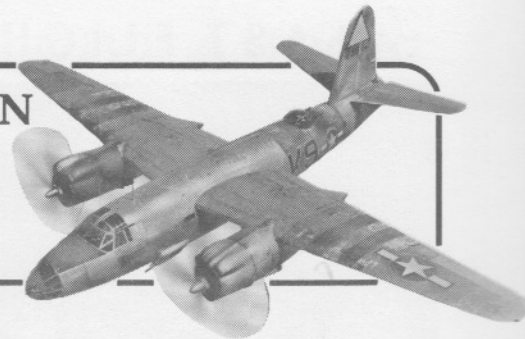




## 344TH BOMB GROUP ASSOCIATION

5747 DARNELL STREET • HOUSTON, TX 77096

LAMBERT AUSTIN 713-774-3030  
SECRETARY-TREASURER-REUNION SITE SELECTION



# MILK RUN

OFFICIAL NEWSLETTER/344TH BOMB GROUP ASSOCIATION

Volume IX, No. 2, 5747 Darnell, Houston, Texas 77096, December 1997

## Happy Hanukkah, Merry Christmas, Healthy and Well 1998!

### RETURN TO FLORENNES, BELGIUM

We have a date of May 5, 1998 for presentation of the 344th Bomb Group Plaque. This will be presented at the Jean Offenbergh NATO Air Base at the "Spitfire Museum". The Commandant of the 2nd TAC Wing has approved this date and we are now trying to plan out the itinerary. My wife, Jean, and I plan to arrive in Brussels approximately April 27, 1998, a Monday.

We are trying now to schedule a city tour of Brussels and then a tour by bus to Brugge and Ghent. We are suggesting that these tours be on April 29th and 30th. Since May 1st, Friday, is Labor Day in Belgium there is apt to be little we can do except stay in Brussels or do little side trips. May 2nd can also be a day of individual choices and exploration or rest. Tour bus costs will be worked out, depending on the size of the group. These tours should be offered as options and paid for in advance.

May 3rd, Sunday, is a day of remembrance of the End of War, 1940-1945, in Florennes. We can be observers ourselves. My suggestion is that we spend the nights of May 3rd, 4th and 5th in Namur. After the presentation of the Plaque, on the 5th, we may have a buffet lunch in Florennes. If the Commandant has other ideas we will adjust our schedule. This is yet to be worked out. We will need buses to transport all of us from Brussels and then to the air base and back. This cost is yet to be worked out. Each individual will be asked to contribute to the cost of the buses.

When our visit to Florennes is complete, that will end our organized activities. Everyone can take off in any direction desired. Those wishing to return to Brussels to return home can plan their departure dates from there. We plan to have the buses take people back to Brussels. Anyone wishing to see more of Belgium or other parts of Europe can plan their trips accordingly. Optional tours may be offered if enough people request them.

We are trying to get a group air fair price break, but if anyone has a current price that they know to be great or

### NASHVILLE REUNION DATES: AUG. 28, 29, 30 & 31, 1998

Yes, last 4 days of August is the best I could do and keep the rate anywhere near reasonable. That rate will be \$85 per night plus taxes at 12.25%. This after no less than three rewrites of contract. It is getting tougher & tougher. Hotels want it so ironclad that if group does not show up or at least 80%, they want full compensation anyway. This is a Marriott, close to the Airport with free transportation & parking. Have not received a good picture of it but may use what I have. Much like the other Marriott's we have used, particularly in the meeting & banquet area. Working on tours etc. that will appear in March Milk Run. Expecting a good turn-out for this one in Nashville!

good they can plan accordingly. It is time for us all to think about what we would like to see and do and how long to stay.

WE MUST SEND TO LAMBERT AUSTIN RIGHT AWAY A CHECK FOR \$150.00 per PERSON TO HOLD OUR HOTEL ROOMS. THIS WILL GIVE US A TRUE COUNT OF NUMBER OF ROOMS. WE HAVE ASKED FOR 30 ROOMS BUT MAY NEED MUCH MORE.

Lambert Austin will be kept informed of all details as developed. Hotel names and addresses will be available in about four weeks. Travel or trip cancellation insurance is suggested and may be offered by the travel consolidator now working on details.

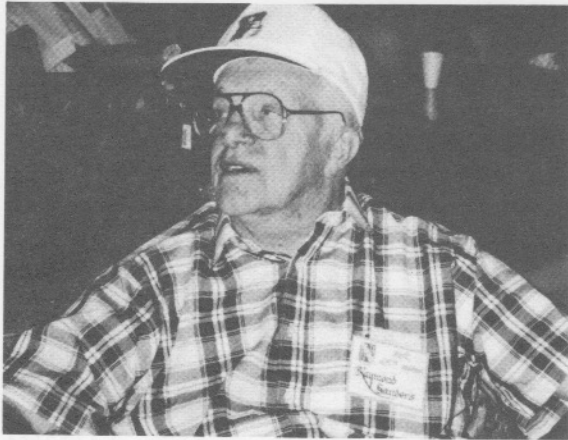
Direct flights to Brussels are suggested. Initial connecting flights may be required, but try to get flights that go directly to Brussels from the States. Connecting flights may be included in package prices being developed.

Carl Cutright,  
19116 Hillcrest  
Beverly Hills, Mi., 48025

FAX 1 248 540 7057  
PHONE 248 647 8349

DEC. 23, 1997 - MORE ABOUT BELGIUM TRIP: AIR PACKAGE: Round trip from Chicago to Brussels, depart Chicago late April 1998 & return 10 days later. By Sabena cost \$775 per person, by American cost \$842 per person. All taxes incl. & based on group of ten minimum. CONTINUED BACK PAGE

# LAST FLIGHT



**Raymond Campbell Bennett Sanders**

**March 14, 1915      November 26, 1997**

Raymond Campbell Bennett Sanders was born in Louisville, Kentucky on March 14, 1915, to Herbert and Edith Sanders. He had one brother who preceded him in death. Raymond's father was a pharmacist so the family moved often and he necessarily went to numerous schools. During the Depression years he traveled many places looking for jobs. But then came World War II and Raymond joined the 344th Bomb Group of the Ninth Air Force serving as a wait gunner, radio operator and navigator. He flew in the B-26 Martin Marauder bombers based at McDill Field and Lakeland Army Airbase in Florida from December 1942 to January 1944. The group then transferred to Stansted, England and began combat operations, building up a total of 266 missions until April 1945.

