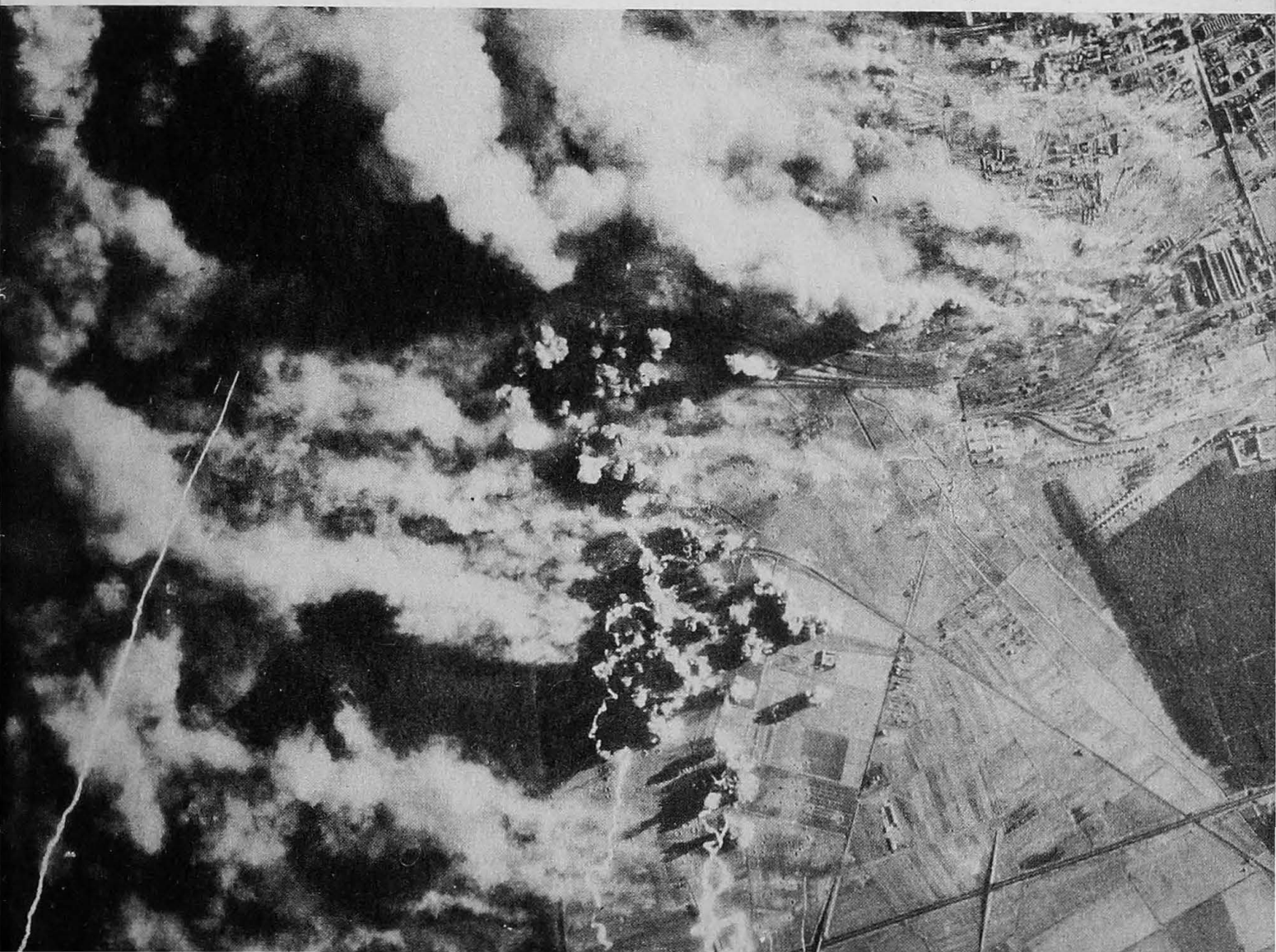
The bombardier is shown at his position inside the nose just after the landing in which no one was hurt and the plane remained intact. The lower picture shows that this perfect crash landing did little further damage except for bent propellers and a few scratches to the underside of the fuselage.





DECEMBER 4, two targets were attacked, Fulda, and FRIEDBURG, Germany, the latter above.

DECEMBER 12, DARMSTADT, Germany

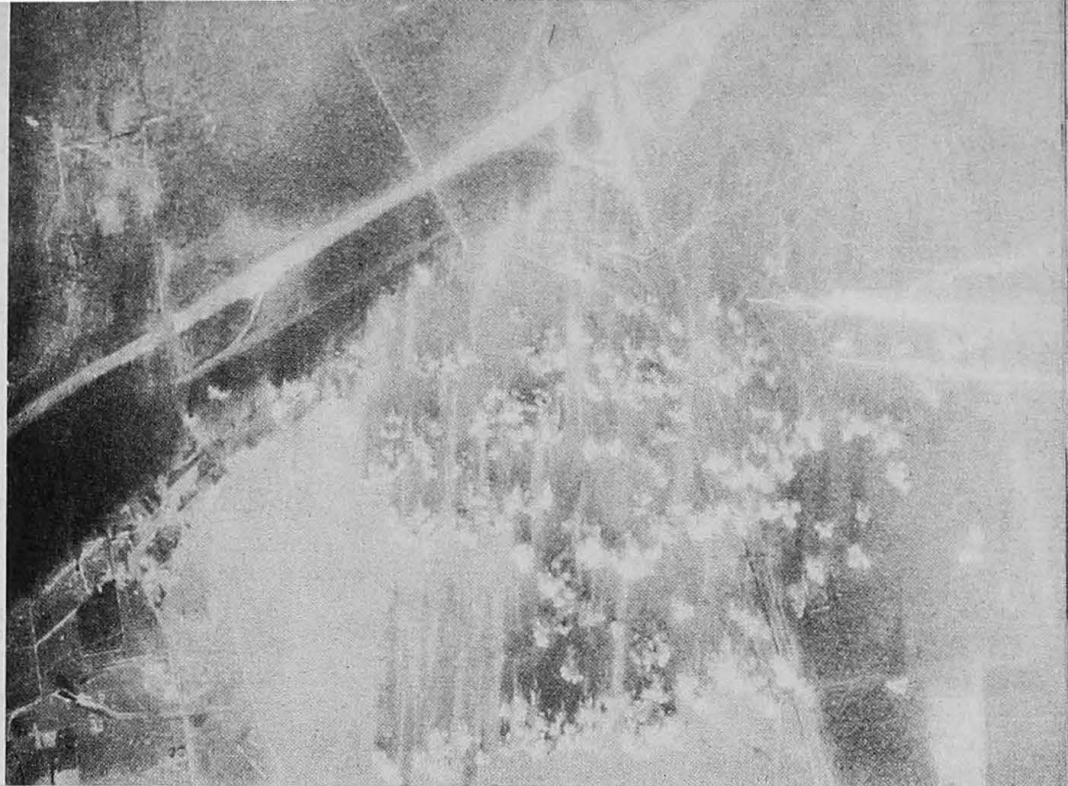




The mission to Darmstadt was the 100th operational mission for the 34th. The celebration for this event was in spirit not a tribute to accomplishment as much as a hope for early victory by men whose untiring efforts in the air and on the ground had sustained bombing attacks during the bad weather of the preceding months. It was an ordeal for attacker as well as attacked. The 100 Mission Party was planned to provide a morale stimulant for the men of the unit.

It was not in jubilation for combat, but for relaxing entertainment that a program was presented to include a show in the main hangar open to all personnel, their friends, and British neighbors of the community; a specially prepared steak dinner in the mess halls; and dances for officers and enlisted men.

Beginning at 2 o'clock on Saturday, December 23, 1944, a mortar flare was fired, lights came up on a 40 foot stage, and a 15 piece orchestra, the "Flying Yanks" from Eighth Air Force Headquarters appeared on a revolving section of the stage, built of equipment crates and bomb truck wheels. In the photo above Col. Creer addresses 5000 men and their guests from the stage. This was followed by a program of musical and vaudeville acts arranged for the occasion. It was late on Saturday night before everyone had completely relaxed after a good time.

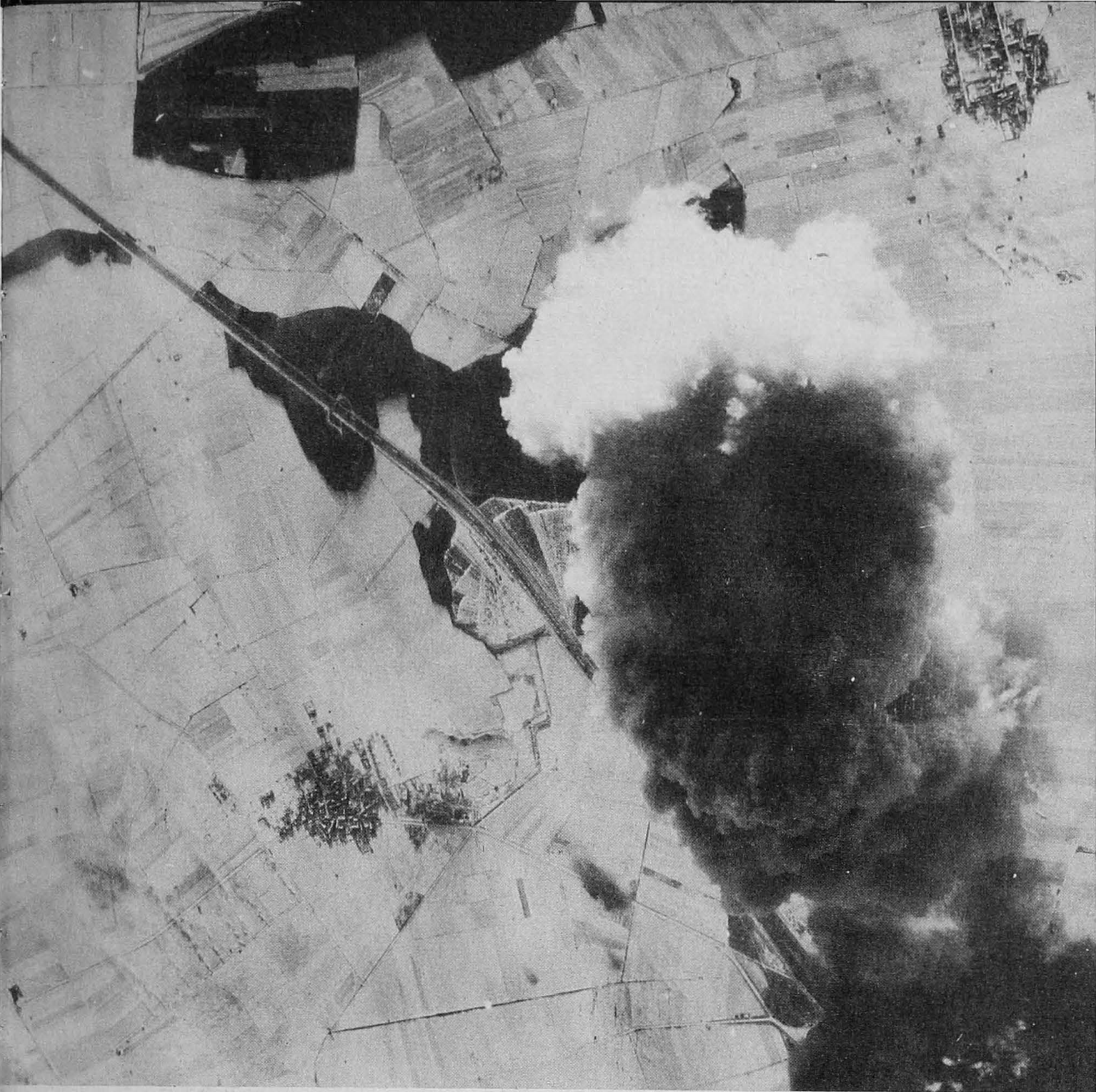


DECEMBER 24, with little time for conventional holiday celebration, the 34th attacked an airfield at FRANKFURT on MAIN, Germany.

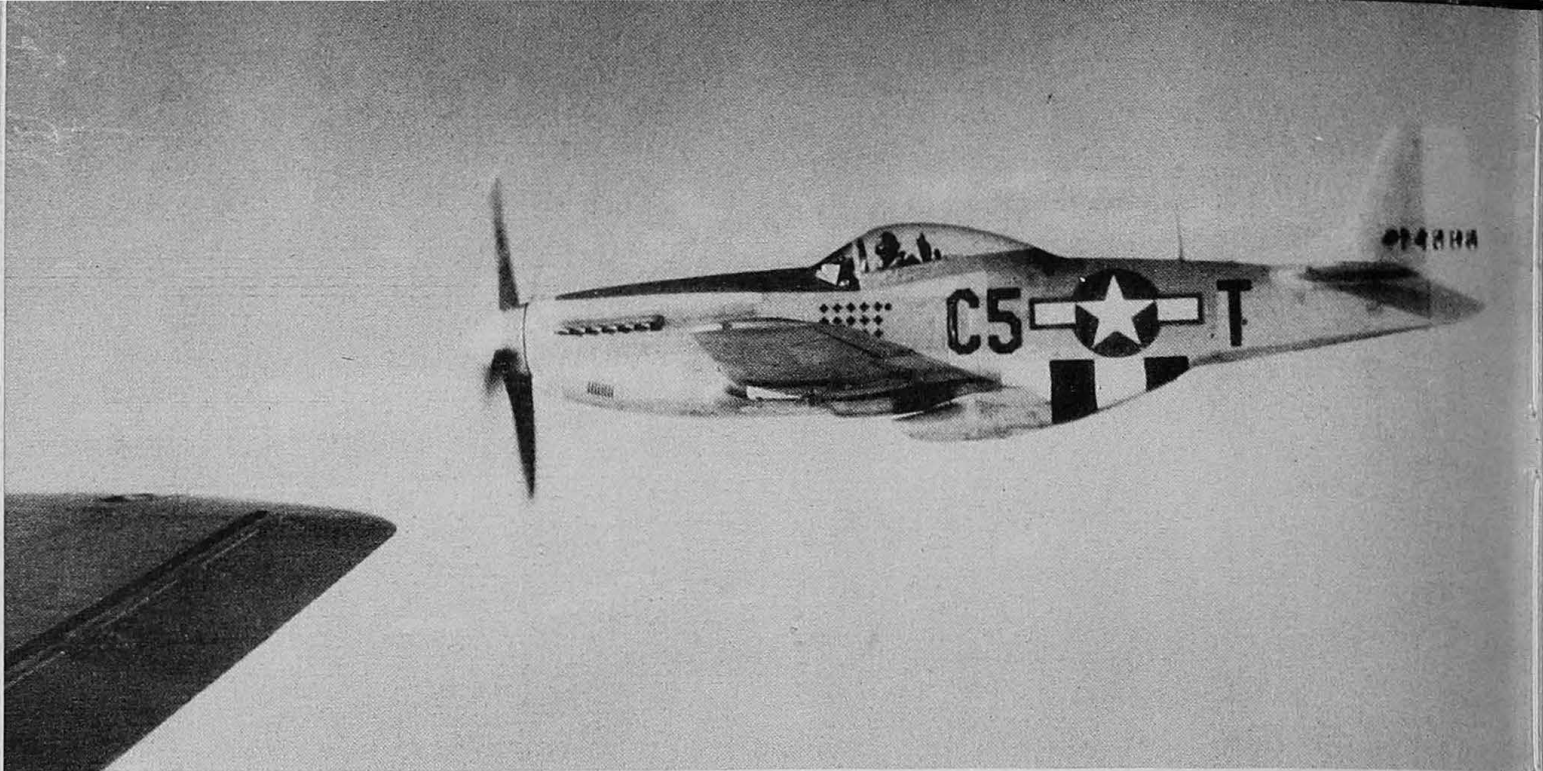
DECEMBER 27, snow-covered terrain reflected brightly as a marshalling yard at ANDERNACH, Germany was attacked.





