THE 457TH BOMB GROUP ASSOCIATION NEWS
ESTABLISHED JULY 1971 – BENTONVILLE, AR
March 2006

VOLUME 36 ISSUE 62

2006 RETURN TO GLATTON
12th Mini-Reunion ~ May 27-31

Conington Church...site of "The Stone American"
GREETINGS!!!

The New Year has arrived and with its arrival comes the opportunities and challenges 2006 will bring.

Three events are already on the schedule. The Mini-Reunion in Peterborough and Glatton/Conington will be Memorial Day weekend. Details are included in this newsletter; however, with the increased air travel it is not too early to start finalizing travel plans. The Eighth Air Force Historical Society will be meeting October 4th-8th in Bossier City, Louisiana, the site of Barksdale Air Force Base, home of the 8th Air Force. Later in the year the 457th will be in San Antonio for a luncheon with members and friends of the 457th who reside in the area. More on those plans later.

All of us who attended the meeting in Savannah were favorably impressed with the Memorial Window the Association provided for the Chapel of the Fallen Eagles. Upon return from Savannah my edition of “The 8th A F News” arrived. The edition featured photographs of the windows of the Chapel. Again, it was very impressive.

One challenge is assuring the future of the Association. That lies with the membership and the active participation of individual members. Take it upon yourself to recruit a member of our generation and a member of the Second or even the Third Generation. That will provide a good beginning for the New Year. Long live the Spirit of “Fait Accompli”.

--James Bass

QUOTABLE QUOTES:

Colonel James R. Luper on reflecting upon the winter forced March of the POW’s from Sagan to Moosburg: “The march from Sagan was the hardest thing I have seen any group of men accomplish or be called upon to do in my twelve years in the infantry and air corps.”

(Col. Luper was shot down on the 7 October 1944 mission to Politz and was a POW for the remainder of the war.)

As everyone is aware, Ray Pobgee, one of our English Historians, passed away suddenly and unexpectedly nearly one year ago. His dear wife Enid, joined him soon after. At a memorial service to commemorate Ray’s life and work, another English Historian, Gordon Townsend, carried the Stars and Stripes to represent the 457th Bomb Group Association. Gordon shared the following pictures with us. The actual color photos will be available for everyone to see at the 2007 reunion in Pensacola. We all wish to thank Carl Sechrist for a beautiful and moving display honoring Ray and Enid at our reunion in Savannah, 2005. Carl is a nephew of Will Fluman and has provided wonderful displays at more than one reunion. Carl and his wife Chris, their son Cameron and daughter Justina were hard at work setting up the displays, and we wish them to know how grateful we are for their selfless acts of kindness and for sharing their wonderful talents with the Assoc.
RETURN TO GLATTON 2006 - 12th MINI-REUNION

May 27-31, 2006 - Bull Hotel, Peterborough

It would be great if we could match the record turn-out we had in 2004 when we dedicated the new Glatton Memorial Monument. Many of you contributed to the placement of this fine memorial but have not yet been able to see it. Make 2006 the year you join with us for a very enjoyable four days at Glatton, Conington and Peterborough.

Our neighbors in Conington now have a renewed interest in the 457th. We were an integral part of Village life while we were at Glatton in 1944-45. This new memorial at the edge of the Village, now gives them a tangible connection to our Association. We appreciate their interest and continued assistance in caring for the Memorial. We plan to involve the Villagers in some of our activities this year.

Once again, we will have our “Headquarters” at the Bull Hotel in Peterborough. I have talked with them and they are holding a block of rooms for us. Our special room rate this year is 55 pounds single and 85 pounds double/twin. Of course, this includes a full English breakfast. You make your room reservations with me. No advance payment is required and you pay the hotel at check out. They accept major credit cards.

The costs of the activities will be paid to me, in pounds, at registration. The final amount will not be known until I get over there and determine the actual costs for some of the items. In 2004, the total was 85 pounds per person. This could be higher this year but not significantly.

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<tr>
<th>SAT. MAY 27</th>
<th>Check in at the Bull</th>
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<td>Registration and Memorabilia Room open</td>
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<tr>
<th>SUN. MAY 28</th>
<th>Memorial Service at the Stone Airman at the Conington Church</th>
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<td>Lunch</td>
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<td>Service at Memorial Monument and Social Hour with Villagers</td>
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<tr>
<th>MON. MAY 29</th>
<th>Memorial Service at Cambridge American Cemetery</th>
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<td>Imperial War Museum at Duxford --- American Air Museum</td>
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<th>TUE. MAY 30</th>
<th>Peterborough Day...Mayor’s Reception</th>
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<td></td>
<td>Visit Peterborough Cathedral</td>
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<td>Reunion Banquet at the Bull Hotel</td>
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There is always a good representation of the younger generation at our reunions in Peterborough. We should encourage their attendance. It is good for us and it is good for them. I have had several contacts from members who are working on their travel plans.