After the War Raymond attended Iowa State University and then Kirksville, Missouri Osteopathic School from which he graduated in 1952. He was in private practice as an Osteopathic Physician when he met Alpha Violet Carlson. They were married in the Trinity Evangelical Covenant Church in Oak Lawn, Illinois on July 31, 1963, and lived in Oak Lawn for one year. Since Raymond's practice was in Schererville, Indiana, they moved to Lansing, Illinois from 1964 until January 1990 when they came to the Village. In 1969 Ray gave up private practice to become an Industrial Physician with U.S. Steel in Gary, Indiana and was there until he retired in 1985.

Ray and Alpha traveled widely during their married life, taking colored slides and preparing tape/slide shows on their trips and other subjects to share with others. Ray was known for his unbelievable memory and the many anecdotes he could relate. He loved talking to people and being with them in friendly gatherings. He was an active member of Village United Methodist Church, Village Lions Club, Village Camera Club, the Coterie group and a world-wide audio/visual group where narrated colored slide presentations are exchanged by mail. In 20 years Ray and Alpha produced and sent out over 60 shows. These shows were also shared with various organizations as well as with friends in their home. Just a few years back, Ray sent out a request to the 344th Bomb Group members to loan him their pictures from the War (his were lost in a fire). He received individual pictures and whole albums from which he photographed those he wanted and prepared narrated tape/slide shows covering different facets of the War, presenting these at the Bomb Group Reunions. He so enjoyed seeing his War buddies at the Reunions and talking over War experiences while Alpha visited with the wives. Raymond had a good and happy life and will be fondly remembered.

**Memorials may be given to either Village United Methodist Church Radio Broadcast or Choir Fund. We thank you for caring.**

RAYMOND "DOC" SANDERS passed away this past Nov. 26, 1997. He had been doing well since a Pacemaker implant earlier this year. I cannot recall ever being made aware of that incident. Mr. & Mrs. Jack Havener drove over for the Services on Sat. Nov. 29th and said some good words about our 344th buddy. For this I wish to express my thanks and the thanks of the Group.

I had hoped to have a better picture of Ray but this one is as good as I could find. He and his wife Alpha were such a delight at the reunions as well as always willing to help.



**Edwards Young Hooper Jr.**, 76, of Casa Grande, a farmer, died April 26, 1997. He was born in Bisbee Junction, and was a World War II Army Air Forces veteran. Survivors include his wife, Alma I.; sons, Edwards Y. III, Roger D., Bruce J.; and J. Blake; sisters, Mary D. Cannon and Virginia Robertson; 10 grandchildren; and two great-grandchildren. Visitation: 6 to 8 p.m. Tuesday, First Presbyterian Church of Casa Grande, Casa Grande. Services: 4 p.m. Wednesday, First Assembly of God Church, Casa Grande. Cole and Maud Mortuary, Casa Grande.

THELMA WATSON, wife of Jack Watson passed away August 15th after a long illness. Jack is in 496th and lives in Ohio.

## ON SICK CALL

REGGIE BASCOM of the 496th had Heart surgery back in Feb of this year & is still having problems.

WOODROW "POP" WARNER of 495th is having back problems and will soon have surgery if it hasn't already happened.

MRS. DOROTHY (Schickendanz) MEAD just made it home in the nick of time from Seattle reunion. Had to enter hospital and undergo Quadruple By-Pass surgery. Understand from Dick & Shirley Fowler she is doing fine now.

MARGARET BENEDICT WIFE OF Paul underwent knee replacement surgery yesterday, Dec. 17th. We wish her well and the both of them Happy 52nd Wedding Anniversary on Dec. 20th. Hang tough you two.

FRANK P. CARROZZA of 525 Whittier Ave., Levittown, N.Y. 11756 is looking for any of his crew members of the 495th. See below.

My crew consisted of:

Name	Last Known Rank	Ser.#	Position	M
Robert J. Shepherd Jr. 87-35 257 St. Floral Park, N.Y. then Seaford, L.I., N.Y. then Texas	1st Lt	0689380	Pilot	
Harold V. Aiken 1200 Oak Avenue Sanford, Florida	2nd Lt	0815046	Co-Pilot	
Myself: Frank P. Carrozza 525 Whittier Avenue Levittown, N. Y. 11756	T/Sgt	32794953	Radio Op/ Gunner	7
Thomas E. Inglet Rte #1 Box 93 Willis, Texas	S/Sgt	18118966	Engr/Gunner	7
Robert L. Sanders 7 Eustis St. Quincy, Mass. (took over as "Toggler" when our original Navigator/ Bombardier, Lt. Carlson was killed)	T/Sgt	11088236	Radio Op/ Gunner	7
Robert L. Harrison Asheville, N.C. (was court-martialed for some infractions and reduced to Pvt.)	S/Sgt	39206779	Armorer/ Gunner	6
Don L. Ramsey P.O.Box 294 Tolleson, Arizona	S/Sgt	18097470	Gunnery Instructor then Armorer/ Gunner	93 61

Mr. Ramsey replaced Mr. Harrison on our crew.

Please try to locate any of the above personnel

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BOOK REVIEW PREVIEW

October 23, 1997

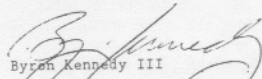
Mr. Lambert Austin  
344th Bomb Group (M) Association  
5747 Darnell Street  
Houston, TX 77096

Dear Lambert,

Enclosed is a copy of Jack's book that has just come off the press. We made corrections to the first edition and added 12 color pages at the back as well as used a better stock of paper.