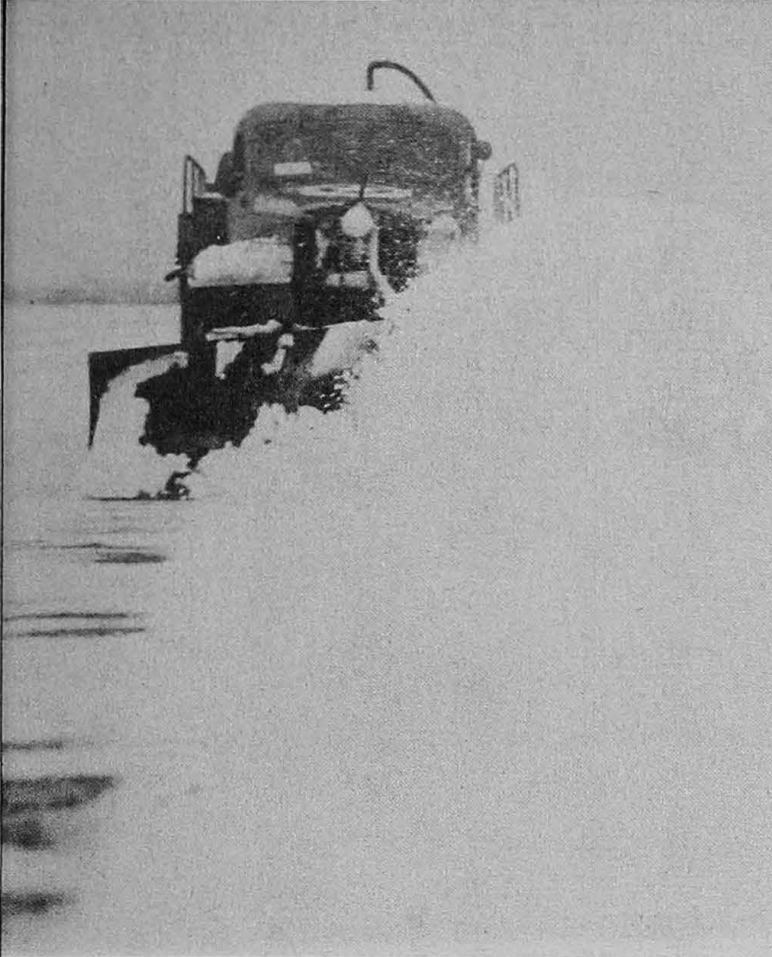


DECEMBER 31, spectacular effects from a blow struck at oil refineries at MISBURG, Germany on these two pages gave the satisfaction to crewmen that less and less fuel for the Nazi war machine opposing our armies was available when bombs hit oil targets. Black smoke contrasts with the snow covered ground in the vertical view on the opposite page. The rapid development of a white "head" on the smoke column in the view on this page was impressive to observe as the explosion created the huge smoke column.



The fighter planes provided excellent protection for bombing missions. The Mustang pilot turns to watch his charge (above), a flak damaged Fortress with a new crew on their first combat mission. Identified from aerial photo showing insignia and name "Hurry Home Honey" on the P-51, the same fighter pilot, a captain (shown below, center) is invited to visit the 34th, where he accepts the gratitude of the bomber crew he escorted and delights them with a few pointers on how the "peashooters" clear the skies of Luftwaffe planes to protect the heavies.





Snow was one of the prettier menaces to flying, but in spite of how nice it looked churning off the runway before a snowplow or made up into a "snow Venus" to greet flyers returned from a mission, it made for hazardous flying. Snowplows during the first part of January worked all night to clear runways for take-off, then the same tonnage had to be removed to allow planes to land again. This took what few pieces of equipment were available and a lot of manpower that brought cooks from the mess halls and clerks from

their typewriters to enable Fortresses to land between the rows of red flags without mishap.

Regardless of ice conditions, often present $\frac{1}{2}$ inch thick on wings and propellers just cleaned a few minutes before take-off, and heavy fogs, no accidents or casualties were attributed to weather. The efficiency of the flying control staff in "taking them in" by radio, radio beacon, or visible flare and light signals set an enviable record for safe operation under conditions that completely halt civil flights.

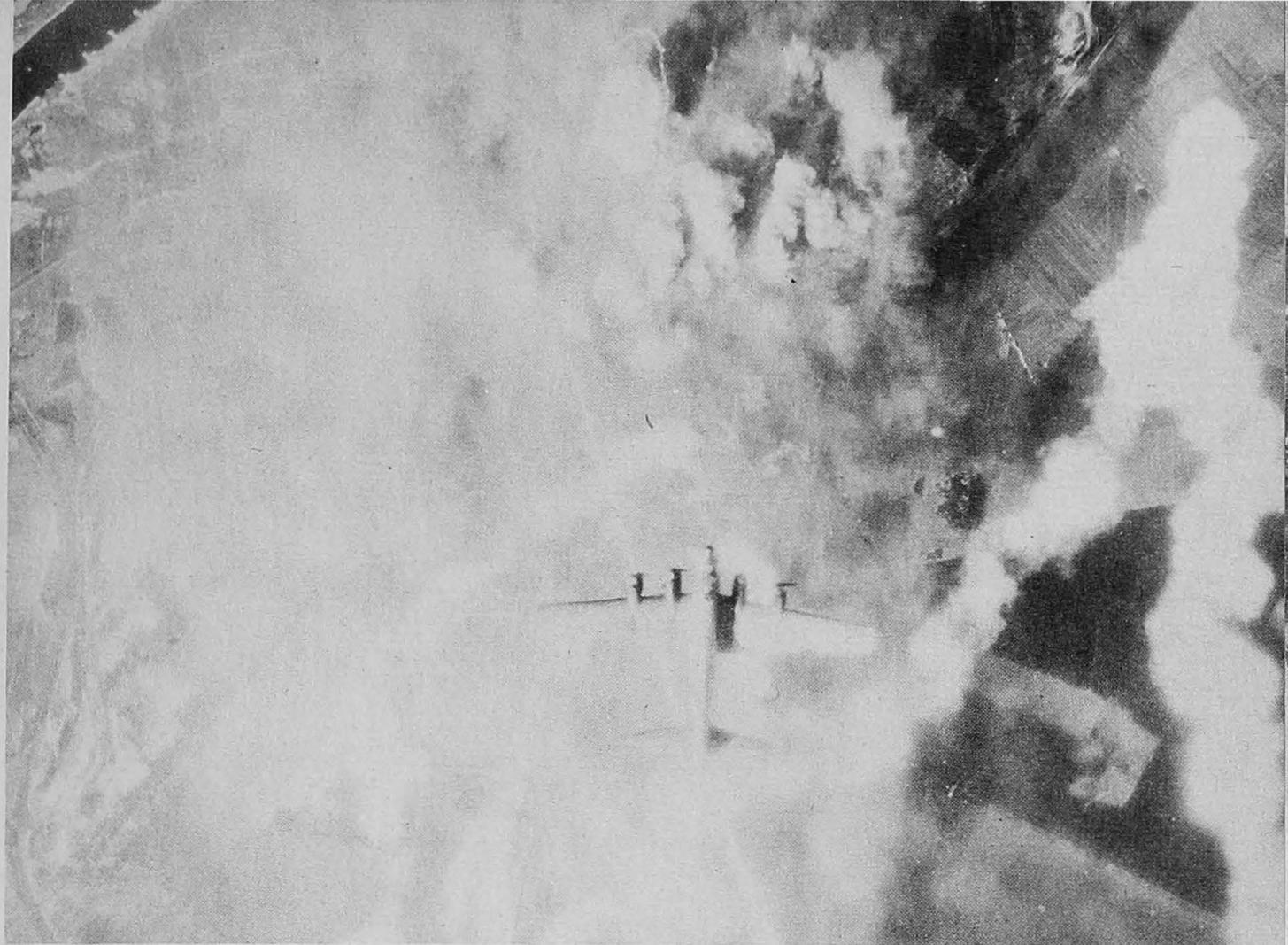




JANUARY 2, 1945, the attack on the alternate German rail supply route through BAD KREUZNACH, Germany was especially commended by the Third Air Division. This was during a period of ground fighting when severing Wehrmacht supply lines was of vital importance to Allied armies approaching the Rhine river.



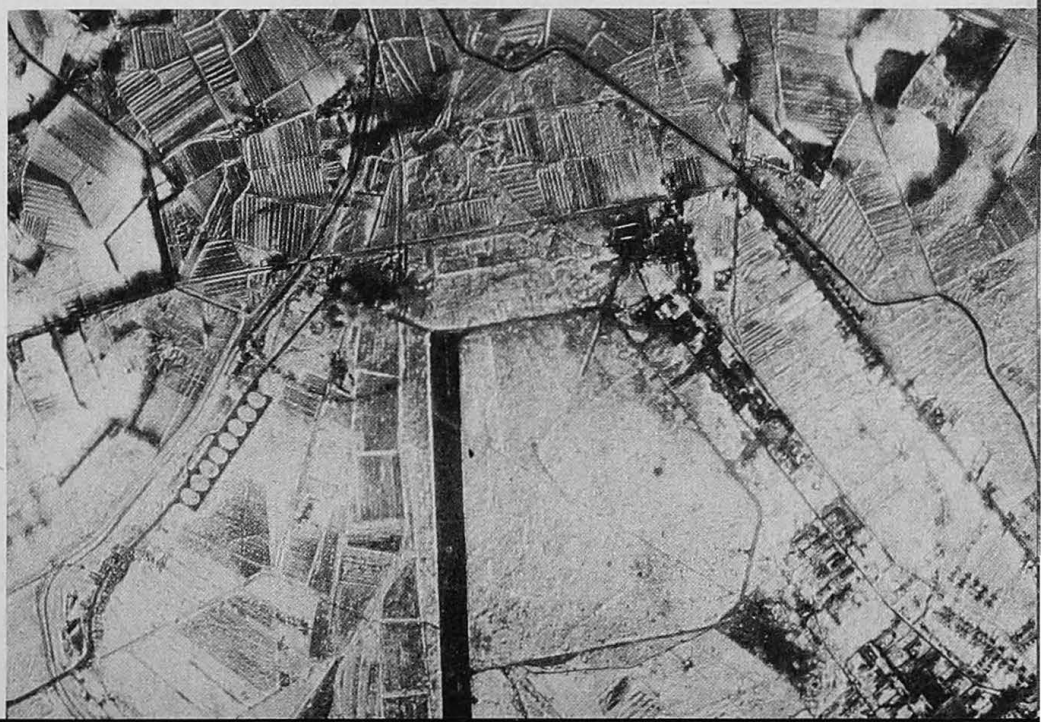
This pilot can afford a smile as he examines a hole in his Fort's wing where a large millimeter flak shell passed through and above without exploding. This frequently happened; in one case a shell pierced the main structural beam of a plane amidships, passing with short inches to spare the rack of bombs to each side in the bomb bay.

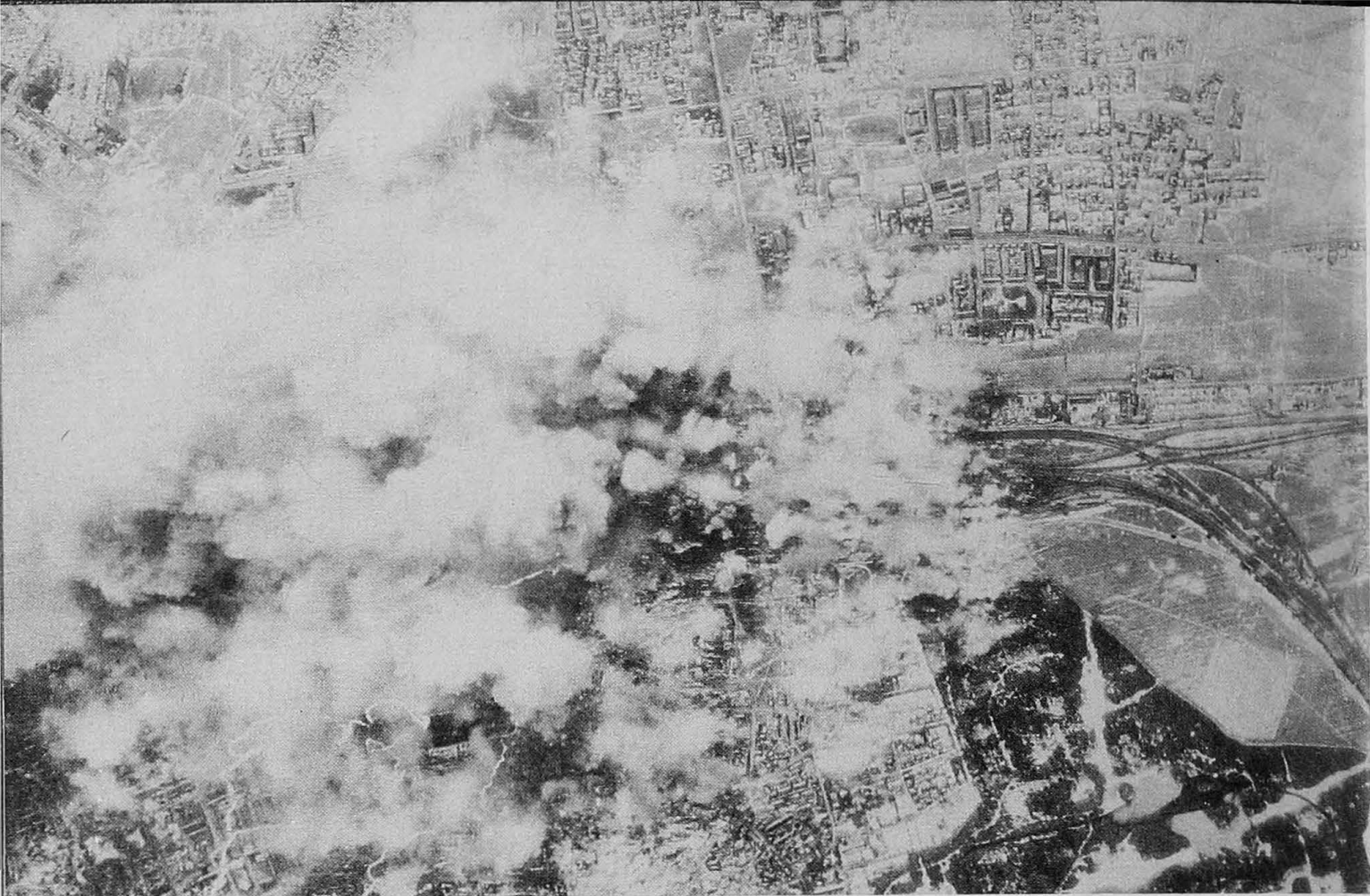


JANUARY 14, oil storage area at DERBEN, Germany

JANUARY 16, although the Group attacked BITTERFELD, Germany, the above photo shows how no bombs were wasted when one plane could not drop all its bombs on the target. En route home, the bombs that had to be dropped were aimed at a snow covered

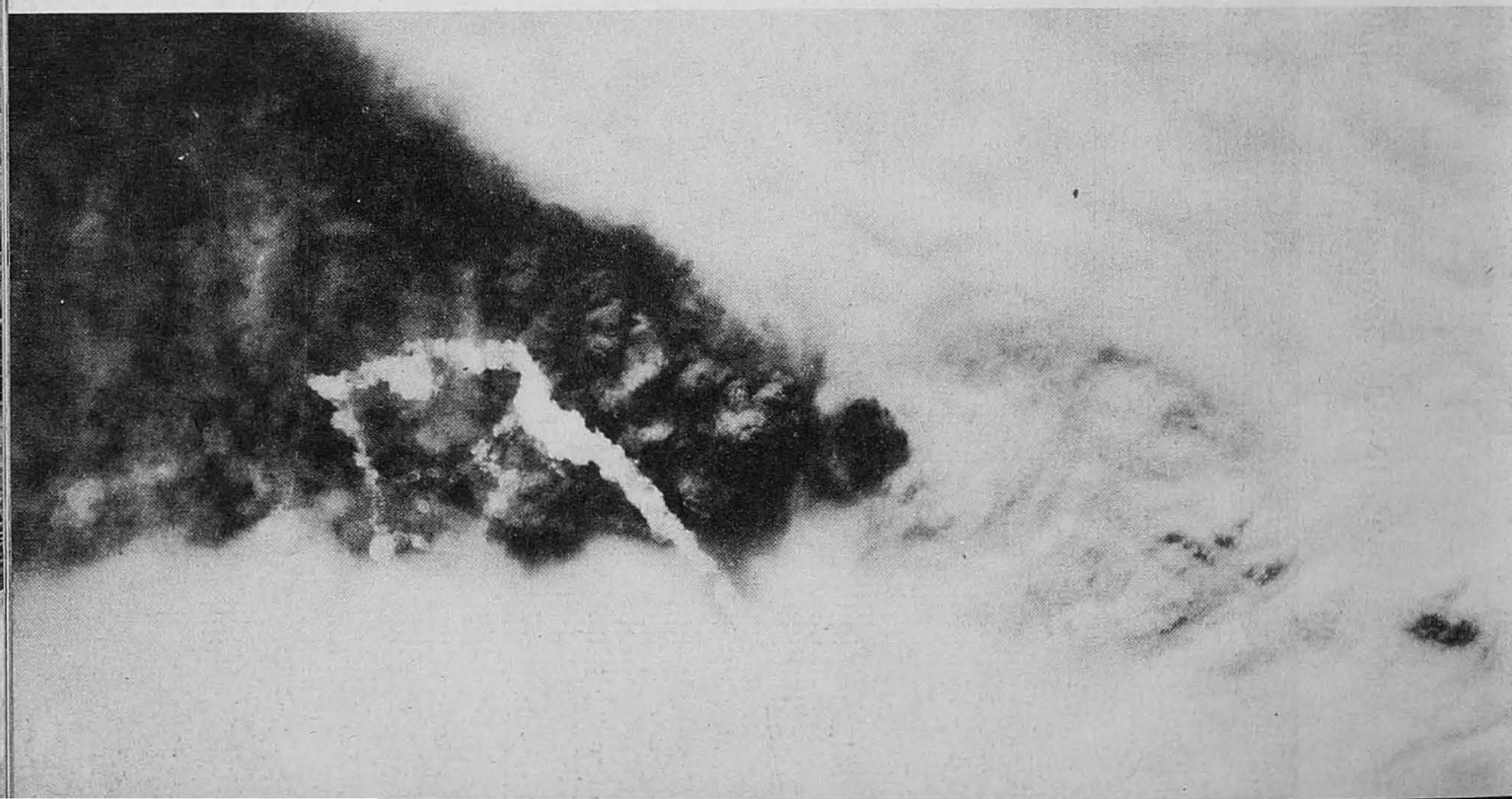
airfield at OUCKENBRUCK, Germany under conditions when an enlisted crew member had to sight his target without benefit of a bombsight. The photo interpreter claimed possible hits on an aircraft parking or refuelling stand.