SHOULDN’T YOU BE WORKING ON YOURS???

To register, if you have any questions or I can help in any way, please contact me:

WILL FLUMAN
Phone: 717-258-3090 Email: oakgrove35@aol.com
HEY GUYS...RECOGNIZE ROSE COURT FARM? PROBABLY SOME STRUCTURES ADDED SINCE YOU LAST SAW IT FROM THE SKY...THIS SATELLITE PHOTO AND OTHERS IN THIS NEWSLETTER ARE CONTRIBUTED BY JOE TOOTH

HOW ABOUT THE OLD RUNWAY?
For Immediate Release
January 20, 2006

For More Information:
Debra Kujawa
912-748-8888 x 102

MIGHTY EIGHTH AIR FORCE MUSEUM PLANS GOLF CLASSIC

SAVANNAH, GA -- TO ALL 8TH UNIT AND HS CHAPTER NEWSLETTERS

The Mighty Eighth Golf Classic will be held as a springtime fundraiser for the Mighty Eighth Air Force Museum in Pooler, Georgia on May 8th, 2006 at the Savannah Harbor Golf Course. The four-person teams will tee off at 8 am, with teams made up of personnel from each branch of military service. Represented will be the Army, Navy, Coast Guard, Marines, the National Guard, and of course, the U. S. Air Force. Twenty-four other teams can be sponsored by individual or 8th veterans' organizations.

We would like to have as many sponsors from our own 8th Air Force troops as we can taking part in supporting the event and the museum. Individuals, Groups, or Chapters can sponsor a team by sending in the sponsorship donation of $500 per team to the museum. All donations are tax deductible and all funds will go directly into the Museum’s General Operating funds. Funding for sponsorships can be received right up until the time of the tournament. Recognition of all donors, sponsors, and Associations will be given and published in Museum and Historical Society newsmagazines. Winners of the Mighty Eighth Golf Classic will receive trophies and other prizes.

The Museum’s winter fund drive is still currently underway and your contributions in any amount can still be sent in, if you have not yet done so. For these contributions and for sponsoring a Golf team during the tournament, please send donations to: The Mighty Eighth Air Force Museum, P.O. Box 1992, Savannah GA 31402.

Thanks to each of you for supporting your permanent home of the Mighty Eighth. We would not be here without you.

Walter Brown, M. D., President/CEO
Mighty Eighth Air Force Museum
Tel 912-748-8888 x121
MEMORIAL GARDENS TRIBUTE PROGRAMS ARE NOW RE-OPENED!

The recently-dormant memorial programs at the Mighty Eighth Air Force Museum have been reactivated and are now once again open for subscription by 8th Air Force veterans and their families! The Wall of Valor Program, established at the Museum in 1994, and the Crew Plaque program are both back in full swing.

Men and women who served in the Air Force and related armed forces may be memorialized by having their name, Units, and crews inscribed permanently into the Walls of the Memorial Gardens – a program that is unique in the world.

Each Wall of Valor plaque consists of two lines that include the name, Unit, and some personal information about the honored veteran. Crews and crewmen – air and ground – may be listed together with their aircraft markings, identification letters, and artwork. There is a choice of plaque sizes, materials, and colors. All plaques will be presented carved into high-quality polished granite before installation on the walls. Purchases may be made by veterans, families or by your entire crew.

A number of the troops have already called in their order. Information and pricing is immediately available by calling Peggy Harden at the Mighty Eighth Air Force Museum at tel. 912-748-8888 ext 103; email finance@mightyeighth.org.

Permanent care of the memorials will be assured by our museum staff at the permanent home of the Mighty Eighth located in Pooler, Georgia near Savannah.

In Association with
Smithsonian Institution

President / CEO

Editor’s Note: When reporting names of contributors for various projects, we try to make sure that all are reported. However, I left Nicola Toscany’s name off the list of contributors to the Glatton Memorial Monument Fund. We appreciate and need each and every contribution and I think it is important to recognize contributors. I apologize to Nick for my oversight. Nancy
The Mighty Eighth Air Force Museum is a home worthy of those who proudly served in one of our country’s most renowned and gallant military organizations. Here, an era of courage will be celebrated and remembered for generations to come.