Do you think we could get a mention in the newsletter? I'd appreciate anything you could do. Thanks.

Sincerely,

  
Byron Kennedy III

Robert Forsyth, the famous British aviation author, is coming out with his latest book, "Battle Over Bavaria," which is due to be printed in December of this year. Six of the eighteen chapters are devoted to the Martin B-26 Marauder and the unique sub-title, "The B-26 Marauder vs the German Jets - April 1945" tips off the meat of the text which involves the 17th, 323rd, 344th and 397th Bomb Groups.

A previous best-seller Forsyth book "JV-44 the Galland Circus" dealt exclusively with the story of the Luftwaffe Me-262 and Gen. Adolf Galland's role in pioneering the short combat career of this aircraft.

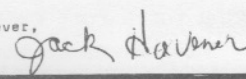
Forsyth did extensive research on both sides of the Atlantic and his contacts with MHS members were numerous. In fact he has volunteered to donate 1 pound sterling to the MHS for every book sold in the U.S.A.!

As soon as the book is published and a copy forwarded to MHS for review it will be outlined in detail but, as a teaser, there will be 250 photos accompanying the text as well as 16 color profiles of the B-26, P-47 and Me-262.

Watch for the extensive review and ordering information in the next THUNDER!

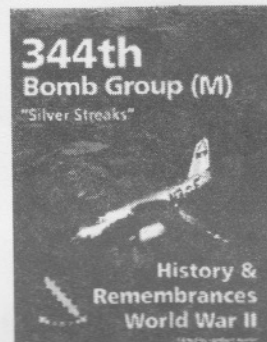
- 30 -


Note to 17th, 323rd, 344th and 397th newsletter editors: Please run this in the next issue of your publication.

Azzever, 



**Back by  
Popular  
Demand**



 Byron Kennedy III  
Southern Heritage Press

This new book by Victor Tannehill is very well done and takes the B-26 from drawing board to scrap heap. Most of you remember Vic from Arvada, Colorado as he and his wife attended some of our reunions selling books, shirts etc. pertaining to the B-26. His Dad, S/Sgt. Carl (Kelly) Tannehill was in the 320th BG, 304th Service Sq. The book is 132 pages of practically all pictures and does an outstanding job of covering our airplane on every front, including the Home Front. The price is 29.95 plus 4.95 postage from Boomerang Publishers, 6164 West 83rd Way, Arvada, CO 80003. Lambert

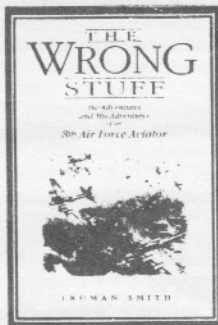
## THE MARTIN MARAUDER B-26

By Victor C. Tannehill

Please Send Me Southern Heritage Press, P.O. Box 10937, St. Pete, FL 33733 • 800-282-2823

Book	Quan	Price	Total	
The Martin B-26 Marauder		\$14.95		<input type="checkbox"/> Check <input type="checkbox"/> Visa <input type="checkbox"/> MC
344th Bomb Group Unit History		\$39.95		
				Credit Card # _____ Exp date _____
				Signature _____
				Ship To: (or attach card) Name _____ Street _____ C,S,Z _____
Shipping \$2.50 for the Martin B-26 Marauder, \$3.95 for the 344th Unit History, Free if you buy both! \$1.50 for each add'l copy.				
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Order Now! *The Wrong Stuff* by Col. Truman Smith is a quality paperback filled with photos, maps and diagrams from the author. Truman writes in a style that makes the reader feel as if he is in the aircraft. The book has a beautiful four color cover, 6x9, 356 pages. Published in December by Southern Heritage Press. ISBN# 0-941072-23-1. Only \$15.95 plus \$2.95 Shipping and Handling.



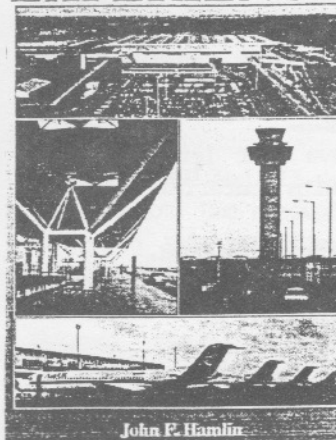
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ARVADA, COLORADO 80003

ROBERT WARDA: Does anyone have any information on him? Newsletter sent to Glendale Heights, IL has been returned. "No such number".

ART KRAMER & PAUL SHORTS have found their Eng - Tail Gunner in ENBUBO, NM which is near Taos or so I understand. Name is EMILIO GRIEGO. If had an address I would have used it. Sorry. Would like to hear from him and join Association.

JIM & ELLY BRYANT. THANK YOU for your lovely note and pictures of Seattle. Not bad, but unfortunately I sent to Monarch & am not positive I will ever get them back. I'll call and try.

## THE STANSTED EXPERIENCE



This hard cover book by John F. Hamlin is 144 pages and contains about 300 black & white photos.

Order from GMS Enterprises  
67 Pyhill, Bretton,  
Peterborough. PE3 8QQ  
England. Price \$29.95  
plus postage.

This from Jack Terrill.

# V-MAIL

WILDA HARDEN: Thanks for the card.

ED MELTON: Hope your recovery is still going well & we see you both in Nashville.

TONY PAULINO: Thanks for application for French Medal commemorating the 50th Anniversary of the Normandy Landings. I'll keep it on hand in case I get a request for it from any of the Group. For myself, I wouldn't part with 24.50. It seems very hard for the French to part with anything without a charge. Our group that went over in '92 did receive this medal & I do not think they had to pay for it at that time. You tell Camden county that I'm from Steuben county in NY so they should give me one when they give all you NJ guys one!