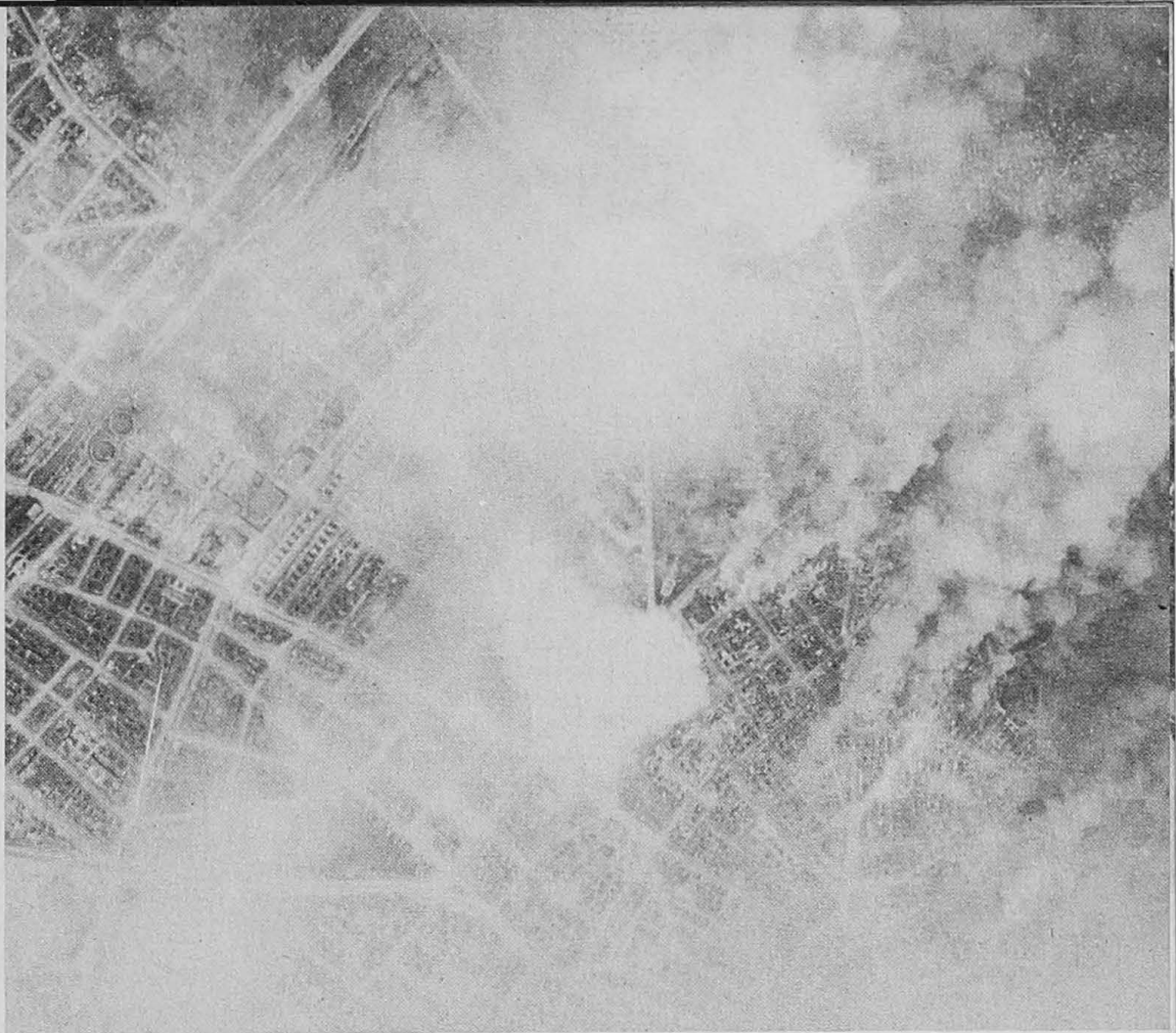




FEBRUARY 25, although snow and bad weather left few targets visible during this period, good bombing form scored excellent results on the marshalling yards at MUNICH.

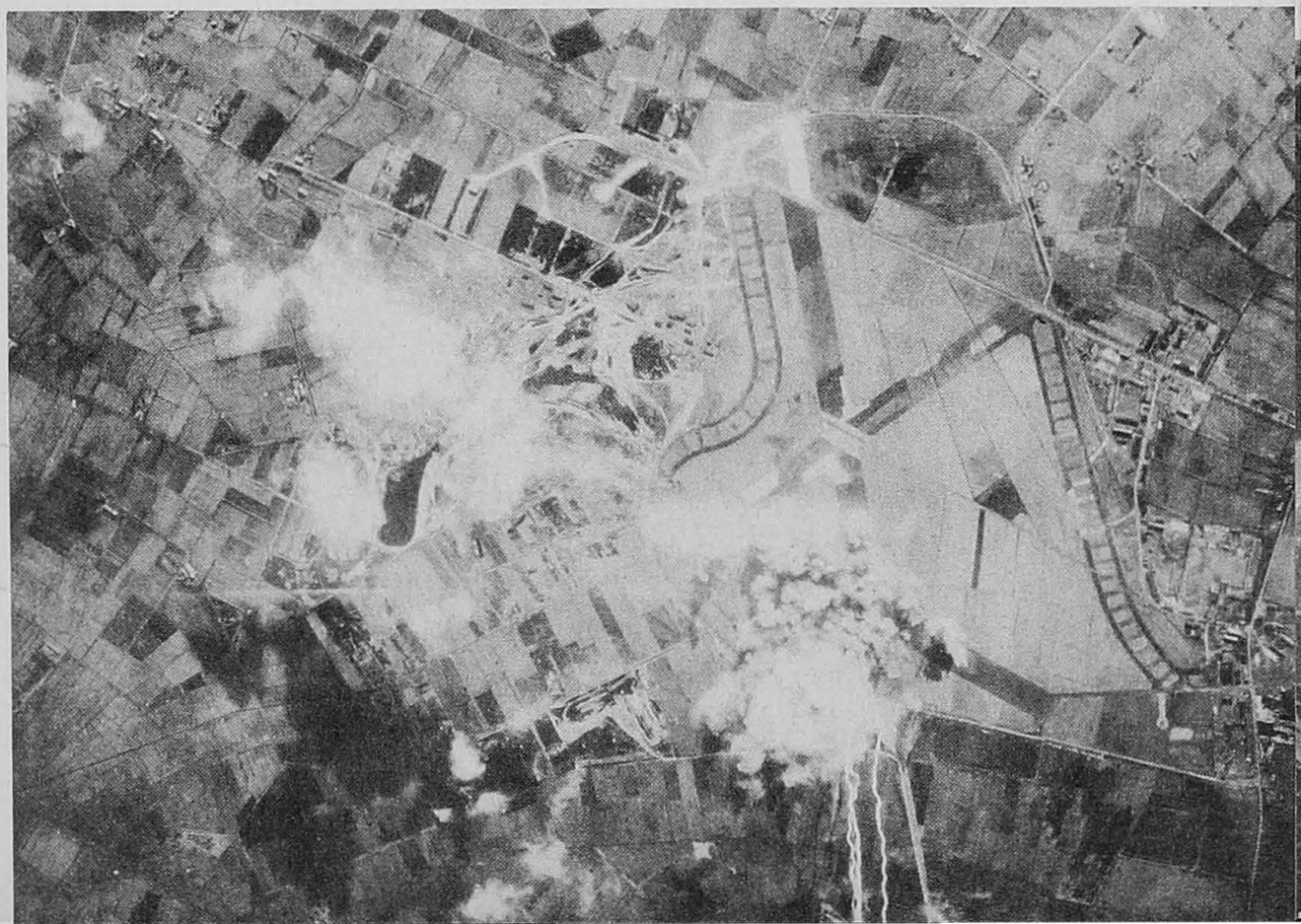
MARCH 11, found weather still siding with the enemy, but not preventing the bombs from finding targets of oil, in this case at HAMBURG, where smoke and concussion waves puncture the clouds.





MARCH 18, BERLIN

MARCH 21, MARX airfield



Fighters and the 34th

The 23rd of March would have marked ten months of operational flying for the Group without a single enemy fighter attack. Somewhat of a record had been building up in comparison with losses sustained by other units in the Eighth Air Force, Division or Wing. Several conditions caused this record.

It must be considered that some of the targets hit by the 34th during the first few months of operations were not as well protected. This was due to increasing Allied bomber attacks hitting the Reich and occupied countries from one end to the other, from the North and from the South; and to an edge which Allied fighters were getting on a Luftwaffe spread thin over Europe and de-vitalized by lack of new planes, parts and fuel.

By March 1945 the Luftwaffe combat policies were shorn of their former arrogance, even compelled to restrict their attacks to make the most of every hour in the air and drop of gasoline. What remained of enemy aircraft after Allied fighters destroyed them in the air and on the ground and bombers kept them hopping about by tearing up their airfields were forced to avoid dogfights and attack bombers whenever possible. Formerly Luftwaffe pilots had preferences and "priorities" according to whether it was a Fortress or a Liberator formation, or the color insignia on their tail sections marking their favorite groups to hit. Now it was a desperate game for them, closely timed by the limited flying time of their jet-propelled aircraft which mainly comprised the enemy's fighter planes.

The 34th, with many more hours of formation flying under its belt than average, could hold a close formation. The enemy knew it was an old group fresh from good training in the States. At first they preferred to let the "stranger" alone and continue attacking their favorites. This policy held until March, and other units flying in front or behind the 34th were hit instead.

But on March 2nd, when Allied bombers were roaring over the Reich a thousand at a time, it was a desperate case for attacking fighters. At 1017 hours on the bomb run to Dresden the spare but speedy Luftwaffe appeared and 35 jet-propelled fighters made intermittent attacks in elements of three, peeling off to close in from all positions and levels. The 34th's only loss was their record; none of the bombers were shot down, and the attackers gave up at 1035. Group gunners claimed eight enemy fighters destroyed, seven probably destroyed and five damaged. Gunnery training had not been relaxed in ten months although hardly a gunner flying that day had ever seen an enemy in his gunsights or was from an original crew.

Fighter escort that day was as good as it had ever been, but by a diversionary attack on the rear of the bomber stream, the escorting fighters were spirited away from the front of the column, where the main enemy force then closed in.

The enemy did more than make passs during March. Two of our planes received major battle damage, seven minor. The photo on the opposite page shows the most spectacular damage to any of the Fortresses. The pilot, sitting on the wing with the rest of his crew in the photograph, said that a jet-propelled Messerschmitt 262 was one of three which closed in on him and shot by at a speed he estimated at about 500 miles an hour. The only hits scored were by the fighter's burst of 20 millimeter cannon shells which penetrated the trailing edge of the left wing. The self-destroying shells ripped off the wing section up to the edge of the fuel cells, and peppered the left side of the radio compartment with hundreds of tiny holes. The aileron hung by a bolt

and gasoline leaked badly during the Fort's flight home. A safe landing was made and no one was hurt.

During a few other attacks in March, the damage was not severe and consisted mainly of punctured tail sections, wings, and stabilizers. One fatality occurred; no other injuries were sustained and all planes attacked landed safely.

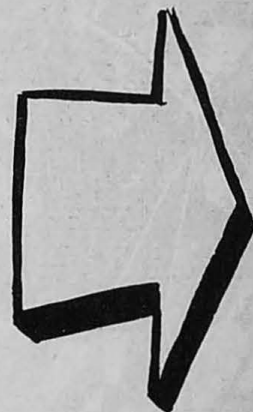
"The fighters and the 34th" is a very brief story and happily so although it was big news and several crews have their own stories about enemy fighters to remember. It is certainly tribute to good airmanship and thorough training in formation flying.

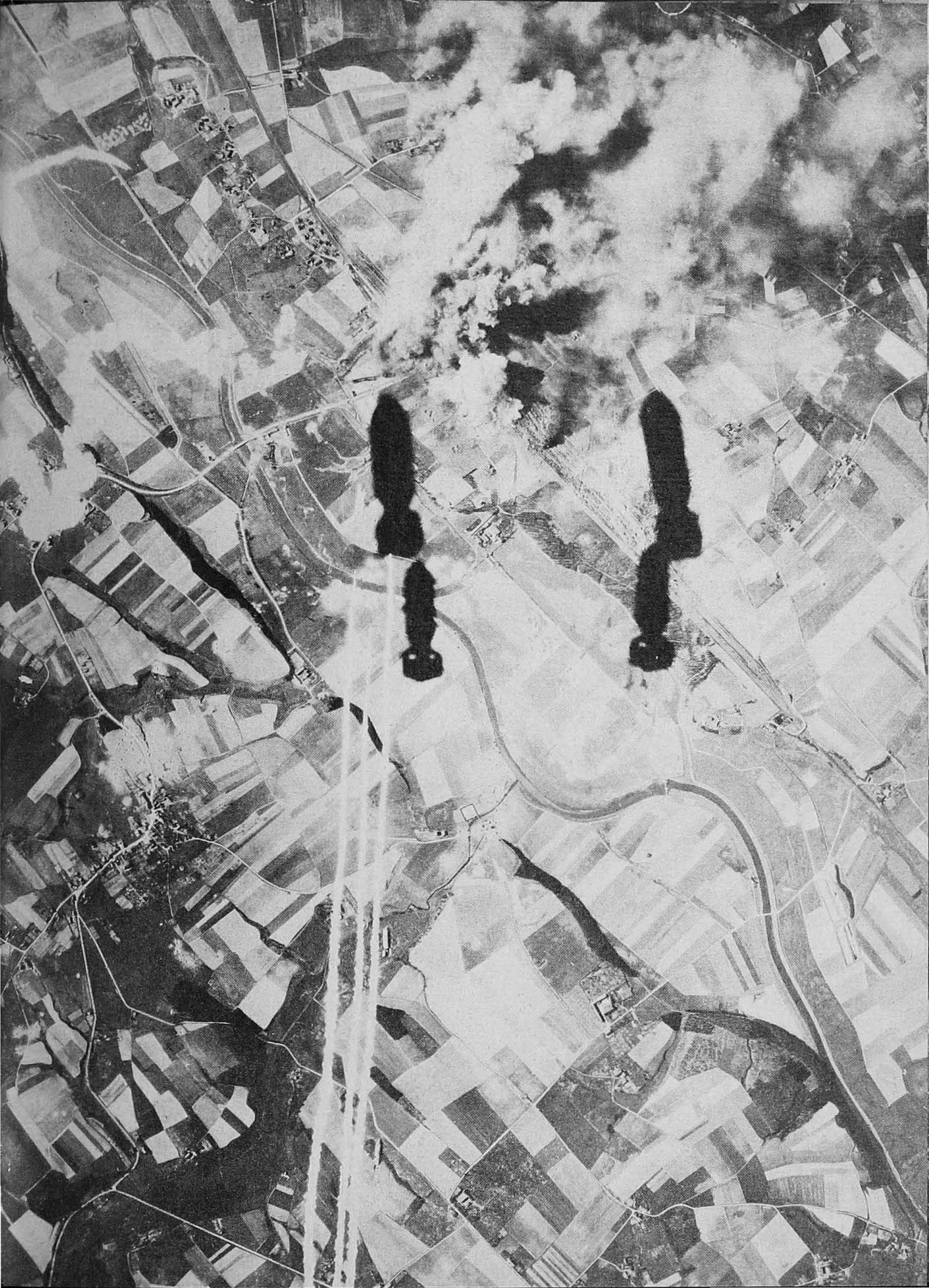




MARCH 22, RATINGEN

MARCH 23, marshalling yards well-located with rolling stock and freight are well-hit as shown opposite in a view looking down through a bomb bay opening as the first two bombs from that plane drop towards the target. Smoke streamers also point to the target as well as two other bombs seen falling in their path.