Much like the impressive memorial wall in the American Cemetery in Cambridge, England, The Mighty Eighth’s “Wall of Valor” dramatically frames the Museum’s Memorial Gardens and offers a unique opportunity to memorialize the courageous individuals who comprised The Eighth Air Force.

Veterans can be recognized by name, rank, and unit number incised on a handsome, 4 x 12 inch polished stone tablet.

No matter what the rank or service of the Eighth Air Force Veteran, equal status is accorded on the Museum’s Wall of Valor.

Please take a moment to make your donation to this timeless, lasting, and worthy place of honor.

The Museum’s goal is to see that every person who has ever served in the Eighth Air Force is given a chance to share in this great memorial.

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### The Mighty Eighth Air Force Museum's Wall of Valor Program

Please print space as you would like your plaque to be engraved.

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Some examples of how you might apply your information are shown below:

**SSGT CLARENCE COGDELL**  
360 SQ 303 BG

**BRINKLEY'S CREW**  
360 SQ 303 BG

**GROUND CREW**  
DUCHESS 359 SQ 303 BG

**CAPT. ARNOLD LITMAN**  
MY HUSBAND 303 BG

**SSGT BILLY ELLIOT**  
KIA JULY 13 1944 491 BG

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### To Make a Donation:

Enclose $250 for each two-line, 4"x12" panel, including up to 24 letters. Add $2 per letter for each additional letter over 24. Total of 44 characters maximum allowed.

<table>
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<tr>
<th># Letters</th>
<th>Total $</th>
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- **Your Name:**
- **Address:**
- **Phone:**
- **Method of Payment:**
  - [ ] Check
  - [ ] Discover Card
  - [ ] Visa
  - [ ] MasterCard
  - [ ] American Express

Did you enclose your check with this form?

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**8th Air Force Affiliation**

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<th>Rank</th>
<th>Station Name</th>
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| BG | FG | SQ |

| KIA | PO W |

Other

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**THE MIGHTY EIGHTH AIR FORCE MUSEUM**

P.O. Box 1992
Savannah, GA 31402

Phone: 912-748-8888 ext. 103
Fax: 912-748-0209
PLEASE INCLUDE THIS NEWS RELEASE IN YOUR NEXT NEWS LETTER.

FOR IMMEDIATE RELEASE – December 8, 2005

This year has been a difficult one for the Mighty Eighth Air Force Museum because of high gas prices, hurricanes and other global events. Museum attendance has suffered, as has its cash flow, and the Museum has felt the effects of funds diverted to other causes. The tragedies of the year cannot be trivialized, but long after the memories of these events fade, funding from loyal supporters of the Museum has to continue so the mission - educating the public, and commemorating and honoring the veterans of our nation - can be maintained and expanded.

In contrast to the worldwide natural disasters, great things continue at the Museum. Dr. Walter Brown has assumed the leadership role as interim President and CEO. The Roger Freeman collection will arrive soon and be made available for researchers, authors, veterans, and visitors. The distinctive 303rd Bomb Group historical collection, assembled by Trustee Harry Gobrecht, now resides in the archives. Of major significance, Timothy Bottoms and Vivian Rogers-Prices, heads of the Collections and Archives departments are ready to receive artifacts from all Eighth Air Force groups, including Bomb and Fighter Groups. Collections will be housed in the newly dedicated Roger A. Freeman Eighth Air Force Research Center where they will continue to grow into the most impressive assembly of Eighth Air Force works in the world.

From a financial perspective, the Museum has not been forced to dip into its modest cash reserves to continue operations, but the time is drawing closer when that might be necessary. This is a time of substantial need. If you have not sent a check for the Annual Campaign, please do so now. Please give generously to the Museum. Future generations are depending on it. Gifts can be sent to the Mighty Eighth Air Force Museum, PO Box 1992, Savannah, GA 31402.

Contact: Brenda Elmgren
912-748-8888 /ext. 165
admin@mightyeighth.org
Website: www.mightyeighth.org

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Letters...

To the 457th Association,

I am writing in reference to the top photo of page 32 of the Bernie Baines collection, 457th bomber crews I found on your website.

Please know that this is a photo of my father and his crew. The date is incorrect. He was not at Glatton until May, 1944. We have this original photo and the date is August 26, 1944. The picture was taken the day after my father's last mission. Also incorrect is the spelling of my father's last name. My father was 1st Lt. Benjamin H. DeLoach.

His crew called their plane s/n 43-37532 "THE JOKER'S WILD". There was no nose art but most of the members of the crew had the backs of their bomber jackets painted.