SKIP YOUNG of 386th: Thanks for info & hope your recovery has continued since heart surgery? Seems to be 2 or 3 "Writers" from each of the countries we were at that are always needing more info. Are you looking for a full roster and/or have I sent same?

GERHARD EVERWYN: No hurry. We are working on Belgium at present.

RALPH LEONE: Thanks for all the Nashville poop & we found in our short 2 day visit that you had it well covered. Looked at Holiday but have choosen Marriott down the road a bit. That is if I can live with contract, provided I ever get it. Was your riverboat trip afternoon or nighttime? We seem to have lost our photo people after all these years so may well contact the one you used in Nashville.

BILL ANDREWS: Thank you & I did fix the Majors address.

BOB MULDROW: Thanks for update on Col. Edwin P. Foote. Retired 1972, died 20 Nov. 1993 in Reno, NV. This in answer to Don Sinclair inquiry.

ASHLEY SMITH: Good to hear your health is okay now. See you in Nashville.

KEITH GISSAL: Pleased you enjoyed my book.

IVAN HANSEN: Do you think you will be able to make Nashville? I sold a few caps but need to sell a bunch more.

RAYMOND YUNGHANS: You should make Nashville in a breeze from Indiana.

CARL MOORE: Good hearing from you. Sent letter on to Robert Schnubel.

DAVID BRUCE BOGIE: That would be great if you and Beverly can make the Belgium trip. We (Carl) is counting on a good turn out!

EDWARD MELTON: Thanks for news article on Opryland. We had heard that bit of news while visiting last month. Not many of us would have attended the Amusement Park anyway.

CHARLES D'ATRIO: No, Pat Patterson cancelled out of Seattle but good to learn he got in touch with you. It must have been a real surprise phone call after over 50 years!

MRS Jens (MARY JO NORGAARD: How to order my (our) book at a discount is on "Book Page" in this issue. I'm sure you will be very happy with it.

FRANK DeSOMMA: Glad you and Mary are working on Belgium. Carl Cutright will keep you posted.

DR. JOHN PIKULA: Sent you the Vane Hugo address & hope contact has been made? I cannot recall him but remember flying at least one mission with you.

JEFF TOWNSEND: Too bad I didn't have your letter (story) for my book. Now I will put it with material going to Archives.

R. L. & BILLIE WALKER: Great! Hope you enjoy book.

JACK HILL: I will include photo you sent of John Scott in my next shipment to the Archives & thanks.

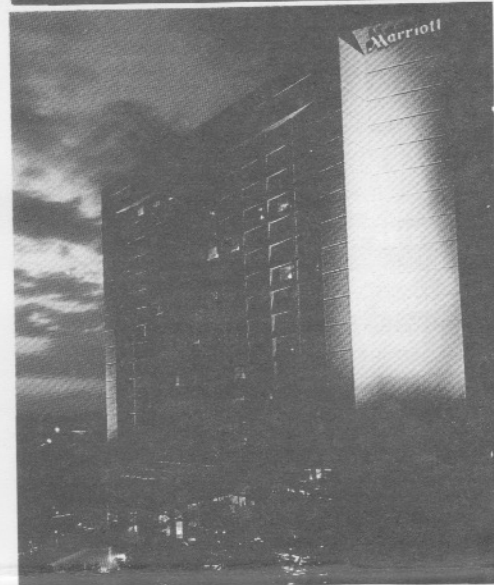


WALTER ZELENKA: Your best bet for Marauder HS is Jack Havener, 9317 Garden Woods Dr., Cordova, TN 38018. Several others including Robert Harwell but all depends on what you want to learn. Just a name in the MR sometimes does wonders.

JACK & GEN HANLEY: Great to hear from you both & hope you are well enough to make Nashville. Hang tough!

SANFORD & MARILYN JONES: Thanks for kind words on Seattle. Sure could have been worse. Many thanks to you and so many of the above that wished us well for daughter Phyllis. She is doing so well, better then prior to surgery even after losing part of one lung, it amazes me. Youth sure has its advantages. Eve & I cannot thank everyone enough and we are so very blessed.

It is now the last week-end in Nov. so will close "V-Mail" until next time.



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Only picture  
they gave me.

Garrick Starck  
3104 Fox Shadow Dr.  
Apex, N.C. 27502  
Home Phone (919) 362-5135  
Email gwrs@aol.com

Dear Sir,

I am trying to locate information on my late great uncle, 1LT. Oliver J. Jumper. All of his records were lost in a fire years ago and it seems that his close family was never really interested in his exploits during WWII as a B-26 pilot.

I am writing to all of the Bomb Groups and Bomb Squadrons that I am aware of that flew the B-26 in hope that his name will appear on someone's roster and I will have a starting point. The only information I have is his rank and a picture of him and his crew standing in front of a B-26 at what looks like a training base. The B-26 has large block letters on the nose, LB3, which I assume was a training aircraft. If you can in any way help, I would be most appreciative.

Sincerely,

*Garrick W. Starck*

**NOTICE - NO REUNION BOOK TO BE PUBLISHED THIS YEAR FOR SEATTLE!! THE MONARCH CO. (Now Rainbow) JUST INFORMED ME AFTER GOING THROUGH ALL THE MOTIONS THAT BECAUSE WE DID NOT HAVE 75 PICTURES TAKEN THEY COULD NOT PROFITABLY PUBLISH. This after sending about 100 picture for Eve & I to spend several hours matching names etc. for them to put in book! We also sent many more from Charles Middleton and other members. Sorry! If I had not called to check on progress we may still not know. Working on new company as these people are not very business-like. Kinda take a "O-Hum" attitude.**

The following article on a young Glenn L. Martin was submitted by our own Ralph E. Martin. Seems they were both attending Kansas Wesleyan University back in 1938 and this article appeared in the yearbook, "The Coyote". Ralph thought it might be of interest and I agree. Enjoy.