MARCH 24, the fourth consecutive day of visual bombing hits and airfield at ZWISCHENAHN, ripping up its runways.

MARCH 26, PLAUEN

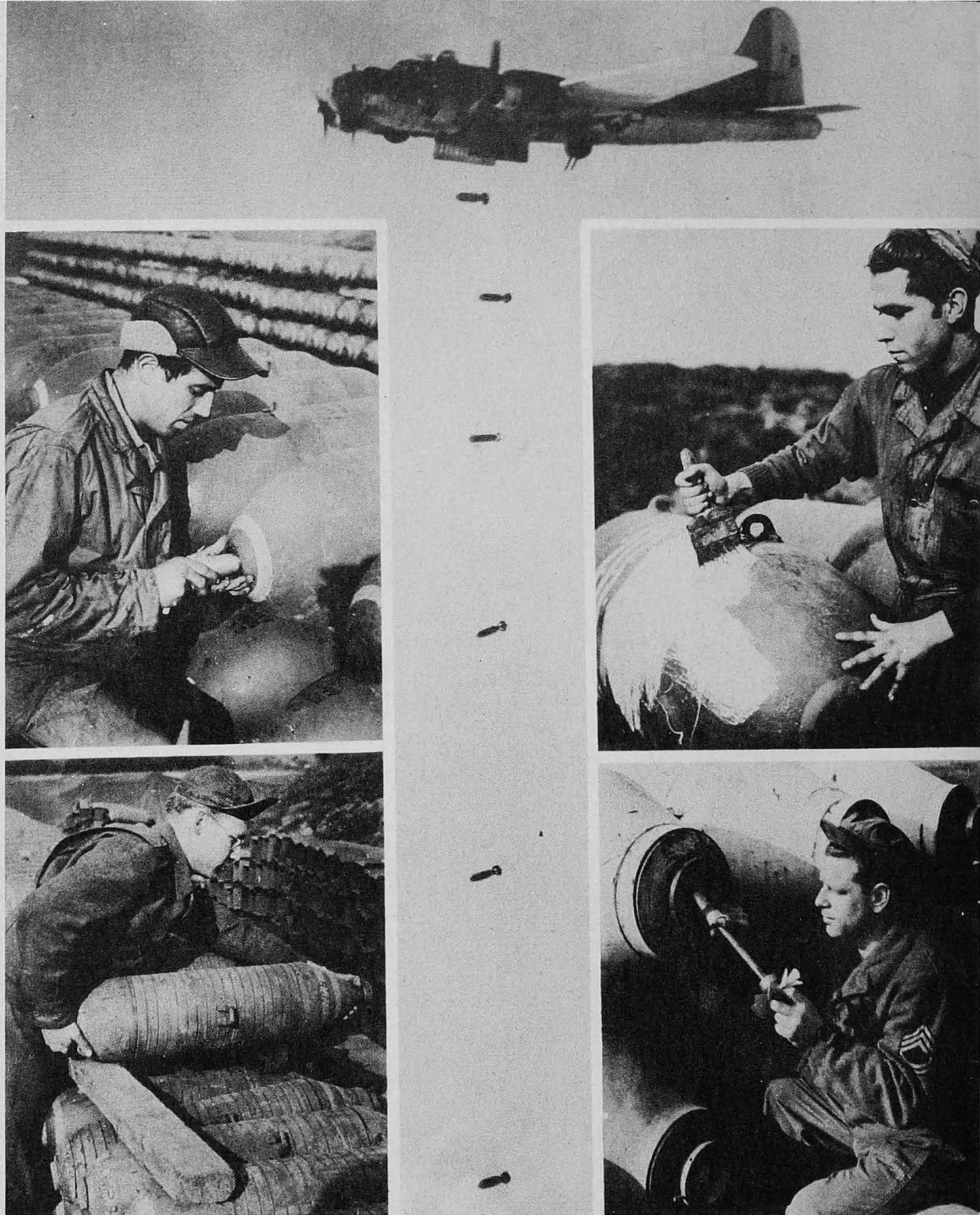




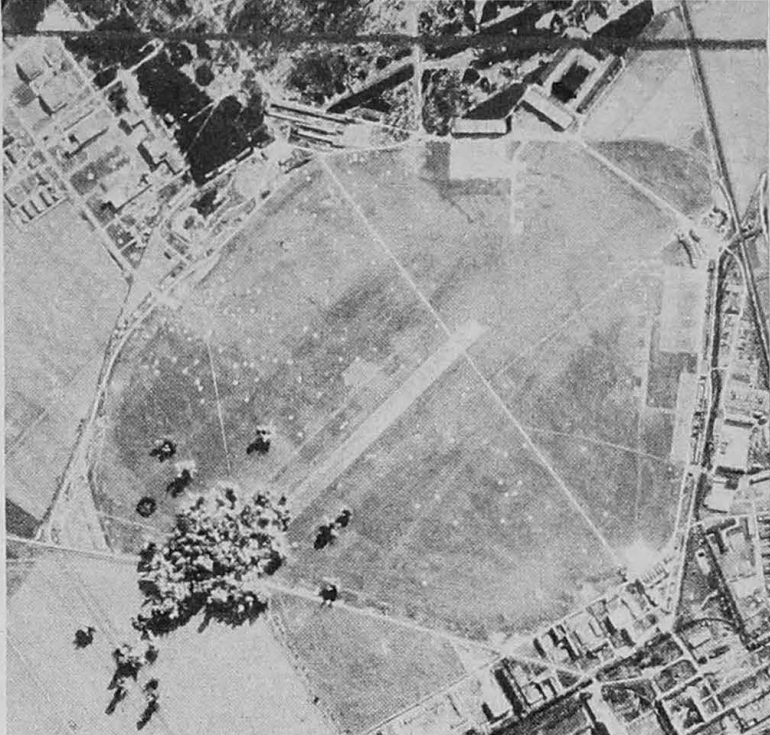
APRIL 7, Nazi supplies go sky-high at the ordnance depot at GUSTROW. This neat pattern of bombs effectively grouped around the depot, one of the most important of its kind in that part of Germany, was a helping hand to the Russians on the Eastern Front.

APRIL 8, hard-hitting attack next day on GRAFENWOHR was aimed at further crippling Nazi ability to wage war by hitting a barracks area of a Wehrmacht installation.





This photo layout is a copy of a group public relations story depicting the ordnance activities of nose and tail fuzing, loading, and painting of marker bombs to keep them falling like the 500 pounders shown dropping from Fortress. Ordnance workers worked tirelessly as the tempo of bombing attacks increased with improving weather and the war in Europe entered the final stages.



APRIL 9, airfield at MUNICH. Two photos record the appearance of bombs that squarely bracket a main runway, ripping it up as successive bombs land.

This battle-grimed navigator holds his flying jacket, finger stuck through hole ripped through shoulder by flak without harm to him. He still wears his flak helmet.





Photo-collage, prepared originally as a P.R.O. press release, typifies a pilot and his Fortress named for movie starlet June Haver. Pin-ups were sent from Hollywood and fastened on plane's nose.



Five of the nine crewmen from "Gotta Haver" pose in new infantry combat boots after their escape and return from German capture when their plane was shot down.

During the bombing mission to Stendal the crew of "Gotta Haver" headed by Lt. Paul E. Roscher (opposite page) put the finishing touch to their combat career highlighted during more than 30 missions with heavy battle damage from flak and enemy jet-propelled fighters, two of which gunners shot down, and the best wishes of a movie starlet who was glad to grace the bomber with pin-ups she sent its pilot.

On the bomb run heavy flak struck the plane in several places. But it held on its jolting course to drop the bombs on the railway yards below while seats were blown from under crew members and fires started inside the Fort. The bail-out order was given and the entire crew parachuted out. The pilot, last to leave, was badly burned passing through the fire in the bomb bays.

The crew landed after several were fired on by waiting Germans on the ground and all were eventually captured. Two gunners led their armed captors a chase and the co-pilot was severely beaten with clubs wielded by angry civilians who climbed from air raid shelters to round up the flyers. Although each man had a different adven-

ture before being captured, ranging from arguing with SS Troopers not to kill them, evading civilians eager for their lives, to being patted on the shoulder sympathetically by a frau, the whole crew found themselves imprisoned on a Luftwaffe airfield with other Americans. Here an air force colonel persuaded their prison guards to aid their escape by marching them out of the airbase to a barn hideout from which they were liberated three days later by advancing American mechanized units. After dealing with the enemy in the air and on the ground, they were all re-united again in England, all recovered from their serious and minor injuries.

If a bit more colorful, this crew's combat career did not differ much in eventfulness from many who were shot down, most of whom returned, some who didn't . . . One crew was forced to land in a Russian held part of Poland, met their Allies and became acquainted with life at a Russian airbase. Others hid out in occupied countries, even performed further deeds of valor such as Major Harry Ackerman, Group navigator. Shot down in Belgium, he hid in Brussels until ground troops liberated him. He aided occupation forces for which he was awarded the Croix de Guerre.



APRIL 10, airfield at NEURUPPIN (above)
and marshalling yards at STENDAL (below).





P.R.O. photo layout for press release stressing the teamwork of men from Dallas, Texas in the success of a bombing mission such as the one shown to Munich. The pilot is shown at the upper right, while below, from left to right, are a propeller specialist, ordnance technician, and mechanic.



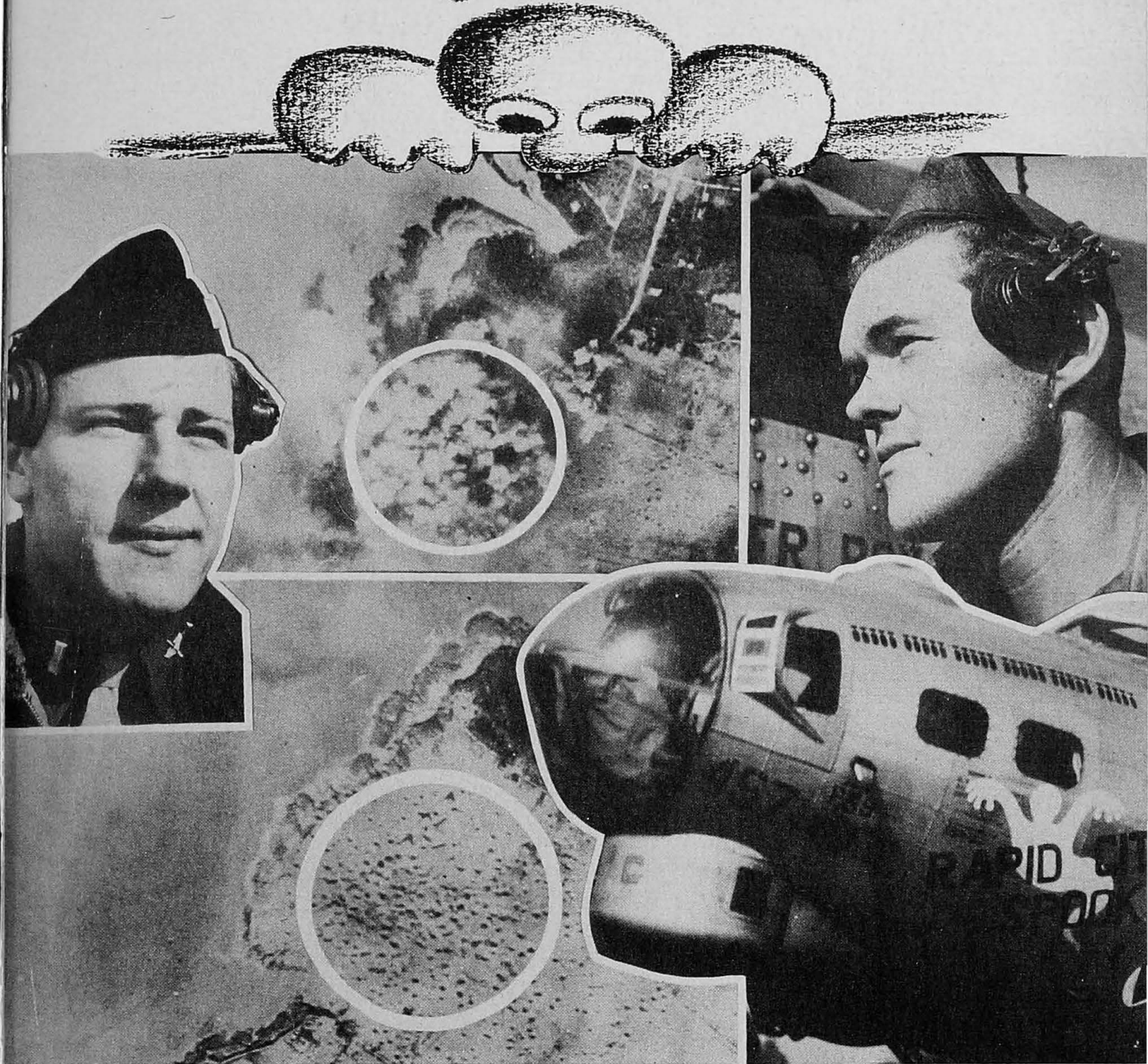


APRIL 11,
TREUCHTLINGEN

APRIL 16, perfect precision bombing obliterates enemy gun emplacements that resisted capture at ROYAN, France. Each squadron's bombs landed nearly on top of the other's on this pin-point target. These guns until destroyed had been a menace to Allied shipping using the port at Bordeaux. They were also blasted on April 14 and 15.



BOO!



P.R.O. photo layout released in connection with the Royan missions, showing before and after pictures of the target, pilot at left, gunner at right. The "Rapid City Spook" Fort was named for the airbase where the crew had operational training.



Flak bursts were usually a dense, sickly black, hanging in the air, being constantly replaced with fresh bursts. A dense barrage often darkened the sky. Its effects were far more psychological than physical because whatever the shrapnel did hit was neatly cleaved by the force and ragged shape of the hundreds of fragments ranging from $\frac{1}{2}$ to 6 inches in size. Flak helmets and armored vests were of great protection against "spent" missiles which often could be deflected. However, seeing flak-punctured planes with their ragged holes was enough to cause extreme wariness that became frank fear after many missions.