Lt. Gerald W. Esser (Co-Pilot) was killed less than a month after this photo was taken on Group Mission #120, September 10, 1944, Target - Gaggenau in A/C 42-97451.

Of the men in this photo, only Sgt. Batliner is living.

Please know that I LOVE your website. Thank you for all you have done and continue to do.

Sincerely, Carolyn DeLoach
Veterans of World War II ... the Uniformed Branch of The Greatest Generation

If Bradley Bunker’s World War II military service could be summarized in only two words, they would have to be “close calls.”

Thirty-five missions as a navigator in a B-17 Flying Fortress put Bunker, of Franklin, in harm’s way on a regular basis as he directed the bomber and its combat crew of 10 from airstrips in England to heavily fortified targets in Germany.

“We didn’t get many missions over France,” he recalls. “Those were too easy. We went after factories in the big industrial cities of Germany. It took three runs over Munich before we finally took out the Messerschmitt (military aircraft) plant there.”

During one such run, Bunker left his navigator’s station to look out a window.

“I don’t know if it was a whole shell, or part of a shell, but it came through the bottom of the plane and took my navigator’s table and half of my log book with it. If I had been working on my log book, it would have taken my head off, too,” he said.

“It got pretty airy, and how that shell went all the way through the plane without hitting one of the cables, I still don’t know.”

Like many other B-17s within the 8th Air Force’s 457th Bomb Group, Bunker’s bomber often returned to base riddled with reminders that Nazi anti-aircraft fire could be intense.

“One mission we were shot up so bad that we began losing altitude, so we headed back to base,” he said. “There was so much damage that they wouldn’t let us land on the major runway because, if we cracked up, the rest of the group coming in behind us wouldn’t be able to land.”

The disabled plane was diverted instead to a nearby grass landing strip.

“That grass strip was three miles long, and we were going so fast that we used every inch of it,” he said. “One engine did catch fire. As I was gathering up my navigation logs and maps the guys kept yelling at me: ‘Bunker, get out of there!’ They were sure the plane was going to explode.

“I was the last one out, and when I came through the escape hatch, an English fire crew hit me with the foam they were pouring on the engine. That was cold, instant freeze.”

Bunker, who will be 83 next week, remembers watching other B-17s in his squadron explode around him during bombing raids.

“We flew a raid on Peenemunde (a German rocket center), where the Germans were manufacturing the atomic bomb, and they were ahead of us, too, until the 8th Air Force got a hold of them.

“The flak at that target was so thick it looked like a gray blanket. The first three planes in our group got hit, and two went down. The plane right in front of us just disappeared.”

Remarkably, none of Bunker’s crewmates were wounded or killed during the 35 missions they flew between May and November of 1944. That’s true good fortune; 8th Air Force flight crews had a higher percentage of casualties than any branch of the service during WWII.

Of the 8th Air Force’s 135,000 combat crewmen, more than 26,000 were killed. Some 28,000 others were held as prisoners of war after their aircraft were shot down. Combined, that’s a loss ratio of 40 percent.

“My bombardier was a big Irishman named Mike, and whenever we would go through a lot of flak, I’d get right behind him. He once had some flak come through the Plexiglas of his turret. It hit him, but he was wearing a chest protector, which probably saved him.”

Bunker, shown in front row, third from left (hatless) was a 22 year old student at the University of Maine when he entered the service in 1942 on New Year’s Eve.
His 100 hours of pilot training and his advanced navigational coursework took him to Florida, California, Texas and Oklahoma. Before being sent to his last stateside post in Oklahoma, he returned to Ellsworth in March of 1944, where he married his wife Dorothea.

Bunker declined the 8th Air Force's offer of a promotion from 1st Lieutenant to Captain if he would stay on as a B-17 navigator beyond his required 35 missions.

"It would have meant that I'd stay on for the entire duration of the war," he said. "They gave me an hour to think about it. When I went back to the barracks and saw all the fellas getting ready to go home, I decided to come home, too."

Bunker used the G.I. Bill to complete his bachelor's degree and to earn a master's degree at the University of Maine. His first job out of college was teaching math and science at George Stevens Academy in Blue Hill.

Bunker's 24-year teaching career would take the couple to Connecticut and New York before his retirement in 1970.

The Bunkers now split their time between a winter home in Naples, Fla., and a summer home in Franklin built on family farmland overlooking George's Pond.

His 35 missions and his countless close calls earned Bunker a Distinguished Flying Cross.