## Glenn L. Martin: Pioneer

Most of the pioneers identified with Wesleyan used covered wagons. This one used an airplane.

AT twenty-three, Glenn Martin achieved flight in a machine built by guesswork in an abandoned church. In 1911 he was a fledgling airplane manufacturer in Santa Ana, California. He was then twenty-five, slender, unsmiling, shy, as practical as Calvin Coolidge, and prim in manner. He accented these austerities with an unusual flying costume of black leather helmet, black leather jacket, black framed goggles, dark gray riding breeches, and black riding boots.

This is the picture of Glenn Martin as



he took up the trade of barnstorming just three years after he built and flew his first airplane. Salinans and Wesleyan students of those years of 1907 and 1908 remember the sober-sided young man who could not be jibed or hooted out of the idea that he could fly and someday would. Some students thought it a crazy dream, and when they passed him on the street they would smile to one another and say: "There goes Martin. Do you suppose its safe for him to go about without being watched? . . ."

But he cared little about what they said of him, for when they were thinking about some trifle at hand, he was working in an old church, building something in which he had placed all his hopes. It was a machine shaped by a dreamer, but a realistic dreamer. Glenn Martin was a practical man and placed his hopes and ideas in a corner of his mind where they could easily be seen but would not interfere with the work at hand. Gradually his mental workshop built the plans for an airplane, one of the first to fly, and the job was carried out by long hours of labor. Sometimes in the early morning or late at night his loyal mother would hold a coal oil lamp to light his way.

In 1908 Martin flew that crude plane in a field south of the Kansas Wesleyan University campus. Of the present faculty only one, Dean A. H. King, remembers the occasion. At other times as many as a hundred wondering townspeople would gather to watch the youthful airman make preparations for a flight. Sometimes the engine would refuse to run. Usually a moment's tinkering would solve the difficulty. On occasion an unsuspected current of air would touch an

awkward wing to the ground, resulting in a jolting and a hurried repair job for the pilot. Many years later, in 1933, he returned to the place of his first flight to receive the degree of Doctor of Science from his Alma Mater. Just before leaving on a recent European trip he wrote concerning Kansas Wesleyan: "No student attending college can possibly understand the feeling of an Alumnus of a school such as Kansas Wesleyan University, a Christian School which has maintained such a fine atmosphere of ideals and an unusually high type of Faculty. I never think of Kansas Wesleyan without a warm feeling of friendship for the School, the Campus, the Faculty and the Students who were in school during my short period at Kansas Wesleyan." The University has always been wholeheartedly supported and given large sums by its business college alumnus. Also in 1933 he received the valued Collier trophy from the hands of President Roosevelt.

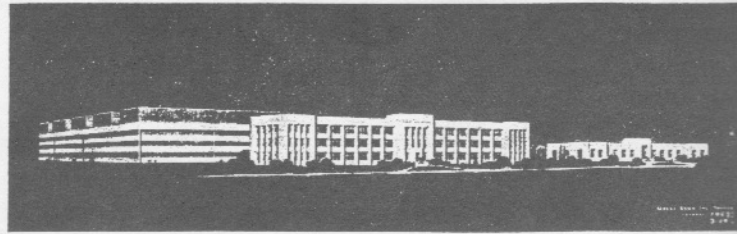
It was a grim and earnest Martin who, in 1911 took up the trade of barnstorming in order to raise funds to continue his aircraft development. For four years he looped and stunted across the country, flying at county fairs, and with his con-

In a few years Salina and Kansas Wesleyan will lay greater claim to Glenn L. Martin as their own son. Realizing this, the editors relate the story of a successful K. W. U. student.

federates, succeeded in convincing a wide-eyed public that man could fly and would. They were a pin-feathered lot, but their names were as big in aviation before the war as Lindbergh, Earhart, and Hawkes are now, and comparatively their feats were just as great.

Martin, nicknamed the Dude, because of the apparel in which he flew, played a very unconvincing villain in the movie "The Girl of Yesterday;" the star was Mary Pickford. Martin organized the first coyote hunt from the air, was the first to pick up a man from an open boat, and led the first man hunt from the air, and dropped a bouquet of posies in the lap of a California carnival queen. Dubbed the "Gull Man" by enthusiastic newspapermen, he thrilled Chicagoans by making a perfect forced landing on the lake. Because he has been a sensible and careful flyer, Martin has had only one crack-up. That was in 1916 while engaged in Army bombing tests. An army surgeon pronounced him dead, but because of the insistence of his chief mechanic he was revived with no serious injuries.

Records fell to Martin in 1912. In this year he became a qualified expert pilot under the Aero Club of America and received license number two. At the Cicero, Illinois, International Air Meeting, he won the dead-stick landing contest and proved himself the greatest glider in the world. Winning nearly all



### THE WORLD'S MOST MODERN AIRCRAFT FACTORY

Martin's Middle River plant includes the original factory and Administration Building (right) completed in 1929, the Engineering Building (center) and Assembly Hall (left) which have just been completed. The whole covers 550,000 square feet.

the speed races and other events he emerged with \$4,854.24 in prize money. He also set a new hydro-plane altitude record, 4,400 feet, and was the first to carry three passengers. Another record fell that year—the over sea's flying record. Glenn flew from Newport, California, to Catalina Island in thirty-seven minutes and returned the same afternoon. As a commemorative gesture, in 1935 he piloted a guest laden China Clipper over the same route.

An idiosyncrasy of Mr. Martin is his suits, which are decorated with raised ridges of the same cloth as the suits. The ridges outline the lapels and cuffs forming intricate designs. It is in these designed suits that he does his daily work in the office of his Middle River plant surrounded by the models of his clippers.

#### Martin Ocean Transport Model 156

##### Descriptive Data

Power—Four Wright 1000 h.p. engines

Type—Monoplane

Category—Flying Boat—63,000 lb. gr.