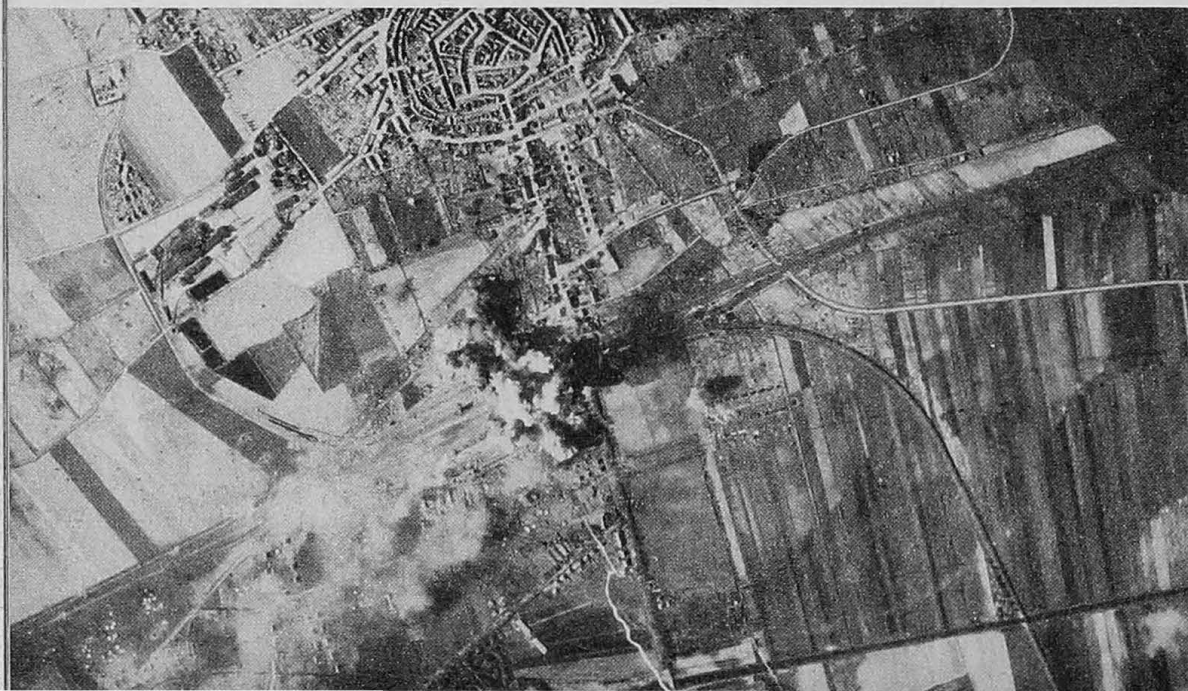


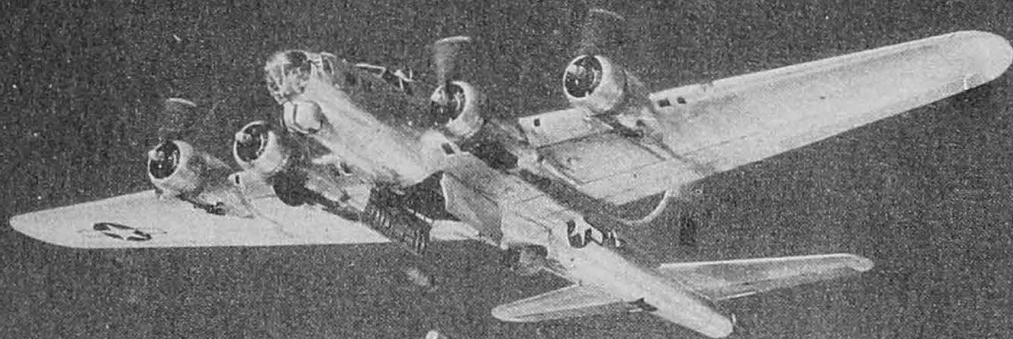
The families and friends of combat crewmen learned of their combat activities, their awards, their "graduations" after more than 30 missions in P.R.O. newspaper stories which included pictures like that of the smiling pilot above. With scenes of flak like that on the opposite page behind him, no longer a cause for combat fatigue, the smile is genuine.





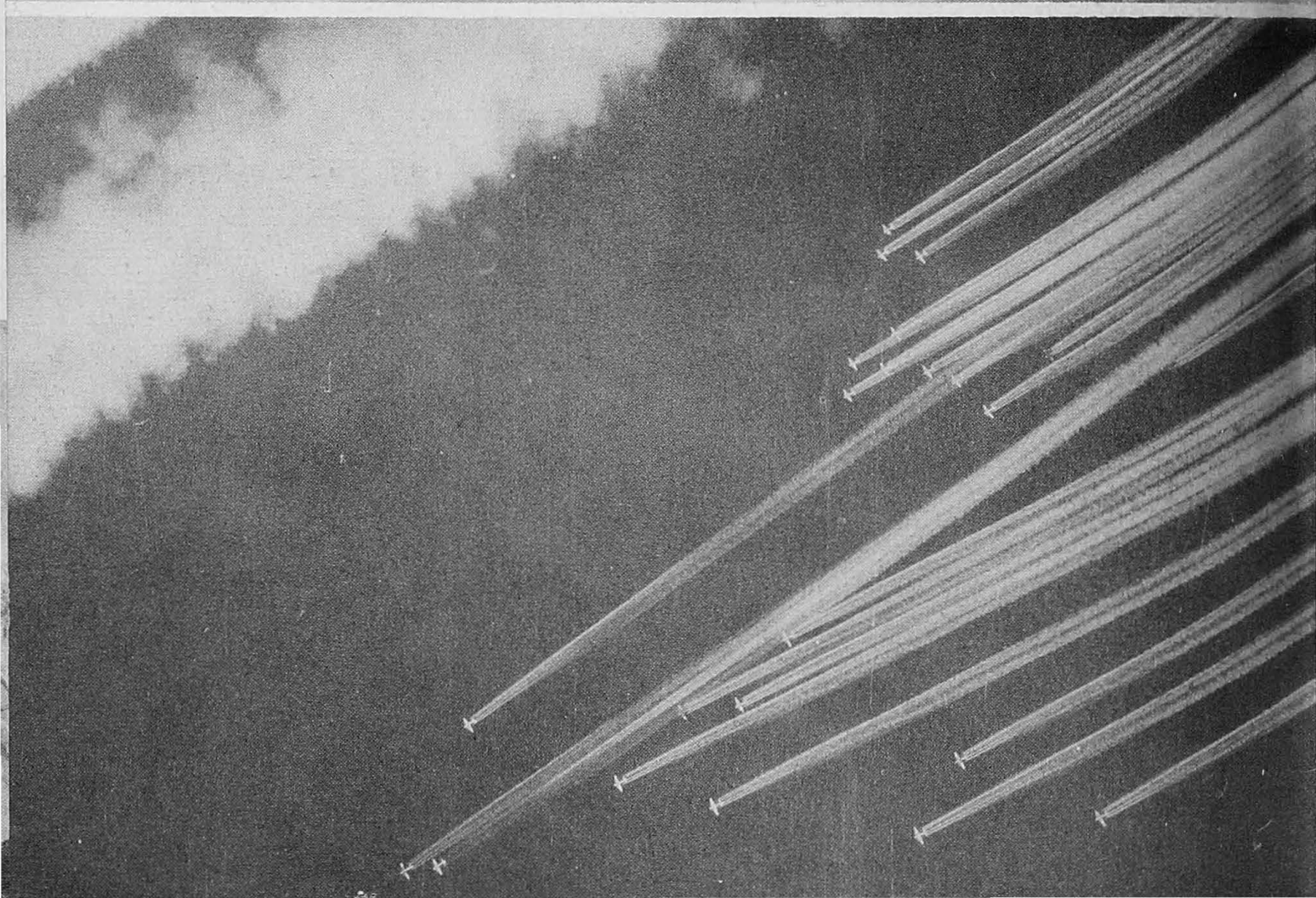
APRIL 19, AUSSIG (above); APRIL 20, NAUEN, (below) were the last offensive missions in the war flown by the 34th, both to hit railway marshalling yards to seal off any last desperate troop movement or escape of the remnants of Nazi forces being swept into a series of "pockets" in various sections of Germany by Allied ground forces. These last missions were directly in cooperation with ground fighting; the strategic bombing that had crippled the Luftwaffe airfields and the war industries had served its purpose. The enemy's ability to wage war had been lessened; the invasion succeeded. Air power played its role right up to VE Day when there was hardly an unconquered area large enough to be attacked.



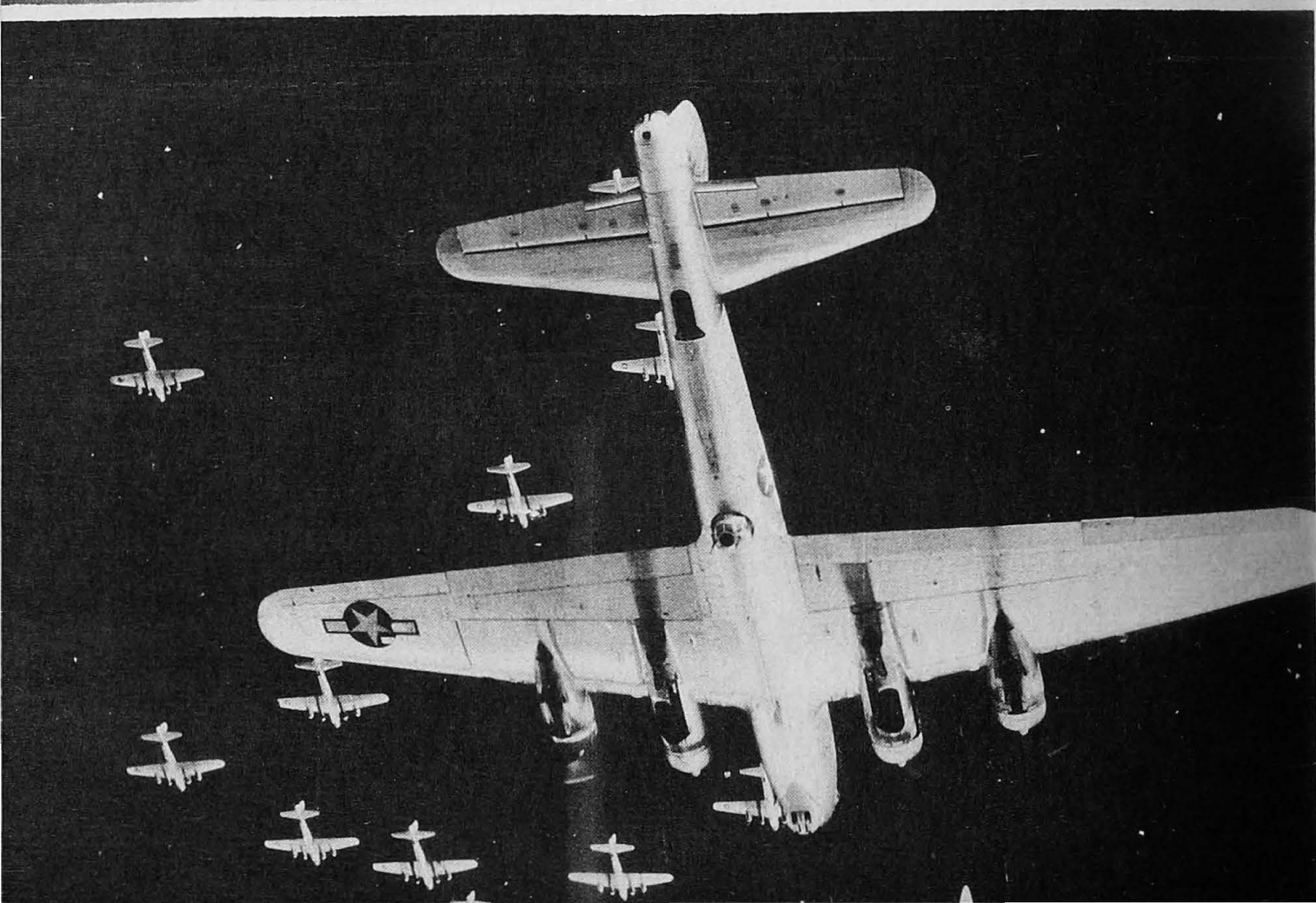
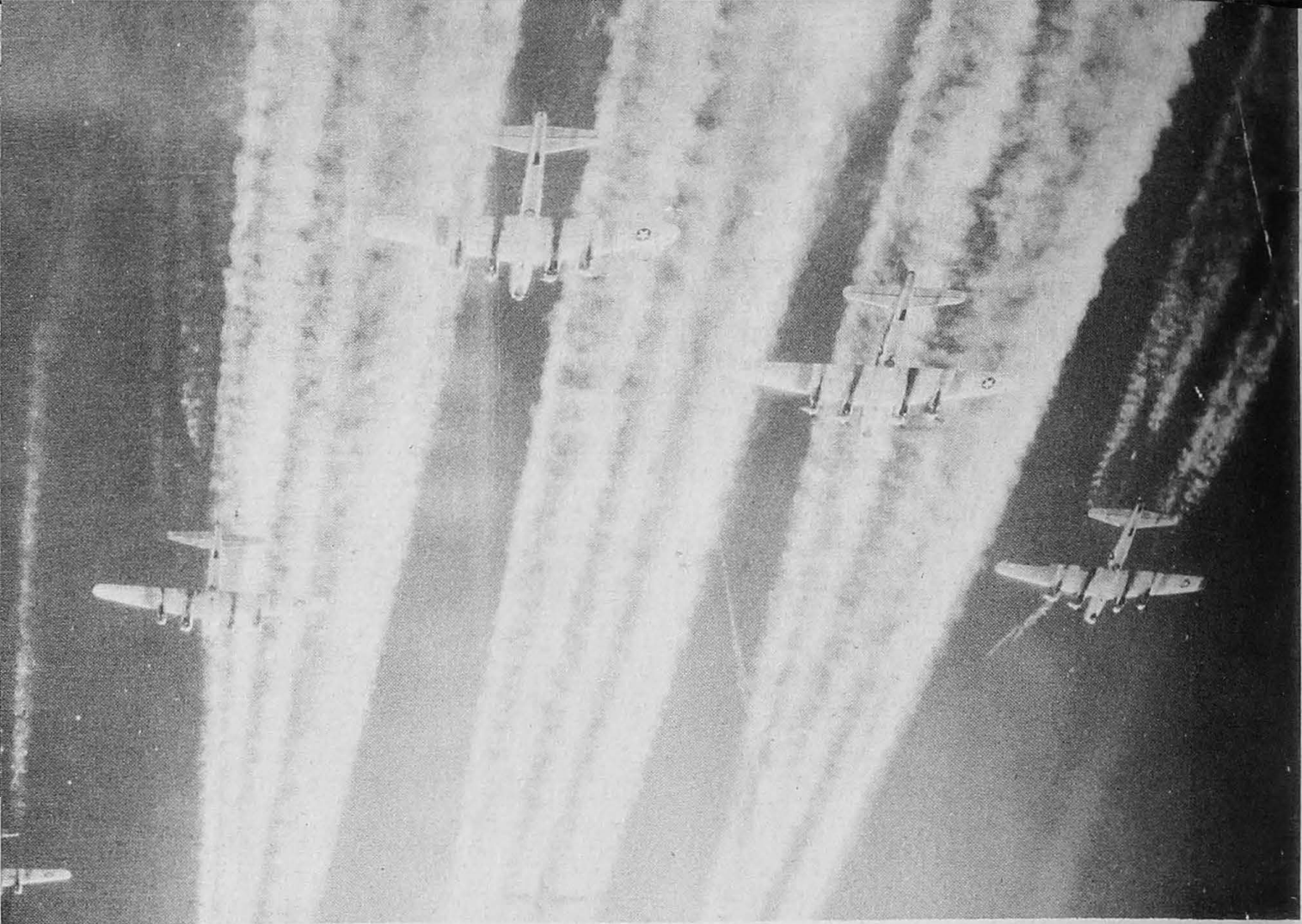