Editor's Note: Bradley passed away a month after this appeared in The Ellsworth American. I wish I had gotten this into the newsletter so he could have seen it.

60+ years ago...

- Alec Guinness (Star Wars) operated a British Royal Navy landing craft on D-Day.
- James Doohan ('Scotty' on Star Trek) landed in Normandy with the U.S. Army on D-Day.
- Donald Pleasance (The Great Escape) really was an R.A.F. pilot who was shot down, held prisoner and tortured by the Germans.
- David Niven was Lt. Colonel of the British Commandos in Normandy.
- James Stewart entered the Army Air Force as a private and worked his way to the rank of Colonel. During WWII, Stewart served as a bomber pilot, his service record crediting him with leading more than 20 missions over Germany, and taking part in hundreds of air strikes during his tour of duty. In peace time, Stewart continued to be an active member of the Air Force as a reservist, reaching the rank of Brigadier General before retiring in the late 1950s.

- Clark Gable (mega-movie star when war broke out), enlisted as a private in the AAF in 1942 although he was beyond the draft age at the time the U.S. entered WWII. Gable attended Officers' Candidate School at Miami Beach and graduated as a 2nd Lt. He then attended aerial gunnery school and was assigned to the 351st Bomb Group at Polebrook.

- Charlton Heston was an Army Air Corps Sergeant in Kodiak.

- Ernest Borgnine was a U.S. Navy Gunners Mate 1935-1945.

- Charles Durning was a U.S. Army Ranger at Normandy earning a Silver Star and the Purple Heart.

- Charles Bronson was a tail gunner in the Army Air Corps, on B-29s in the 20th Air Force.

- George C. Scott was a decorated U.S. Marine.

- Eddie Albert (Green Acres) was awarded a Bronze Star for his heroic action as a U.S. Naval officer aiding Marines at the horrific battle on the island of Tarawa in the Pacific.

- Brian Keith served as a U.S. Marine rear gunner in several actions against the Japanese on Rabal in the Pacific.

- Lee Marvin was a U.S. Marine on Saipan during the Marianas campaign when he was wounded earning the Purple Heart.

- John Russell enlisted in the Marine Corps in 1942 where he received a battlefield commission and was wounded and highly decorated for valor at Guadalcanal.

- Tyrone Power (an established movie star when Pearl Harbor was bombed) joined the U.S. Marines, was a pilot flying supplies into, and wounded Marines out of, Iwo Jima and Okinawa.

- Audie Murphy, most decorated serviceman of WWII.

In contrast to the ideals, opinions and feelings of today's "Hollywood" the real actors of yester-year loved the United States. They had both class and integrity. With the advent of WWII many of our actors went to fight rather than stand and rant against this country we all love. They gave up their wealth, position and fame to become service men and women, many as enlisted men. So, reading this, how do you feel the real heroes of the silver screen acted when compared to the hollywoods today who spray out anti-American drivel as they bite the hand that feeds them?

Editor's Note: I received this some time ago over the internet and thought it was interesting. Hope you do, too.
Editor’s Note: One of our second generation members, Marcy Adams, is the daughter of Charles L. Stewart, now deceased. Marcy fought a difficult battle when she decided it was high time her Father receive the recognition due to him. Marcy also fought for her Mother’s right to receive benefits because Charles had been a POW. Finally, on December 9, 2005 all her efforts paid off when her Father’s Purple Heart was awarded to her Mother with family and friends looking on.

The program read in part...

“Major General Don C. Morrow, The Adjutant General Arkansas National Guard, will present the Purple Heart (posthumous) to Staff Sergeant Charles L. Stewart.

SSgt Charles L. Stewart was born on October 23, 1921 in Spring Garden, Alabama. He served in the Army Air Force’s 8th Division, 457th Bomb Group, and 749th Bomb Squadron as a B-17G Tail Gunner on the “Black Puff Polly”. On May 28, 1944 while serving on a Target Junker aircraft over Dessau, Germany, he was shot down with nine other crew members.”

On the next page, I want to share with you, a letter written to a newspaper reporter by Charles’ granddaughter, Misty Garrett. It seems that there were 2 awards given at this ceremony. The second award was given to Mr. Arnold Wright, an author who has worked hard to preserve the memories of America’s fighting men and women. The newspaper article did not mention Charles Stewart’s award. Misty’s letter says so much about our younger generation Americans in honoring America’s valiant veterans. --NL Editor
Dear Mr. Jensen,

This morning I read your article about Mr. Wright. It was an enlightening article except you failed to mention my grandfather, SSgt Charles L. Stewart. My grandfather received the Purple Heart at the same ceremony that you attended. Were you there? Without my grandfather’s plight for freedom for this great country of ours, you would not have precious freedoms such as freedom of the press. Without the sufferance of my grandfather and others, Mr. Wright would have nothing to write about.