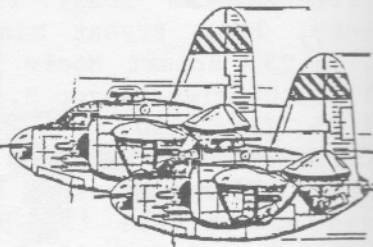
Use—Transoceanic travel

Passengers—forty-six day; twenty-six night; individual berths

Achievements—First boat capable of non-stop transoceanic commercial transport; has the highest possible degree of efficiency and flexibility with twice the flying range of the China Clipper

Specifications, Performance, Features—Span, 157 ft.; Length, 92 ft.; Height, 24 ft.; Speed, 170 m.p.h.; sound proofed walls; air conditioned; heated to 70° F.; hot and cold water; luxury lounge with diagonal seating allows easy conversation; Construction, Alclad, an aluminum alloy.

Mr. Martin is sensitive on the point of his part in developing war machinery. He says he has developed them only to enlarge the potentialities of the industry. He now turns out sleek beautiful machines capable of 235 miles an hour, at the rate of three a week which he sells to, at present, Argentine and Turkey. However, as an airplane man Mr. Martin wishes to talk about airplanes as a flying machine and not as a weapon. Personally Martin is tenderhearted and kind.



DORIS & JOHN CARPENTER of Humble, TX. (few miles north) were honored to have Howard & Barbara Rondeau for a visit in Oct. They had friends from Norway, Hans & Berit Borresen with them. The two couples were driving from Lakeside, Or to the East coast and return. They traveled over 9000 miles. Hans expressed "Thanks" to John, a Bombardier in 497th, for coming to Europe to help in a time of need. The Carpenter's were pleased to welcome them to Texas. Hans & Berit flew back home on Nov. 19 from Portland.

DEC. 18, 1997 and all my early start back in mid-Nov. has gone to pot! Had a couple days under the weather myself early on this month and from the 3rd on until yesterday our daughter, Phyllis was back in hospital, finally consented to surgery after over a week of refusal. Surgery was performed Sat. AM and she went home yesterday, Wed.! Long way from back to normal but certainly on the mend.

# FINANCIAL REPORT DUES/DONATIONS/RECEIPTS

Mid Nov and I will start the Dec Milk Run by trying to get the Expenses & Receipts up to at least Nov. 1, 1997. Legend: No \$\$ signs used, D=Dues, D&D=Dues & Donations, PL=Plaque, etc.

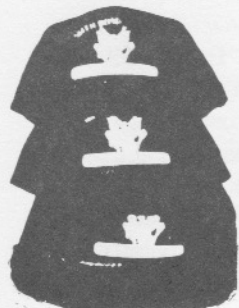
RECEIPTS: June 1997; Jerome Roehl D&P1 25, Robert Harwell D&P1 35, Alan Winner D 25, Ralph Leone D 20, Walter Zelenka D 10, Robert Schnubel D 20, George Eldridge D 50, Paul Benedict D&P1, Robert Ahern D 25, F. L. DeSomma D 20, & Frank Palermo D&P1 25. Tot. \$305.

JULY: Turner B. Patterson D&P1 50, Wm Long D 20, Jeff Townsend D 10, Harry Loveless D 15, Ivan Hansen D 10, Frank Peternel D&D 20, Rudolph Casciotti D& P1 50, Nellie Nunley D 10, Robert Mahling D 20, Robert Powell D&D 50, Dorothy Schickendanz D&D 25, Don Korkowski D&P1 75, Arthur Brewer D&D 50, John McNamee D&P1 35, Al Freiburger D&D 52, Richard Reese D 20, Charles Moritz D 50, Al Moss D 25, Leon Vantrease D 25, Lorraine Bond (Thomas) D 25, Jasper Hall D 25, Jack White D 20, Harry Dahlheimer D 20, Owen Haigh D 20 & Irv. Sugarman D 25. Tot. \$747.

AUGUST: Jay Hotard D & Belg P1 50, Woodrow Jerman D&D 60, Joe Lutostanski D&P1 50, Gerald Mooney D 20, Clayton Carpenter Caps 14, Fred Hastan (Ed Cain Nephew) D 25, Vane Hugo D&P1 100, Ralph Martin D&D 52, Lee Sullivan D&D 100, Robert Lansche D 15, Gordon D. Gould D 15, N. R. Ackerman D&D 100, Wm P. Morton D&D 50, Fran Lusch D&D 100, Jay Hotard Donation 50, Cash, Lambert, Sales, Raffle etc. 718, Lambert, exp. money returned 100 & Ackerman's Reunion, Tours etc. 358. Tot. \$1581.

SEPTEMBER: Wm Brady 196 (reunion refund-in bank), James Bryant Mini P1 25, Carl Cutright M. P1 25, Robert Moore P1 25, Jack Havener M. P1 25, Charles Kaczor M. P1 25, & Beth Almon M. P1 25. Tot. #150.

OCTOBER: Edward Melton D 25, Robert Q. Moore AM D 10, Jeffery Moore AM D 10, John Pikula D 10, Ivan Hansen Caps 15, Harold Griffith D 40, Keith Gissal Caps 15, Robert Bertelsen D&D 50, Clara Durdock D 10, Ashley Smith D 25, Frank Palermo D & Cap 27, John Hanley Cap 7, Raymond Yungham D & Cap 32, John Finkle D & Cap 27, Wm Whitney D 25, Leland Embry D & Cap 37 & Christopher Horn D 25. Tot. \$390. Tot. Receipts thru Oct. \$3,173.00. Does not include money for reunion activities or does it include money contributed & kept separate for Plaque in France. Will not do that again.



**TIME FOR A NEW CAP!!**

**SEATTLE REUNION CAPS**

**ONLY \$7.00 Postpaid & all my work!**

# EXPENSES

EXPENSES for June thru Oct. 1997:

JUNE: Feathers Plaques 234.30, Resource Net for Envelope 29.95, Mail Processing, postage for June MR 176.18, Thurgoods Memorial Wreath 66.16, Apr & May phone 40.15, Resource Net for MR paper 40, Austin Press, ptg. MR 519.0 & Postage for pkgs. 8.10. Tot. \$1,113.98.