LOOKING AT THE 34th IN THE AIR





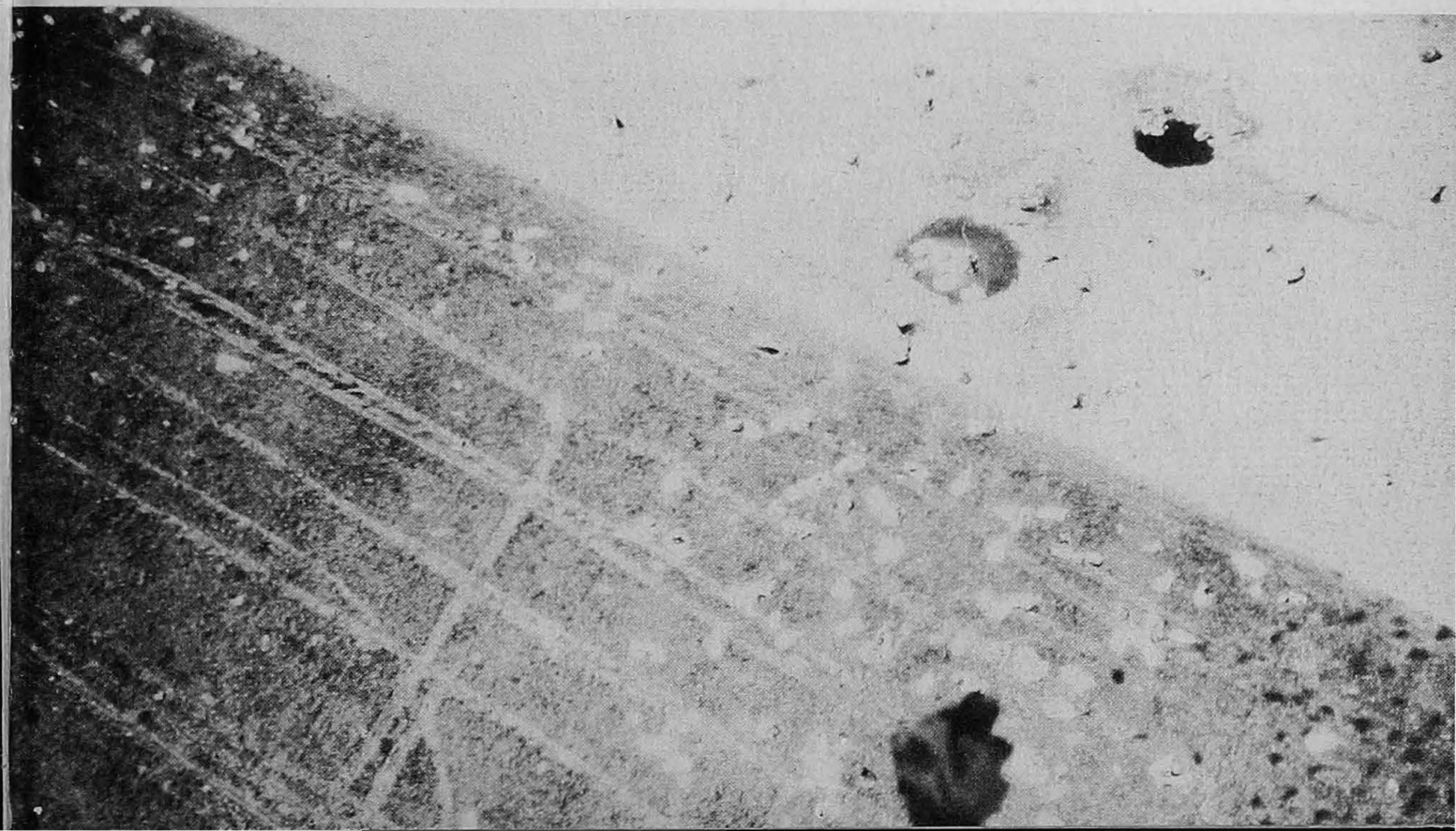






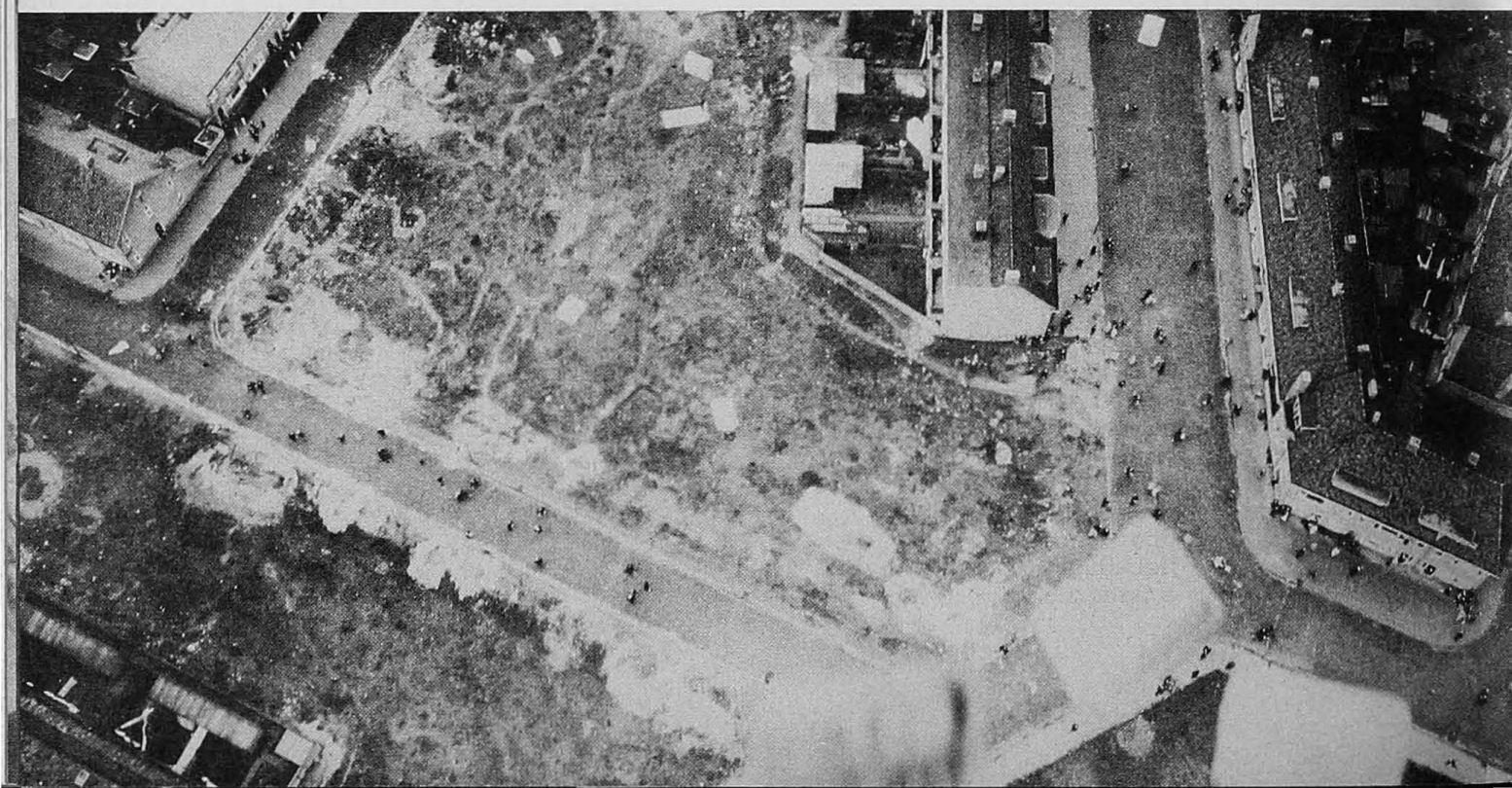
Demonstrating versatility the 34th's Fortresses flew several other kinds of missions before— and after— VE Day. During the first part of May six mercy missions dropped several hundred tons of life-sustaining food to famished Holland. "Ten-in-one" rations of canned meat, butter, bread, jam, etc. and sacks of flour were dropped from an altitude of 500 feet. Much of it landed on top of bomb craters still marking runways at the Schipol airfield, shown below.

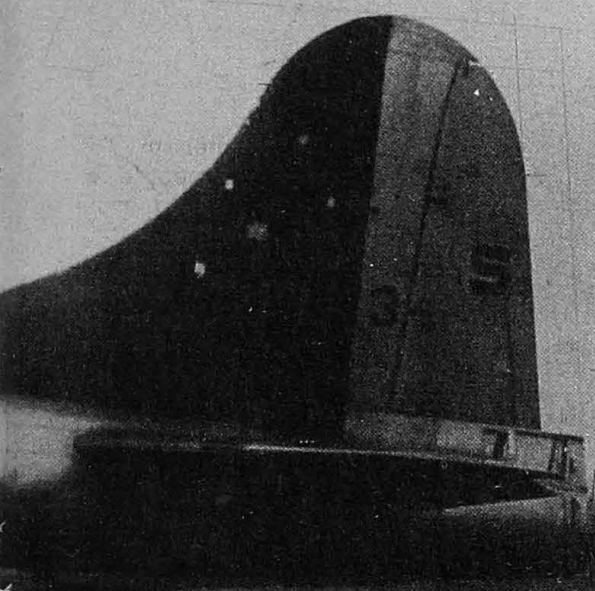
As the result of acute food shortages in Holland in the area where German troops were isolated, Dutch civilians were reported to have been dying at the rate of 1,000 a day. A German truce had been declared for the purpose of dropping food at specified points at Utrecht and Amsterdam. The coast line nearby had been avoided strenuously during combat since very heavy concentrations of flak guns were located there.





When the planes came over the dropping zones a surging crowd of people were visible. Women and children danced around; German soldiers languidly mingled with the civilians. Some civilians ran forward when food boxes landed; some may even have been injured, so great was their anguish for food. People thronged the streets, waving or gazing thankfully at their "angels of mercy" as boxes tumbled down. See picture below. Holland's hunger had been erased by Eighth Air Force bombers as effectively as the Nazis who had caused it.





VE Day at the 34th

VE Day had come to be expected in the minds of all. The press and radio both predicted it and announced it prematurely several times before it was official. Victory could not be a surprise; it was a question of nervous tension, the announcement that would make it real, final. Everyone—the world over—wanted to be able to relax in the knowledge. The very last days were spent by the Air Forces waiting on the ground while men still fought and died. But there was no further job to be done then.

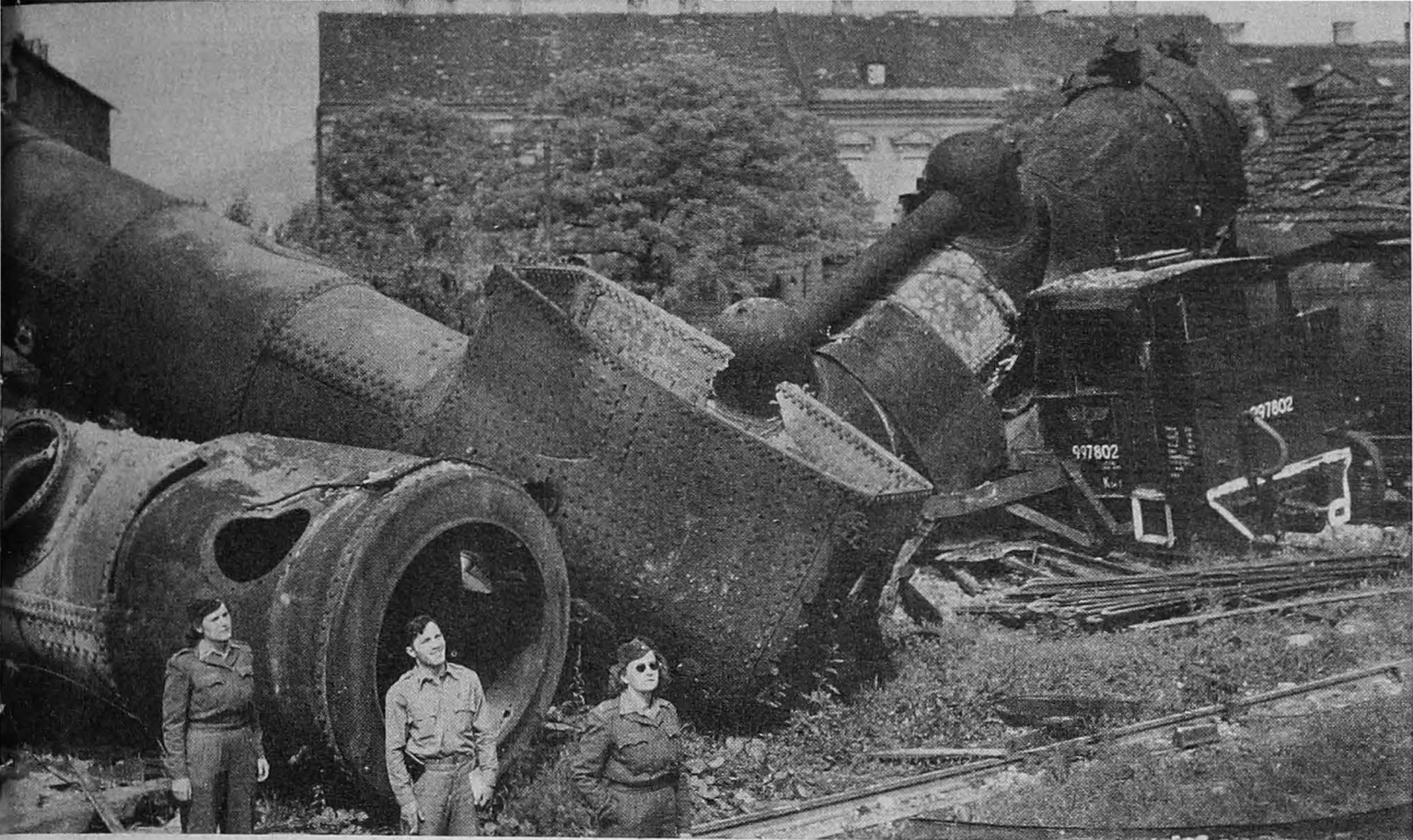
When the VE announcement came everyone had to do something, to celebrate. One impulse was to fire multi-colored rocket flares from very pistols, to "shoot the works" with left-over flares that had been used so constantly as a signal of identification while grouping in formation for a mission in the early dawn, or when in distress. In the picture above the tail section of a battle weary Fortress, with its flak-hole patches rests dumbly while the haze-laden field a pattern of bursting rockets soars through the dusk.

VE Day at the 34th



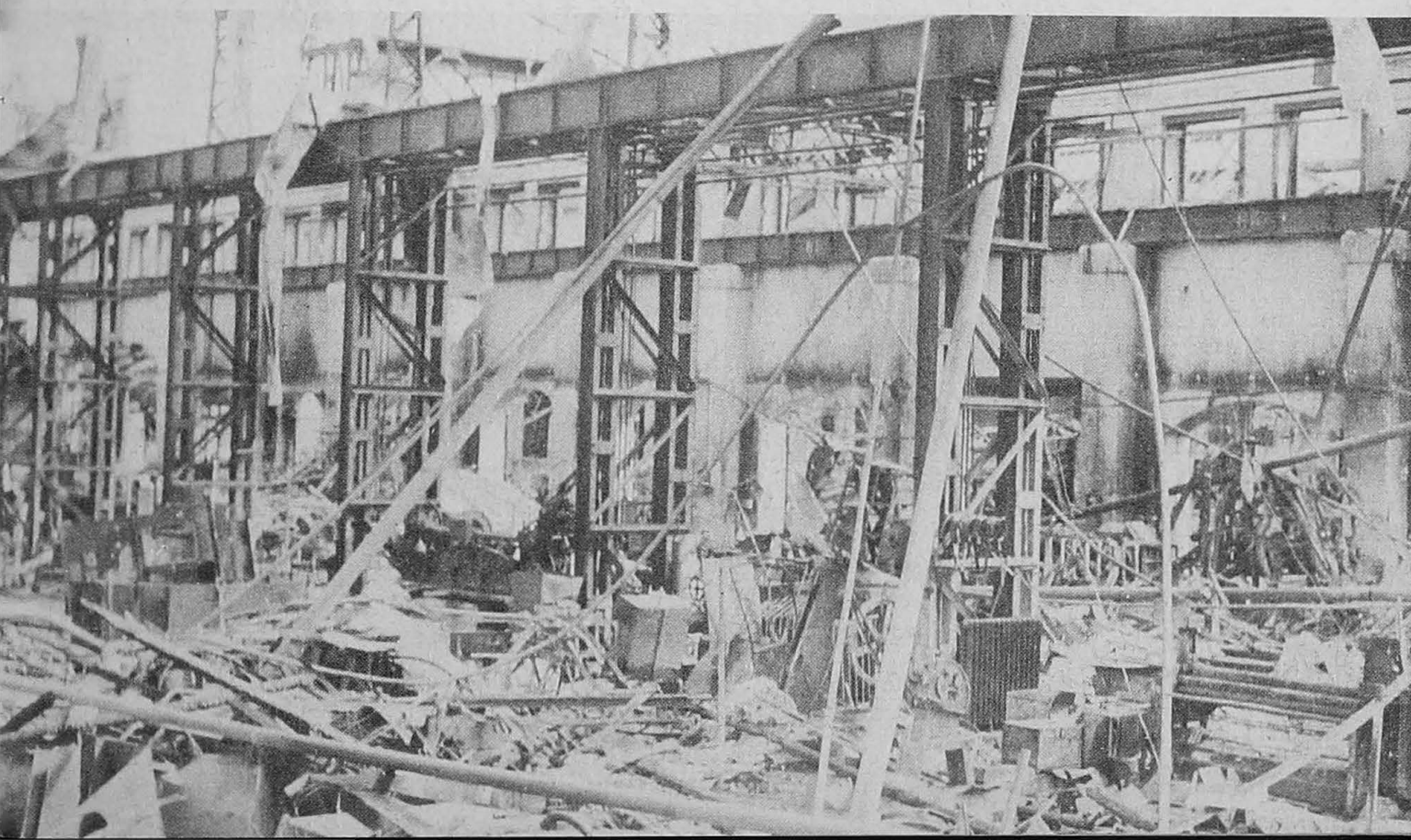
At Mendlesham aerodrome there was a jubilant celebration proportionate to those repeated in many parts of the world. This scene was in the Officers' Club bar, where many toasts and many songs made the curved roof ring and the solid brick bar withstand its final test.

