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For our next Veteran (Max Struve) I have no pictures or military information and some vague Struve history. I know Max's son is Don Struve, who is the current band instructor at IKM-Manning Schools. I hope to visit with Don to see if he has any pictures of his dad's service and find out more about his Struve history so I can properly define it in the history book and database.

This is a very common issue for me, where I don't have enough family background to figure out the connections of people with the same last names.

So anyone who can help by providing more information and pictures for the Various Manning Veterans, will make it much easier for me while working on the Manning Veterans' project.

#528 Max Struve (no pictures, no military information)

#529 Merlin Struve (several pictures, 2 newspaper articles, some military information) Serial Number 37658762; Enlisted Camp Dodge January 28, 1943



Colorized picture of Merlin Struve in Tucson, Arizona

Merlin E. Struve was born February 11, 1915, and he lived with his parents, John J. and Anna (Joens) Struve, on the farm east of Manning. Merlin graduated from Manning High school in 1933.

After graduation he took Auto Mechanics training at McSweeney Trade School in Kansas City, Missouri, in 1936 for two months.

After that he worked for the Manning Motor Company in Manning for seven years. He performed a variety of mechanical repairs including grinding of valves; replacement of rings repairing of clutches and transmissions; replacing worn and defective parts. Merlin used hand tools and test instruments. He also drove the wrecker for service calls, installed radios and batteries, checked incoming (new) automobiles and also did some work on tractors.

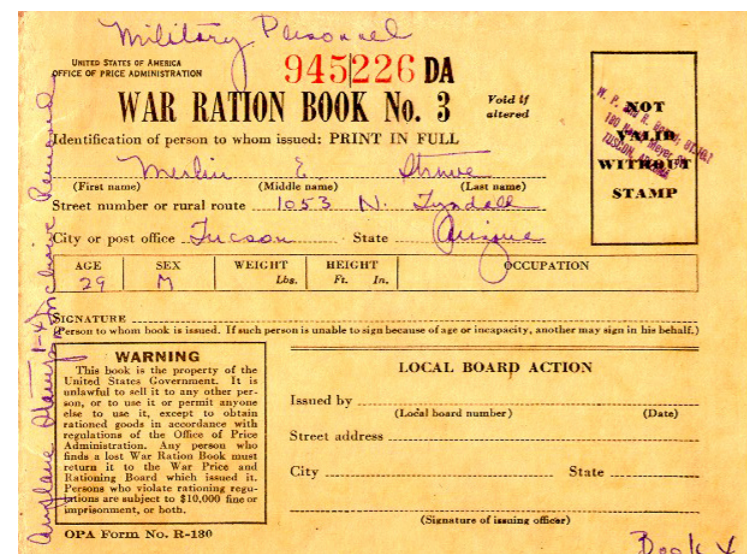
In 1947 Merlin and his father John J. went into the automotive business.

On October 9, 1940, Merlin married Elaine Karsten, daughter of Henry and Emma Karsten. They have one daughter, Frances, who married Robert Haack.

Merlin was inducted into the Army Air Corps on February 4, 1943. He took basic training as a Private for one month, as a Corporal he took Airplane and Engine Mechanic training for twelve months. He took a sixteen-week course in airplane and engine mechanics at a technical school in Gulfport, Mississippi, and then a four-week course in B-17 operation and maintenance at Boeing Aircraft school, Seattle, Washington. He served as Airplane Crew Chief at Davis-Monthan Field, Tucson, Arizona, for 23 months. He had the following duties: worked on B-24 and B-29 aircraft; supervised the maintenance, repair and inspection of military aircraft including operation efficiency; assigned duties and planned work for ground crew, mechanics, and technicians; inspected and completed modifications, repairs, and overhauls. Merlin was honorably discharged on February 8, 1946, at Fort Leavenworth, Kansas.



Merlin in Gulfport, Mississippi



Merlin's war ration stamp booklet in Tucson, Arizona.



Elaine & Merlin Struve during the 1981 Manning Centennial

#530 Roy A. Struve (several pictures, some military information)

Roy was a WWII tail-ender. He began his service right after WWII but was still considered on record as part of the WWII force that served in Korea but before hostilities began between the U.S. and North Korea in 1950.



Picture taken the next day after Roy came in from "Easy Gap" maneuvers on August 1946. Easy Gap was a training drill the soldiers participated in during the night at Ft. Knox, Kentucky.

Summary: Serial Number 37899374; Enlisted Fort Snelling, MINNESOTA, June 19, 1946

Roy was inducted into the Army June 19, 1946. He trained at Fort Knox, Kentucky, on Carbine and 105mm Howitzers and later operated a Supply Warehouse in Inchon, Korea. He received the Victory Medal and Army of Occupation Medal - Japan. Private Struve was discharged June 2, 1947.

Interviews from March 8, 2016. I sat down with Roy on several occasions to get his personal and military history over the last year or so, and on the 8th I worked with Roy specifically on his military information. Below is the rough draft I have written. I was planning on going over his story one more time but then Roy passed away in April, before I could get back to him...I never seem to have enough time!!!