JULY: Leo Fenster, reunion refund 294 & Albert Simon Reunion Refund 147. Tot. \$441.

Lambert, Jr refund for photo album & fillers 25.18, Stamp 87, American Express, Seattle Airfare 592, 144 Caps 301.24, Paul Benedict, reunion refund 148, Al Freiburger, reunion refund (hereafter RR) 198, Vane Hugo, RR 140, John Scot (for Lee) 112, Garth Morse, RR 262, Misc. reunion expens 150, John Robinson, RR 179, Owen Lansdowne, RR 358, Seattle Dance Band 750, Jim Stalter, postage rrefund 51.50, Fran Vellecco, RR 67, Joe Lutosstanski, RR 148, Turner Patterson, RR 64 & John Stokes, RR 32. Tot. \$3,664.92.

SEPTEMBER: Double Tree Hotel 4,258.01, Austin Press shipping ctns to Seattle, frt. 152.63 & Feathers Plaques Mini Plaques (10) 195. Tot. \$4,605.64.

OCTOBER: Convention Services NW 7,458, Postage for pkgs to Members 38, Reimburse Lambert, flowers, phone for July Aug, Sept. 85.08, Imp. new officers on Letterheads 42.22, Austin Press for ptg. Sept MR 274.96, Mail Processing postage on MR 181.78, American Express, meals, room chg etc. Lambert 237.72 & Exps., Nashville trip 200. Tot. \$8,517.76.

Total expenses June thru Oct. \$18,443.30.



L to R Back row: George Hoagland, Armament, Al Aceto, Ordinance, Walter Zelenka, Armament & Kneeling; Bill Kopp, Armament. Picture from W. Zelenka.

## MILK RUN

Official Publication of the  
344th Bomb Group Association  
A Non-Profit Organization

Edited & Published quarterly by Lambert Austin, 5747 Darnell, Houston, TX 77096. Dues are \$10 yearly or what you feel you can afford. Send dues, contributions, editorials, information on new, ill or deceased members to above address.

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Pres-Elect: William P. Morton, 351 Skyline Dr. Hazard, KY 41701 - 606/436-4764.  
Sec/Treas: Lambert Austin, 5747 Darnell, St., Houston, TX 77096 - 713/774-3030.

# Letters To The Editor

June 29, 1997

Lambert Austin  
5747 Darnell Street  
Houston, TX 77096

Dear Lambert,

You're to be congratulated one more time for the time and effort and dedication in publishing the "History of the 344th Bomb Group". What an accomplishment!!! I hope someone in the "Milk Run" organization comes up with an appropriate award.

Before I forget, I am enclosing my \$15 dues for 1997.

For Father's Day, my son and daughter-in-law presented me with a copy of "B-17's Over Berlin, Personal Stories from the 95th Bomb Group [H]", edited by Ian L. Hawkins." Maybe you have seen it already but in case you haven't, I am enclosing copies of a few pages.

I have read most of the 308 pages and have concluded one observation: Thank God I was flying our dear ole Martin B-26!!!

Lambert, I have taken the liberty of adding two pages to my copy of the history. These are enclosed.

Finally, a personal question: Are you paid a salary for all the work you have done publishing the Milk Run and the History? I think you should be. I speak from personal experience. As a retired Industrial Psychologist from the DuPont Company, and member of an organization of Psychologists from other large corporations, I was asked to be the Secretary-Treasurer of the organization--at a nice salary and other "perqs", such as a travel allowance. I served in this capacity for five years and had a ball. Something to think about.

I have enjoyed my association with the Milk Run, thanks to my introduction by Frank McCormac. If Frank reads this, I have re-established my friendship with my old roommate, "Simo" a retired Major General now living in Falls Church, VA.

That's all for now,

*Harvey*  
Harry Loveless

Bfile:Lambert

THANK YOU HARRY! The added pages will be sent to our Archives. Truman Smith's book also about B-17s & worth reading. We all are glad that the B-26 was our airplane, I'm sure.

*Suburban*

15 October 1997

Lambert Austin  
344th Bomb Group Association  
5747 Darnell, St.  
Houston, TX 77096

Dear Lambert:

I continue to appreciate receiving the "Milk Run" in spite of the fact that I spent only a few days in the Group before getting shot down on my first "Milk Run" mission. I occasionally see a familiar name which kindles a nostalgic memory. I also am enjoying your excellent book "344th Bomb Group History"

Your most recent "Milk Run" (Volume IX, No. 1) had an article 'Just A Thought' in which Robert V. Malaney mentions checking into the 494th SQ and assigned a bed recently vacated which reminded me of when I checked into the 496th SQ.

When I checked in I was assigned a bed where the personal belongs of the previous occupant were still unpacked and told he was missing from a mission a couple of days before. I was helping pack up the belongings when I noticed that the missing officer was a good friend of mine from stateside training days, Jack V. Porter, who was flying as copilot to Harvey Johnson when shot down on 20 April.

I was shot down on 27 April flying as copilot to J. V. Savko. The amazing thing was that I later ended up in Stalag Luft 3 in the same cell block room with Harvey Johnson, Jack Porter and John Guier; all of us from the 496th. I had a nice get-together with John a few years ago but have lost contact with Harvey and Jack.

I would like to have attended the nearby Seattle Reunion even though I probably would not have known anyone in view of my extremely short tenure in the 344th Bomb Group. Unfortunately I was cruising up north on our boat at the reunion time and had firm commitments that I couldn't break.

Lambert, you do a great job! Enclosed is a small contribution toward your much appreciated effort.