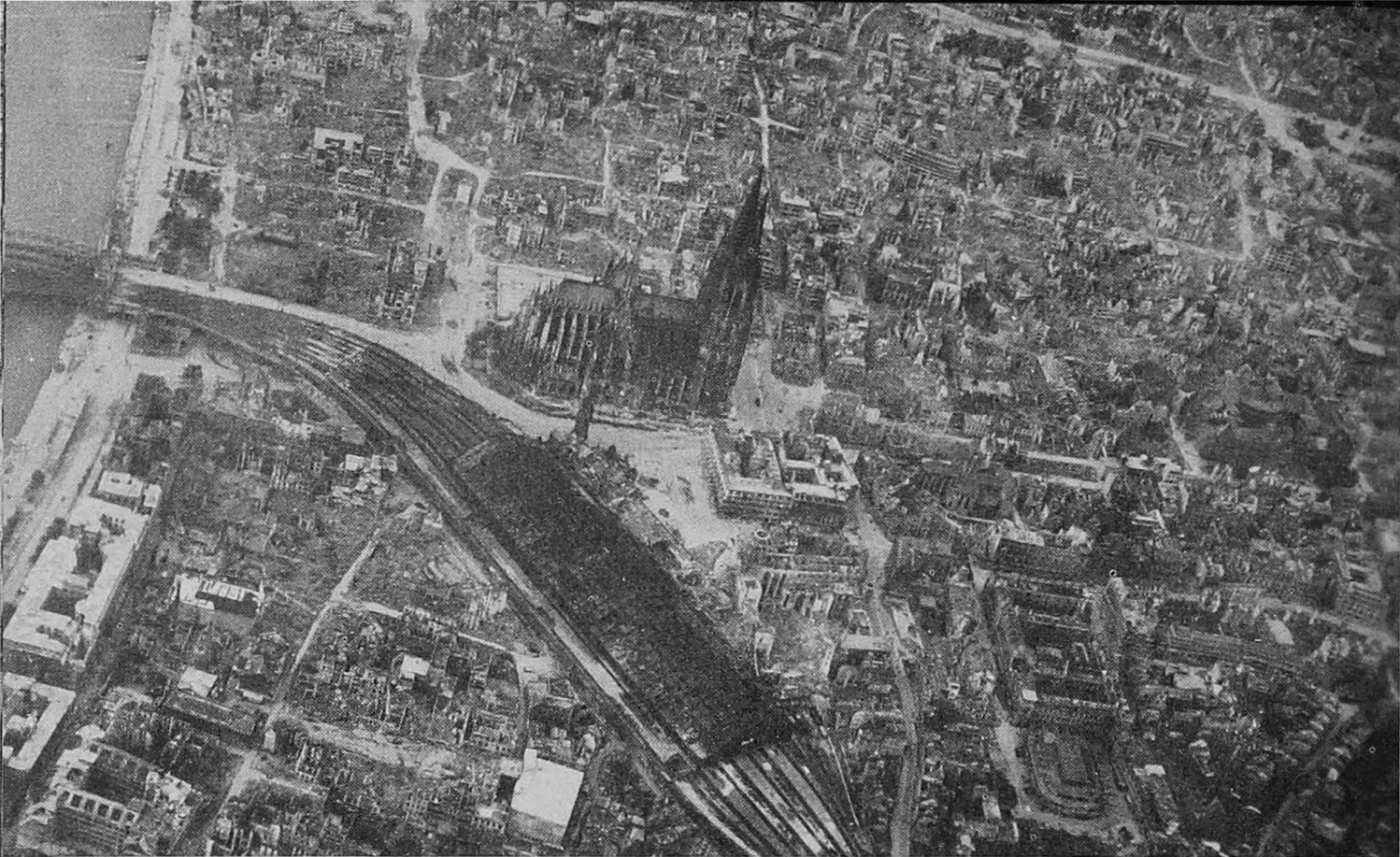
MAYBE HE SHOULDA HAD A CHASER



The skies free of flak and hostile fighters, Air Forces personnel could fly over and in some cases land at their former targets to view the results of their bombing. Below a 34th officer and two Army nurses view wreckage at a locomotive machine shop in Austria.

The interior of a locomotive shop in Austria shows the irreparable damage that bombing could do to vital German war industries. The machinery as well as the structure was a total loss.





Cologne, with its much-bombed railway station, Rhine bridges, and factories, has few roofs on its buildings. Yet in spite of blind bombing the Cathedral remains virtually undamaged, a mark of precision bombing and regard for non-military targets. Cologne was bitterly contested by stubbornly retreating Germans, the scene of intense fighting.

At Aschaffenburg one sector shows little more than a few walls standing, the buildings open shells.





After VE Day the 34th participated in flying operations from Linz, Austria, to Paris in an Eighth Air Force project that repatriated thousands of French displaced persons who had been freed from forced German labor or concentration camps. The picture above shows a temporary flying control installation at the former Luftwaffe base at Horsching, Austria. The flying control officer is dispatching the aircraft with 30 D.P.'s aboard each on their take-off for Paris. The clerks in the foreground recorded several hundred such take-offs per day yet liberated civilians converged on the airfield to keep the number waiting to leave around 20,000 persons. It was a big project and it served to relieve much of the chaos of liberated people after VE Day.



These photographs of 34th Fortresses that crashed during take-off, heavily laden with bombs, served as graphic reminders that bombers and the men who flew them were also expended to make possible the air war on Germany.





THE final chapter of the 34th Bomb. Group (H) in World War II consisted of the three months immediately after VE Day, during which the unit flew evacuation missions from Austria to France, boarded boats and planes which transported its personnel from England home again, where after a 30 day rest and recuperation period it was officially inactivated and disbanded.

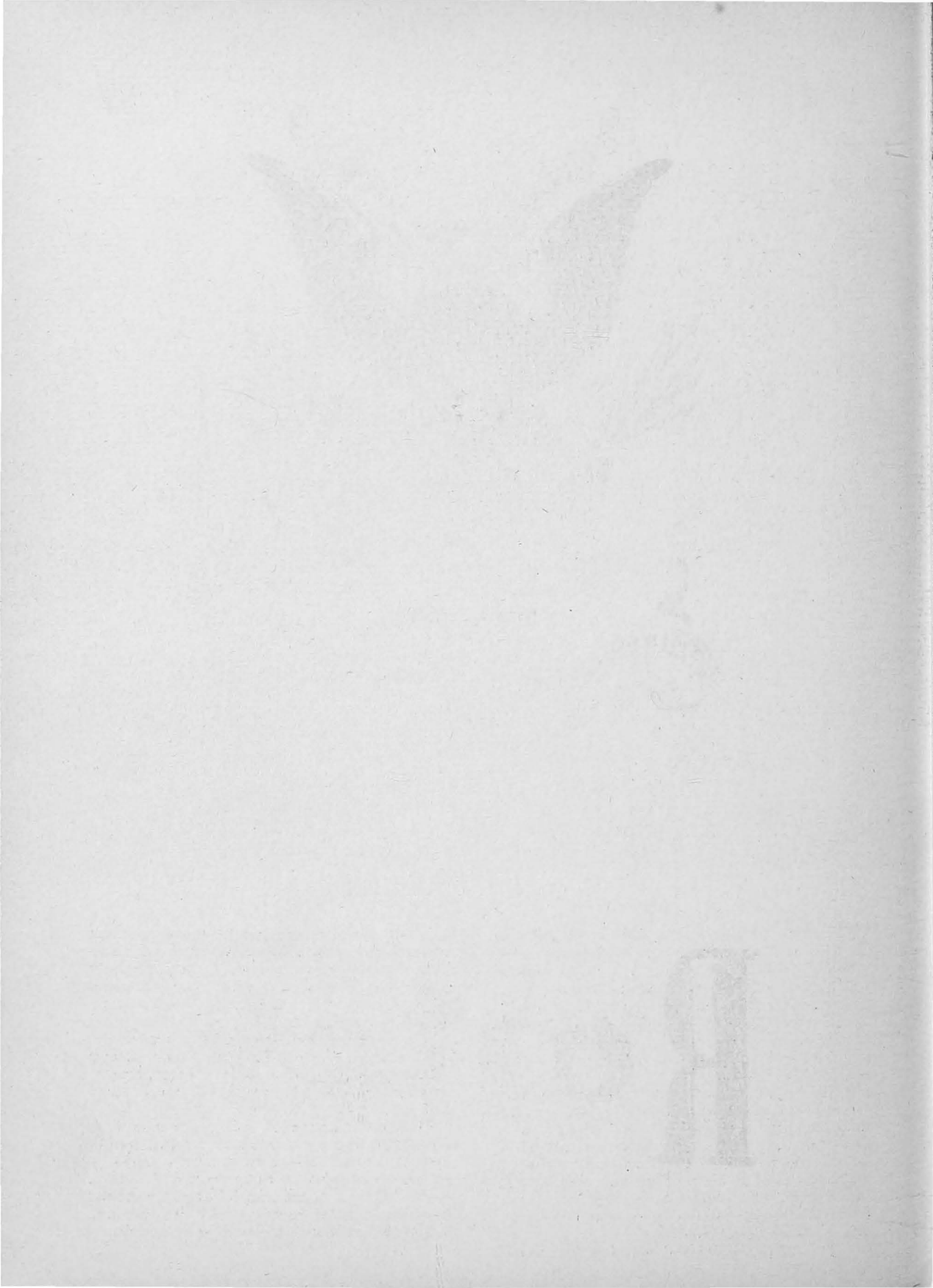
The base where some 3000 men had formed Station 156 quickly and systematically made the preparations for return, where it was expected that after a short training period it would see action in the Pacific war, flying B-29s. The first element of the air echelon took off on June 19th and led the way home with other Eighth Air Force planes over the Northern Atlantic flying route.

By early August the last few personnel

had left Mendlesham while those first air crews were again assembling at Sioux Falls, S. D. for redeployment. V. J. Day abruptly altered this and the personnel were scattered far and wide, the majority of them fast returning to civilian life.

On the 2nd of August a War Department letter officially listed the 34th Bomb. Group (H), the 4th, 7th, 18th, and 391st Bomb. Squadrons inactivated, effective on or before September 2, 1945.

For the purpose of this publication it is regrettable that circumstances beyond control prevent the inclusion of a complete roster of all personnel who served together. A partial list of members of the 34th follows. It is hoped that it will provide those of the unit with some means of communicating with their friends.





Roster

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Dippel, Martin P. 1027 Herberich Avenue Akron, Ohio	Duncan, Garland W. 1244 Kentucky Street Bowling Green, Kentucky	Elliott, Lloyd L. 835 State Street Bridgeport, Connecticut	Fehrenback, William A. 1100 Elm Street Bay City, Michigan	Flores, Jose M. Lordsburg, New Mexico
Dix, Richard D. 4503 Post Rd. Baltimore, Maryland	Dunham, Delmar L. Holden, Missouri	Ellis, Charles W. 2623 2nd Avenue Scotts Bluff, Nebraska	Feldman, Milton S. 4740 North 10th Street Philadelphia, Pennsylvania	Fits, Floyd F. 4044 Patterson Avenue Oakland, California
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Dodson, Edward H. Route 1 Sumner, Texas	Dunn, Harold 2885 Heath Avenue Bronx, New York	Embertson, Edwin N. Washburn, Wisconsin	Fencl, Anton Box 19 Bruno, Nebraska	Foley, William V. 20 Woodlawn Street Troy, New York
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Nieman, August F. Meadowlands, Minnesota	Olsen, Calvin B. 4517 Palmer Street Dearborn, Michigan	Patterson, Audley L. Isle, Minnesota	Peterson, Robert L. 2152 Eastwood Avenue Chicago, Illinois	Pratico, John P. 137 Post Street Rutland, Vermont
Nigg, Stanley A. 166 East Center Street Covina, California	Olson, John L. 705 E. Cottage Avenue St. Paul 6, Minnesota	Patterson, Raymond W. 216 Wine Street Monogahela, Pennsylvania	Peterson, Robert W. 725 Lillian Way Hollywood, California	Pratt, William C. Kolaneka Farms Pittsford, New York
Nixon, Wendell B. 5725 Everett Avenue Maywood, Los Angeles, California	Olzewski, Alfred J. 1389 E. 88th Street Cleveland, Ohio	Pavlicek, Charles B. 1646 Edison Avenue New York, New York	Petrel, Leo 300 Harrison Street Fort Bragg, California	Price, Rabun A. RFD #1 McDonough, Georgia
Noaiell, Kenneth J. 520 Scott Avenue Bemidji, Minnesota	O'Malley, Charles P. 61 Prince Street Pawtucket, Rhode Island	Paxton, K. E. 901 S. Dodge Avenue Wichita, Kansas	Peveroff, Emanuel W. 1035 Penna. Avenue Miami Beach, Florida	Pries, Norman F. 2178 Bailey Avenue Buffalo, New York
Noble, Leonard W. 2202 Ginn Street W. Durham, North Carolina	O'Malley, John P. 3102 S. E. Balfour Street Milwaukee, Oregon	Peacock, Robert E. 65 Baker Street Calais, Maine	Pflum, David M. 971 W. Marreitta Street Decatur, Illinois	Prillaman, Harry A. RR #1 Martinsville, West Virginia
Noe, John L. 11440 Washington Avenue Mt. Morris, Michigan	Oneschak, Wm. F. 5621 Rural Street Pittsburgh, Pennsylvania	Pearson, Robert L. 333 4th Avenue San Francisco, California	Phillips, Sidney H. Box 595 Sterling City, Texas	Priser, Marion F. 1011 E. Fort Wayne Street Warsaw, Indiana
Noehren, Robert E. 9th & Tarkington Harlan, Iowa	Orcholl, Thomas S. 1419 South 13th Street Milwaukee, Wisconsin	Pecora, Santos S. 138 Yates Street Rochester, New York	Phillips, Pearce D. Lithonia, Georgia	