"SSgt Stewart was forced to parachute from a disabled aircraft and suffered injuries. One crew member was killed in action and the others were held as POWs in Stalag IV until the end of WWII. Members of Stalag IV were forced to march in the famous "Death March" across Germany for 86 days covering 600 miles in sub-zero temperatures and knee-high snow." That was included in the program at the ceremony. Did you receive that? If not, I’m sure that I can make you a copy.

The war in Iraq has taken its toll and touched so many lives. It would have been a benediction to hear about the tribute of a soldier who put his life in jeopardy to defend the United States. Without these inspiring and dedicated soldiers of yesterday and today, our enemies would trespass against the very foundations that this country was founded on so long ago.

Today, so much is taken for granted that we are in the midst of losing our heritage. Schools have stopped recognizing Veteran’s Day and President’s Day and the historical significance has been taken from the curriculum. Some of our citizens of tomorrow have little foundation of the history of our country and what soldiers, like my grandfather, endured to continue to build our great nation. I know this because I am an educator.

SSgt Stewart’s family was well represented by his widow, his children, his grandchildren, and his great grandchildren. You could have asked any one of us about this great man and his long-awaited honor in serving his country. You allowed his legacy to die as you decided to only focus on another (who has made an important contribution) who only recounted facts and did not live that life. Mr. Jensen, you missed a valuable resource for your article that may have taken it to the next level. I guess it is true that we are teaching our future to only look at the surface and never dig underneath for the truth.

I will be sharing this mockery of freedom with your editors, my fellow educators, political figures, friends, children, and citizens of Arkansas. I will be the voice that was not heard but will be felt for all of those willing to defend my freedom.

I am not criticizing your article. The style was excellent, but your voice and content was lacking something. You and I know exactly what that was. I hope you continue pursuing your freedom of speech and press, but you remember those who fought for your rights.

Sincerely,
Misty Garrett
Proud Granddaughter and Educator of Arkansas’ Children
IN MEMORIAM

Thanks and praise...for our days
Neath the sun, Neath the stars, Neath the moon
As we go...this we know...God is nigh

The following are reported deceased since last newsletter.

**Robert E. Bergeron**
November 19, 2005

Reported by his wife Margaret, who wrote, “Robert E. Bergeron died at Tifton, GA. He served with the 749th Squadron, 457th Bomb Group as a Ball Turret Gunner and made 31 missions over Germany. He retired from the Air Force in 1964 with the rank of Chief Master Sergeant. After graduating college with a Masters in Education, he was a school administrator in Tift County. He also served 2 terms as a Tift County Commissioner.”

**Solon Boydston**
April 2005

Reported by Solon’s Grandson, Richard Lawson. No other information received.

**Lloyd S. Gray, Sr.**
January 15, 2005

Originally reported in the December 2005 NL by Lloyd’s nephew, but no other information was received. We have received a report from Charles C. Keller, who wrote, “Lloyd did indeed die on January 15, 2005 in the Wilamatic Hospital in Connecticut at the age of 81. I served initially as co-pilot on his crew, the “Gray Eagle.” We arrived in England on approximately 10 September 1944 and were assigned to the 749th Squadron of the 457th Bomb Group in Glaton. With the passing of Lloyd, I may be the only surviving member of that crew, but Lloyd’s career deserves a more complete accounting. He was a big, strong Connecticut boy who was born to fly. After completing transition in Florida and crew training in Tampa, we headed for the ETO. We were fortunate enough to survive and complete our tour of 35 missions, on all of which we flew close formation and kept the faith. Even after I checked out as a first pilot, Lloyd and I traded off alternate missions, but he was always a tower of strength and all of us on the crew admired and loved him dearly. We completed our tour in March of 1945. He stayed in the new Air Force, and served as a Communications Officer for seven years in the Air Force Security Service in Japan and in San Antonio. The next seven years were spent in the Strategic Air Command as Aircraft Commander on B-47s. His last assignment was Assistant to Director of Professional Weapons Headquarters in San Antonio. Aside from the great personal sense of loss which I feel, I feel comforted by the enduring friendship that I shared with Lloyd. He was the best that America has to offer, and he served his country well and faithfully. He was indeed a prototype of those who served so well in ‘The Fireball Outfit’.”
**IN MEMORIAM**

*Norman A. Kriehn*
August 31, 2005

Reported by James Bass, who wrote, “Norman A. Kriehn, Group navigator for the 457th died as a result of infection caused by the flood waters of Hurricane Katrina. He was in the water for four to five hours before being rescued. He was buried in the National Cemetery in Biloxi, MS on September 20, 2005, with full military honors. A resident of Biloxi, his home although still standing was totally destroyed inside. Norman was lead navigator on the 7 October, 1944 mission to Politz (Stettin), and was rescued from the icy waters of Stettin Bay and spent the remainder of the war as a POW.”