*Bill Whitney*  
Bill Whitney  
1341 Whitney Rd.  
Quilcene, WA 98376

Paul Benedict submits this letter he received from an old High School friend that just happened to be in the 495th. He was impressed by the part about "How much we all have in common" and I agree. We hope J.Paul Whittle does not mind it appearing here as we hope it encourages others to participate in our Reunions and Group News.

November 21, 1997

Dear Paul,

So sorry to learn that you are having to take treatments again. I hope that it won't be for long and that you can recover again shortly. My thoughts are with you.

Thanks, so much, for the 344th book. I have never enjoyed a gift so much and look forward to reminiscing with it in the future.

I had not thought about attending a 344th get-together as I would know almost none in attendance. After perusing the book I realized how much in common we all have. Therefore, I do plan to attend next year. And I hope to see you and Margaret there.

I am fine except for showing my age. It takes so much longer to do chores, projects, etc. My regards to Margaret - and best wishes to you. Thanks, again.  
*Paul*



## Freeman Municipal Airport

Freeman Field Industrial Park

November 18, 1997

Dear Sir,

The City of Seymour, Indiana is hosting a FREEMAN ARMY AIR FIELD reunion, June 5th through June 7th, 1998. We would appreciate you printing a notice of the reunion in your next publication. For information, please contact:

Ted Jordan, Airport Manager or Jane Henley  
Freeman Municipal Airport, P.O. Box 702, Seymour, IN 47274  
PH: 812-522-3607

or

Mayor John S. Burkhart or Martha McIntire, City Hall, 309 N. Chestnut St., Seymour, IN 47274, PH: 812-522-4020

Was anyone ever stationed here?

Lambert

Sincerely,

*Ted*  
Ted Jordan  
Airport Manager

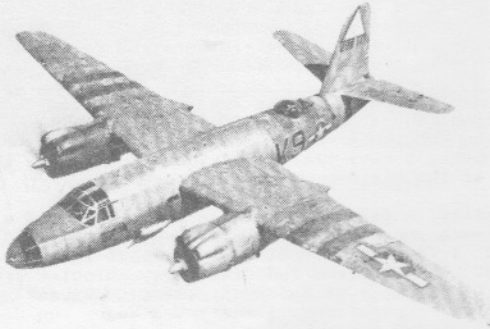


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AIR/GROUND PKG FOR BELGIUM Cont. from page one:

GROUND PACKAGE- Hotels starting night of April 29, approximately. Buses, incl. pickup at Airport, 1/2 day City Tour with a guide of Ghent with lunch & tour of Brugge with dinner. Travel to hotel in Namur on May 3 & visit to Florennes. On May 5 bus to Jean Offenbergh Base for Plaque Dedication. Return to Brussel on the 6th, overnight in Brussel with departure to Airport, all breakfasts incl.. Total \$800 per person. 10 days tot from Chicago. From alternat cities would be more or less.

For added or less nights in Brussel cost to be spelled out in contract. Added tour of Holland for two days, incl. hotel, cost is \$330 per person.

Cancellation Insurance is also included. Carl Cutright.

### BELGIUM PLAQUE CONTRIBUTORS:

Harold Teeter \$50, David Barger \$25, Bob Malaney \$50, Carl Cutright \$50, William Morton \$50, Bill Brady \$50, Harold M. Griffith \$10, Jerry S. McKinney \$50, Frans E. Lusch \$100, Thomas F. McManamon \$25, Richard Zorn \$10, David Bogie \$50, Gordon Milne, Jr. \$25, Woodrow "Pop" Warner \$25 and Ralph Martin \$25 for a total of \$595.00.

### PRESIDENTS MESSAGE

PRESIDENT FRANK VELLECCO wishes to remind everyone once more to attempt to get our children, grandchildren or some family member interested in the Association. Bring them to a reunion, sign them up so they can receive Milk Run and in this way create an interest.

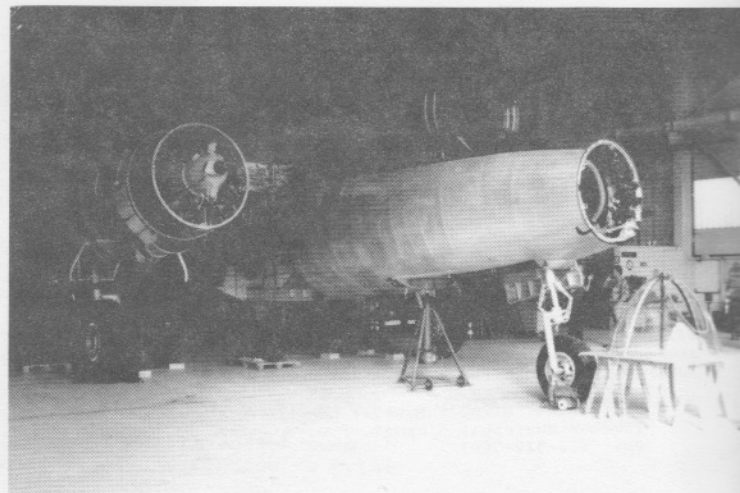
In addition Frank suggests we ware our cap & shirts all the time as one never knows who may see it and inquire about the Group.

### Many Thanks

Eve & I want to say "Thank You Very Much" for all the Christmas Cards & Letters of Good Wishes from so many of our friends and Members. Our cards are still in the boxes and may not make it out this year. If not, we do apologize or if they are later then usual you will understand. Special THANKS to Colonel & Mrs. Witty as well as Stan & Jean Thurgood.

### NEW FORMAT

Effective with this issue I plan to make the Milk Run a 9x12 format with approx. 4" columns. This will enable us to have a larger print in most cases which will in turn help you to read the news easier. It will also help, if in submitting any news item etc., in the future you be sure to type same 4, 5 or at the longest 6 inches wide. The reduction will not be as great for the 4 inch column thus saving on everyones eyes. LA



Thanks to Claude Faix for the picture above. Shows very clear that the French are making good progress on rebuilding the B-24 Le Bourget. It will be for "Static Display" before long.