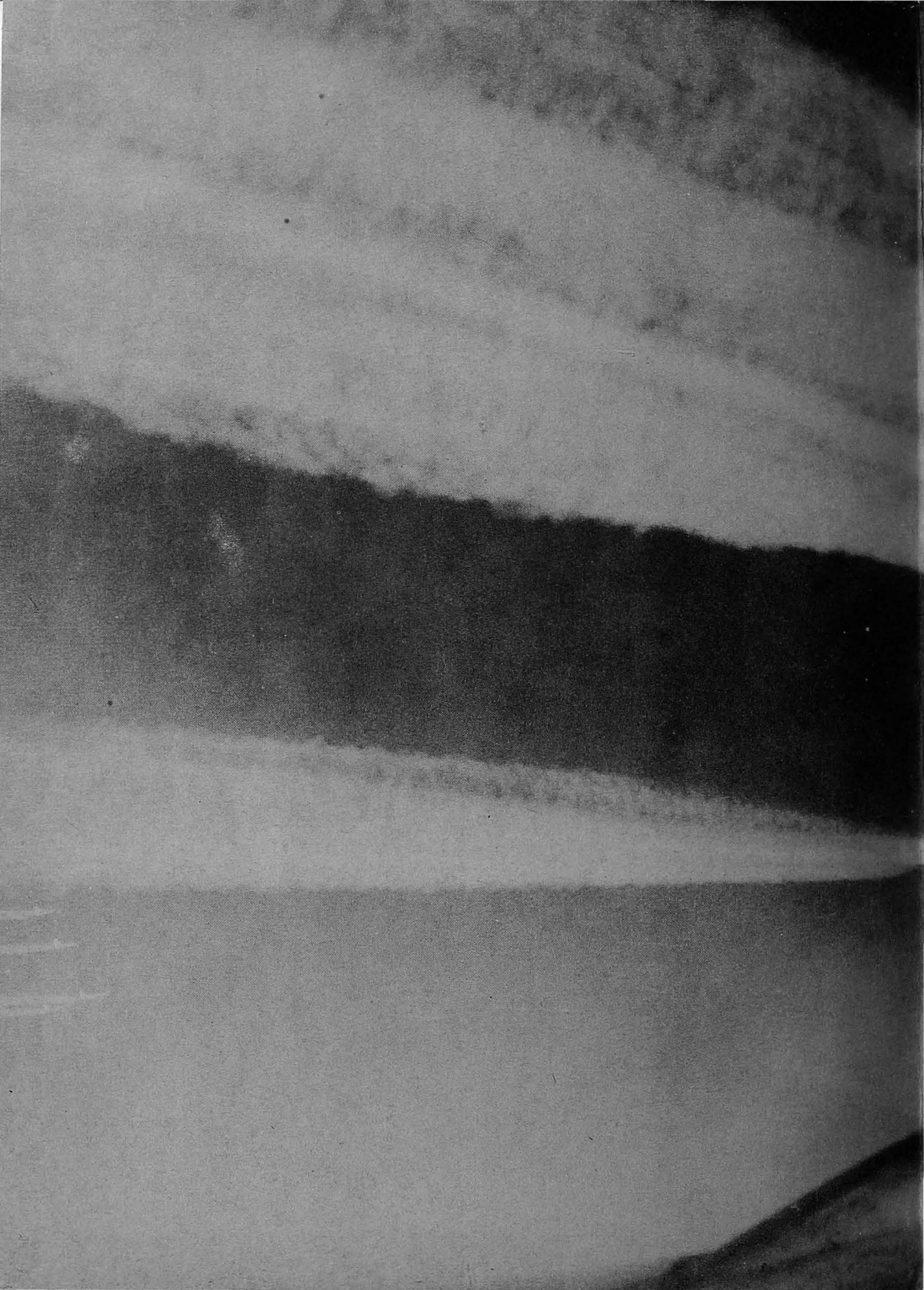
Proto, Pasquale P. 113 Montowese Street Branford, Connecticut	Redding, John L., Jr. 2003 South Rimbau Blvd. Los Angeles, California	Richardson, Henry R. 1516 Wellston Avenue St. Louis, Missouri	Rockey, Robert D. 457 Walnut Avenue San Bruno, California	Ruhmann, Earl J. 4821 Natural Bridge Blvd. St. Louis, Missouri
Prokop, James W. 7133 W. 34th Street Berwyn, Illinois	Reed, Donald E. 194 Beach Street Quincy, Massachusetts	Richart, George A., Jr. 1121 Sixth Avenue Longmont, Colorado	Rockwell, Willard F. RFD #3 West Liberty, Iowa	Runyan, Arthur C. 645 Cypress Street Colorado City, Texas
Provance, Ward S. 1027 Moffett Avenue Joplin, Missouri	Reed, Johnnie A. Route 2 Aiken, South Carolina	Richey, Robert H. 606 Monroe Abington, Illinois	Roddey, Francis M. 147 Edisto Avenue Columbia, South Carolina	Ruprecht, Willis R. 605 First Street Merrill, Wisconsin
Province, Harold E. 206 Summit Street Kent Ohio	Reeves, Robert R. 5015 Sequoyah Rd. Oakland, California	Richmond, Floyd B. Burbank, Washington	Rodriguez, Ramon 64 E. 107th Street New York, New York	Russell, Merle I. 605 N. 8th Street Northwood, Iowa
Psenicka, Joseph M. 1428 W. 50th Street Chicago, Illinois	Reibman, Harold W. Springtown, Pennsylvania	Ricker, Conrad L. 8924 W. 39th Street Brookfield, Illinois	Roe, Wayne H. 3217 Herman Avenue San Diego, California	Russo, Albert J. 51 Edmond Street Hamden, Connecticut
Puffer, Donald L. 25 West Belmont Belmont, Massachusetts	Reid, John C. 604 Federal Drive Montgomery, Alabama	Rickey, Roger M. 507 Starr Avenue Eau Claire, Wisconsin	Rogers, Basil E. Jonesboro, Georgia	Rutka, Harold C. 1019 7th Avenue E. Duluth, Minnesota
Pugh Wm. 3707 Beechwood Blvd. Pittsburgh, Pennsylvania	Reifsnider, Vernon M. Route 1 West Leesport, Pennsylvania	Rider, Thomas L. % Mrs. H. J. Smith 103 N. Lake Street Ponca City, Oklahoma	Rogers, Evan Y. 1038 State Street Lockport, Illinois	Ruzzi, Erminio V. 1946 Wolf Street Philadelphia, Pennsylvania
Quick, Carl 507 S. Clinton Street Bloomington, Illinois	Reilly, Charles J. 22 Hartford Avenue Thompsonville, Connecticut	Riebau, William F. 7911 Lawn Avenue Cleveland, Ohio	Rogers, Kenneth E. Dixon, Illinois	Ryan, James III 905 Fox Chase, Pennsylvania
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Radford, Robert P. 1927 16th Street, S.E. Washington, D. C.	Reuman, Kenneth W. 4012 Fairview Avenue Toledo, Ohio	Riessen, Max T. 133 Jefferson Street Vallejo, California	Roosa, Howard E. Route 3, Box 475 Aliquippa, Pennsylvania	Ryszkiewicz, Joseph 2768 Hubbard Street Detroit, Michigan
Ragan, Glen T. Route 1 Carpenter, Ohio	Revander, Kenneth H. 2355 29th Avenue San Francisco, California	Riley, James C. 741 Colquhoun Street Danville, Virginia	Rorke, James I., Jr. 502 Conyers Street Covington, Georgia	Sackrisson, Charles G. Route 2 Wayzata, Michigan
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Ralls, James M., Jr. 4909 Woodland Kansas City, Missouri	Revetti, Joseph D. 1703 Salt Springs Rd. Youngstown, Ohio	Rismiller, Richard L. 124 Burkhardt Avenue Dayton, Ohio	Roscher, Paul E. Chicago, Illinois	Safer, Raymond A. Nada, Texas
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Rathbun, Wilson E. 1026 Doris Court Alameda, California	Rice, Richard Route 1 Volant, Pennsylvania	Robins, Augustine W. 24 E. Southampton Avenue Hampton, Virginia	Roth, William R. 2632 Fox Avenue Fort Wayne, Indiana	Sanford, Paul M. 400 Jennings Street Jackson, Mississippi
Rathjen, Edward J. 120th Street South Ozone Park, Long Island, New York	Richard, Robert S. 608 Sutherland Street Ironwood, Michigan	Robinson, Clayton RD #1 Addison, New York	Rouse, Ebern D. 110 E. Vernon Avenue Kinston, North Carolina	Santarsiero, John 2123 Baingate Avenue New York, New York
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Ray, Joseph H. 4909 Green Oaks Fort Worth, Texas	Richardson, Clarence J. Route 5 Athens, Texas	Robinson, Raymond B. Route 1, Box 428 Poulsboro, Washington	Roy, Herbert D. 1283 Goodfellow Blvd. St. Louis, Missouri	Sasnauskas, Albert J. 31 Mercer Street S. Boston, Massachusetts
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			Ruby, Albert A. Krommling, Colorado	
			Ruff, John T., Jr. 731 E. Trigg Avenue Memphis, Tennessee	

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Sauermilch, Frederick Route 7, Box 429 Fresno, California	Schonhaler, Kalman N. 856 E. 19th Street Erie, Pennsylvania	Shamley, Henry W. 247 Market Street Brighton, Massachusetts	Simmons, Fred L. 8662 State Street Southgate, California	Smethilla, John J. 2346 Clermont Street Denver, Colorado
Saulnier, Ernest A. 66 Falmouth Rd. West Newton, Massachusetts	Schreiber, Julian 364 E. 49th Street Brooklyn, New York	Sharon, Robert W. Mill Street Brookfield, Massachusetts	Simmons, Sherwood L. 119 Bluff Drive E. Rochester, New York	Smith, A. J. General Delivery Flat Lick, Kentucky
Saunders, Roy C. Route 3 Wilmington, North Carolina	Schroeder, John H. 809 Front Street Portsmouth, Ohio	Shaw, Ayon D. 1121 Selma Street Mobile, Alabama	Simon, Bennie 448 Gregory Avenue Weehawken, New Jersey	Smith, Aubrey M. RFD #1 Cash, Arkansas
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Savarese, Thomas A. 283 Carroll Street Brooklyn, New York	Schubert, Myles E. 617 South 5th Street Brainerd, Minnesota	Sheesley, Byron E. 324 Lincoln Avenue Struthier, Ohio	Simpkins, Wm. T. 4731 Lake Park Avenue Chicago, Illinois	Smith Charles E. 22 Carlton Court Pontiac, Michigan
Sawicki, Wm. S. 1268 N. Wood Street Chicago, Illinois	Schuetz, Robert C. 2762 Churchview Avenue Brentwood, Pennsylvania	Shein, Stanley St. 2220 62nd Street Brooklyn, New York	Simpson, James 2906 Warsaw Avenue Cincinnati, Ohio	Smith, Edwin S., Jr. 1429 Homestead Street Baltimore, Maryland
Sawtell, Ralph R. 5238 33rd Avenue Kenosha, Wisconsin	Schultz, Raymond J. 4370 Innes Avenue Cincinnati, Ohio	Shelley, Donald C. 528 S. 5th Avenue Pocatello, Idaho	Simpson, Robert E. 1319 Route 4 Portland, Oregon	Smith, George A. 1118 Watauga Street Kingsport, Tennessee
Sawyer, Clyde L., Jr. 873 W. 42nd Street Norfolk, Virginia	Schutt, James Route 2 Holland, Michigan	Shelton, Joseph E., Jr. 2019 S. First Street Louisville, Kentucky	Simpson, Robert E. 54 Newport Street Dorchester, Massachusetts	Smith, Hubert R. Box 597 Columbia, Louisiana
Sayle, Clark W. 2224 Grandview Avenue Cleveland Heights, Ohio	Schwad, Francis H. Ewing, Nebraska	Shelton, William A., Jr. % Dr. W. A. Shelton Knoxville, Tennessee	Simpson, Ronald E. Penfield, Illinois	Smith, James C. 80 West Street Barborton, Ohio
Schaber, Frederick 1191 Flatbush Avenue Brooklyn, N. Y.	Schwarz, Bernard M. Old Mill Rd. Middleton, Connecticut	Shepherd, Richard L. 516 Lincoln Street Bakersfield, California	Simpson, Thomas R. Whiteface, Texas	Smith, James H. Route 3 Gainesville, Georgia
Schadle, Warren C. 520 21st Street Altoona, Pennsylvania	Schweitzer, Leon W. 320 Curlew Street Rochester, New York	Sheron, Stephen E. 619 Walnut Street Camden, South Carolina	Simpson, Wm. W. 237 W. George Street Philadelphia, Pennsylvania	Smith, John T. P. O. Box 295 Kingman, Arizona
Schaus, Joseph H. 30-15 153rd Street Flushing, New York	Scimeca, Anthony V. 480 W. 187th Street New York, New York	Sherd, Harold L. Route 1 Sheridan, Michigan	Sinclair, Donald A. 1311 E. Marlin Street Las Vegas, Nevada	Smith, Lloyd D. Route 6 Bowling Green, Kentucky
Scheinost, Wm. A. Spencer, Nebraska	Scofield, Elmer F. 14832 Prest Detroit, Michigan	Sheridan, James D. 69 Mosetan Street Franklin Sq., New York	Sinclair, Paul L. Valley Springs, California	Smith, Otto, Jr. RFD #5 Franklin, Indiana
Schell, Harold N. 1650 Alameda Street San Jose, California	Scott, Charles F., Jr. P. O. Box 143 Athens, Tennessee	Sheridan, Philip F. 9 Davis Avenue East Orange, New York	Sinnamon, Howard I. 184 W. Godfrey Avenue Philadelphia, Pennsylvania	Smith, Patrick 3532 West 59th Place Chicago, Illinois
Scherman, Lee E. 171 Dana Avenue Palo Alto, California	Scott, James A. 257 Armstrong Avenue Jersey City, New Jersey	Sherman, Laurence F. 804 Adoline Street Brattleboro, Vermont	Sinnott, Edmund A. Gary, Indiana	Smith, Ralph K. 515 N. Center Avenue Somerset, Pennsylvania
Schifferer John S. Turner, Oregon	Scruggs, Horace W. 1304 Bowie Street Wellington, Texas	Sherman, Morris 3111 Winter Street Los Angeles, California	Sinnott, Lawrence N. Route 1 Hibbing, Minnesota	Smith, Robert C. 203 1/2 North Main Street Wellington, Ohio
Schildman, Wm. W. 922 Doolin Avenue Jacksonville, Illinois	Seargent, Victor E., Jr. 1822 S. Vodges Street Philadelphia, Pennsylvania	Sherwood, William H. Fresno, California	Sisney, Eldon E. 1124 West Street Stillwater, Oklahoma	Smith, Roy H. 318 Oak Street Abilene, Texas
Schindler, Homer B. Route 1 Sandusky, Ohio	Seaton, Norris E. Route 2 Pauls Valley, Oklahoma	Shilling, Guy B. 168 Montana Avenue Chester West Virginia	Sivret, Franklin L. 838 South Bridge Street Auburn, Massachusetts	Smith, Russell E. Box 85 Dalton, Michigan
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Schmitt, George 715 Frederick Street Evansville, Indiana	Seidel, Robert E. 239 Main Street Middleburg, New York	Shoaf, Gerald T., Sr. 1101 West Jefferson Street Springfield, Ohio	Skiner, Lawrence R. RR #1 Berrien Center, Michigan	Smouse, Edgar M. 1876 West Century Blvd. Los Angeles, California
Schmitt, George J. 311 E. 8th Street Kaukauna, Wisconsin	Seifert, Wm. W. 1046 Flagg Avenue Utica, New York	Shofnerm, Julian D. Route 6 Shelbyville, Tennessee	Skoniecki, John P. 10506 Avenue D. Chicago, Illinois	Sneed, Woodrow W. RFD #1, Box 68 Ferlton, Oklahoma
Schmitt, Hallard S. 1673 W. Liberty Avenue Pittsburgh, Pennsylvania	Seift, Jonathan S. Raleigh, North Carolina	Shore, Walter A., Jr. 536 Arbor Rd. Winston Salem, North Carolina	Slade, Henry F. General Delivery Magnolia, Alabama	Snow, Raymond H. 1217 Clenton Street Fort Worth, Texas
Schmidt, Joseph J. 2081 S. Grant Street Denver, Colorado	Seiler, Toby 552 W. 3rd Street Peru, Indiana	Shull, Paul A. 4342 Myrtle Street Kansas City, Missouri	Slade, James E. 219 N. Embree Street Princeton, Indiana	Snow, Webb C. 883 Rendel Rd. Cleveland, Ohio
Schmoldt, William R. Route 4, Box 284 Elgin, Illinois	Selby, Russell E. 210 1/2 E. Danhauer Street Ludington, Michigan	Sichley, Clarence W. 412 East 5th Street Concordia, Kansas	Slaughter, Herman F. 1026 West Virginia Avenue Dunbar, West Virginia	Snowden, Charles L. 911 39th Avenue Meridian, Mississippi
Schmidt, Elmer W. Dix, Nebraska	Selman, Lewis % Rosenfeld, 1784 Bryan Avenue Bronx, New York	Siefried, Ralph D. Delhi, Minnesota	Slutzker, Louis 20 S. Washington Street Binghamton, New York	Snyder, Albert W. 716 Brushton Avenue Pittsburgh, Pennsylvania
Schoch, Frederick G. 949 E. Illinois Avenue Spokane, Washington	Sevcik, Philip J. RR #2 Elizabeth, Pennsylvania	Siegrist, Alfred J. 1516 Nellers Court Lansing, Michigan	Slovenske, Sigmund S. Tarnov, Nebraska	Snyder, Frank F. Darrington, Washington
Scholle, John R. 5809 Pearce Bellflower, California	Shack, George 52 S. 20th Street Pittsburgh, Pennsylvania	Sigourney, David W. 63 Bellevue Avenue Bristol, Connecticut	Small, James C. 287 Vineyard Hot Springs, Arkansas	Snyder, Stanley A. 112 S. Berkeley Street Kalamazoo, Michigan

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Soler, John M. 1428 S.W. 1st Street Miami, Florida	Steiner, Alfred N. 231 Pomona Avenue Newark, New Jersey	Strott, Wm. J. 209 Van Braun Street Pittsburgh, Pennsylvania	Syversen, Marvin A. Wanamingo, Minnesota	Thompson, Clifford A. 1835 North 33rd Street Lincoln, Nebraska
Soria, John S. 1847 E. Jefferson Street Stockton, California	Stelling, Willard S. 1114 Illinois Avenue Ottawa, Illinois	Stroud, Walter R. 212 Chestnut Street Athens, Pennsylvania	Szajkovic, Charles J. 541 East 91st Place Chicago, Illinois	Thompson, Clifford E. 2140 Cathedral Avenue Norwood, Ohio
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Spilker, Gordon E. Cumberland, Indiana	Stiles, Zolon RR #1 Springhill, Louisiana	Sulewski, Henry S. 60 Waydell Street Newark, New Jersey	Tanking, Eugene J. 6728 30th Avenue Kenosha, Wisconsin	Thompson, Myron E. 18700 Greenview Detroit, Michigan
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