*Andy Kuzemchak*

Reported by Hugh Arnold. Andy was a gunner on the April 10, 1945 mission over Germany for Pilot Hugh Arnold, 750th Sqd. The mission narrative can be read on the 457th website. More information about Andy in the next newsletter.

*N. Kenneth Nail*
April 7, 2004

Information provided by Craig Harris, who says that he and Ken “were very close friends and his passing was really a crushing emotional blow. He was a rare bird, with his dynamic and upbeat personality, his integrity and character. We may never see his like again.” The following information is copied from the June 2004 issue of the 8th AF News: “It is with great sadness that we learned of the death on April 7th of Board Member, past Treasurer and Vice President of our Society, N. Kenneth Nail. Ken fought a valiant battle with cancer. Just days prior to his death, he confided to me (William Rawson, President, 8th Air Force Historical Society) his pleasure and the great honor he felt by serving on the Board of our Society. Ken loved the 8th AFHS. He served our Board, the Society and his Mississippi Chapter with distinction. We will miss his jovial manner, wisdom and affection.” Walt Brown, Editor of the publication said, “Ken’s integrity, devotion, his enthusiasm and friendship, were always evident to all of us, as was his smile.”

*George L. Sanders*
January 21, 2006

Reported by Nancy Yauch, who wrote, “George wished that you be notified upon his death—which means to me you were special and at some point an important part of his life. To me he was the Dad I never had. The man who loved my mother dearly, my antiquing partner and my Republican buddy. No matter your differences you either liked him or you loved him. No ifs, ands, or buts about it—George was a wonderful, giving and unique human being. Anyone crossing his path was a lucky soul. He had character, a rare trait these days, a true representative of the ‘Great Generation’. George did not want tears or sadness upon his passing. He wanted neither a service nor funeral upon his death—rather, he wanted a celebration of life.”
IN MEMORIAM

The following are reported by George Schuller, 749th Sqd., Engineer on "Bad Time Inc. II on 8 Nov, 1944 when a mid-air collision occurred on it's first mission. An account of this collision, as taken from the 457th website is included at the end of the Memorial listings.

Johnny Sartor
December 2004
Johnny was the waisgunner and retired as a Brig. Gen. He lived in Starkville, MS with his wife Delores. Johnny had a history of strokes.

Frank C. Stein
June 2005
Frank was the Radio Operator. He was from Columbus, OH.

Jim Jenkins
2004
Jim was co-pilot as the time of the collision and actually was assigned to the 751st. He was originally from Carbondale, IL.

Robert Schaaf

We received the following tribute from Eric Brumby...
"Thank you for the newsletter I received today - and with it the sad news of the passing of Robert Schaaf, who as you know, attended the last Peterborough "Mini". Robert and I talked quite a lot at the American Cemetery and after at the Bull Hotel. I took some nice photos of him at the "Stone American". One of them was him saluting the Stone American and as he stood there with that proud glint in his tear filled eyes, I thought that moment he exemplified all that was typical of our cousins in uniform from across the ocean, proud and defiant, brave and steadfast. It was a privilege to stand there with him."
Editor's note: Eric Brumby is one of our English Historians, and a gifted artist. He painted the picture we used on the cover of the latest Roster. Eric also penned the tribute seen on the page following this "In Memoriam". Eric said it is dedicated to a wonderful chap and also to all those who had gone before.

Cecil D. "Hap" Woodruff
August 26, 2005

Reported by Hap's daughter Barbara who wrote, "My Dad died earlier this year. I wanted to inform you of his death. My younger sister and I took him to the reunion in Rapid City in 2003. He was a loving and devoted father, grandfather, great-grandfather, and uncle. He will be, and is, deeply missed and will remain in the hearts and thoughts of his family and many friends forever."