There will eventually be more service information included from letters Roy wrote home but it will be included later when I start laying out the Manning Veterans' book.

Roy A. Struve

Roy Struve reported to Fort Snelling, Minnesota, after he received his draft notice, to take his pre-induction physical - which he passed.

From there Roy was sent to Fort Knox, Kentucky, where he worked with 105mm Howitzers for a three-month basic training period. It took seven men to operate a Howitzer. Each man had to learn all seven positions in case someone was injured the other men could fill in. Roy's group was considered "special forces."

After Roy finished his basic training he received a ten-day leave so he came home to Manning.

Roy then rode a train out to Camp Stoneman, in Pittsburg, California, where they received their orders for Korea. They left in the morning, going under the Golden Gate and Oakland Bay bridges, then they went to bed and by morning when they woke up all they could see was the Pacific Ocean, in every direction (when Roy returned home they went under the same bridges in San Francisco).

On the trip over, Roy remembers seeing schools of porpoises diving out of the water along the ship.

Roy was in Korea during the winter.

The Korean Conflict had not yet become a "hot" war but Roy always had to carry his rifle...which he never had to use. They never had to go on maneuvers or training missions while in Korea.

Roy managed a PX warehouse that received and distributed supplies for the Army.

On occasion when supplies were checked out and transported to a location that needed to be resupplied - when the truckers got there some of the items were missing - for instance a case or two of beer.

The truck drivers were getting into trouble so they requested that one of the men be allowed to ride in the back of the truck. It so happens they had to stop at a railroad crossing so this time the drivers found out what was happening...South Koreans were jumping in the back and handing out the beer and other supplies while the truck sat at the crossing.

Roy was first stationed at the 38th Parallel, then to Ascom City, and finally to Inchon.

General Dwight David Eisenhower visited Roy's location, so he got to see and hear Eisenhower speak while in Korea.

Roy's small group was stationed with a "colored" Battalion. They all worked and performed daily activities together.

As a young farm boy from Iowa, Roy remembers his amazement in seeing the Koreans gather human waste from the cities and haul it out for use as fertilizer in the farm fields.

The Korean farmers used bench terraces to help prevent erosion.

A very happy memory Roy has is when Lieutenant Kernel Shay told the soldiers in camp that word came from Washington that all draftees, both overseas and stateside, were to be released immediately on March 31, 1947.

The ship Roy came home on could not come into the bay because the water wasn't deep enough so the men were taken out on a landing craft. From there they had to climb the rope ladder along-side the ship. Roy had a duffle bag on each shoulder and climbed those ropes. At the top were other soldiers who helped them onto the ship.

They stopped in Hawaii on their way home before heading to Camp Stoneman, California, where they were discharged.

While Roy was leaving Hawaii he remembers seeing a ship carrying newly commissioned 2nd Lieutenants who were all on the forward side of the ship and when it hit the breaker waters they were washed back to the center of the ship. Roy knew, from previous experience on a ship, about the breakers and that you didn't stand on the front of the ship until further out at sea and away from the breakers. Roy and the other men on his ship had a really good laugh seeing the lieutenants learn the hard way about breakers.

After Roy arrived at Camp Stoneman, they were discharged on June 2, 1947. Roy was first offered a commission when he returned stateside but he told the recruiter he wanted to go home and farm. Roy was later concerned that he would be drafted again when the Korean conflict began in June of 1950 but that never happened.

At Camp Stoneman he was provided a ticket to ride by rail to Omaha, and from there he received another ticket to ride the Great Western to Manning.

Roy got off at the Manning Depot and George Peters picked him up and took him up town. Roy called his parents and his mother answered the phone so Roy asked her if she had room for one more at dinner - surprising her because they didn't know Roy had even left Korea - so Roy's dad came to town to take him home.

Memories of the attack on Pearl Harbor and Japanese internment camps in California.

Roy's wife, Virginia, was living in Long Beach, California, with her family when the Japanese bombed Pearl Harbor. Long Beach was a naval base and had a lot of oil wells, so the U.S. officials were worried that the Japanese would attack the mainland next. Virginia remembers blackouts and air raid drills, and that her mother became very flustered worrying over all of these events.

Roy and Virginia visited California several years later and went to a former Japanese-American internment camp area where they could buy things being sold by the Japanese-Americans. Roy remembers visiting with one of these ladies and purchased some things from her. He remembers telling her the he was of German descent but was not subjected to the same mistreatment that Japanese-Americans received.



Roy's basic training group at Fort Knox. Roy Struve standing: 5th from left - First Sergeant Nixon is 3rd from the left standing.



Korean crew who worked under Roy. Roy was a warehouse foreman who kept a manifest for his warehouse. There were six warehouses in the Incheon base camp. They were responsible for dispensing supplies to the various bases in South Korea.



Roy's ship stopped at Pearl Harbor, Hawaii, on their way over to Korea. This is one of the U.S. ships that was sunk by the Japanese attack on December 7, 1941. Roy's company also stopped at Hawaii on their return home from Korea.



Korean workers on base using a steer to pull the wagon

WWII continues next week with Howard Subbert.