Also reported by Arthur G. Jensen, who wrote, "Cecil served as a Radio Operator in the 748th Sqd. of the 457th Bomb Group. He was a part of Vern Moland's crew. "Woody", as we called him was at 28 the old man of the crew. I was the Bombardier. On 7 Oct 1944 our group had the dubious honor of leading the 8th Air Force on a mission deep into northeast Germany. The target was a synthetic oil plant at Politz near the Baltic Coast. The mission was led by Col. James Luper. We encountered heavy flak. We were shot down along with Col. Luper and
other crews. Woody and I evaded capture for five days trying to reach the Russian lines. Due to lack of food and my inability to walk any further because of immersion foot we decided to turn ourselves in. We had some harrowing experiences on that long walk. When we turned ourselves in we were separated because of our respective military grades. I didn’t get to see Woody again until long after the war. In fact it was at the 457th Bomb Group Reunion in 1985 in Rapid City, South Dakota that we finally saw each other again. From then on we kept in touch and attended several of the Bomb Group Reunions and one crew reunion in Minnesota. Woody will always remain in my deepest memories.”

Jeanne L. Toth
January 1, 2006

Reported by her loving family, husband of 61 years, Joe Toth, Contact Man of the association, son and daughter-in-law Jerry and Sandra Toth—association members, Nancy Henrich, Secretary and NL Editor, and daughter and son-in-law Cathy and Bruce Smith. Of all the sad notices I put together for this newsletter, this is the hardest of all. Mom loved her family and her last and greatest wish was realized when we were all able to be home for Christmas for the first time in I-don’t-know-how-long. Mom and Dad’s first reunion was in Reno in 1995. Mom was the lady who faithfully put the mailing labels on the newsletters for me. She and Dad and I hosted the 2001 Reunion in Colorado Springs. She loved the Bomb Group and supported us in our work with the group, helping out in so many ways. When she didn’t feel she could travel any longer, she encouraged us and was so happy to see us go to reunions without her. We sure miss her.

Our memories build a special bridge
when loved ones have to part
To help us feel we’re with them still and soothe a grieving heart.

Our memories span
the years we shared,
preserving ties that bind,
They build a special bridge of love
and bring us peace of mind.
Reflections on a Visit to the American Cemetery, Cambridge, England...

Roll of Honour

Honour them as you pass by these fallen heroes of the sky. Young men and true from far away who died for the freedom we cherish today.

Fait Accompli
Eyewitness

On a mission to Merseberg (No 146) on Nov 8th, 1944, two planes of the 457th mysteriously collided while in formation. One of the planes was s/n 42-38054 named "Arf & Arf" piloted by Lt Arner L Furr. The other plane involved in the collision was s/n 44-8418 named "Bad Time Inc II". The pilot of Bad Times Inc II was James Elduff. The copilot of "Bad Time Inc II" was Lt James Jenkins, Jr. The official account says that "Arf & Arf" was cut in two by "Bad Time Inc II". The two portions of "Arf & Arf" spiraled into the sea with no survivors. "Bad Time Inc", while badly damaged, was able to return to base and flew again only to crash land in Belgium while on a mission to Euskirchen several months later.

In the June 1991 issue of the Association Newsletter is a letter written to the Association by George Crockett regarding this incident. It is published here in its entirety.

"Reading Lt Jenkins (Copilot on "Bad Time Inc.") article in a previous issue of the Newsletter brought back many vivid, but sad memories. I remember sitting across from Warren Rankin and Leroy Wetzel at breakfast on the morning of Nov 8th, 1944. It was to be the last time we would eat together or see one another. Our mission was to be the Luena synthetic oil plant at Merseberg. Fourteen of our planes were assigned to it. We had already crossed the channel when we were recalled due to bad weather.

As we were returning over the coast, we were met with a "flak" barrage and flew through it without any apparent damage. We were flying above and to the left of Lt Elduff. I was the right waist gunner on Joe Coleman’s crew "Rattle Snake Daddy", Lt. Furr’s, "Arf & Arf" was to the right and below Lt Elduff’s "Bad Time Inc.". As I looked down on Furr’s plane, I waved to their left waist gunner, and he waved back. As I watched, they started edging closer and were climbing closer to our level. At the time I thought they were just tightening the formation but they suddenly climbed up and under Lt. Elduff and hit him. The next thing I saw was "Arf & Arf" in two parts plummeting towards the water.

Contrary to the account in Col. Byers "Flak Dodger", one chute did open. We were instructed to 'hold position'. Joe (our pilot) said "To hell with you, I'm going down" and we went. We were going to try and drop a raft. We made two passes about 30 feet off the water and managed to drop a raft near him, thanks to Tom Crowley (our bombardier) who was calling the shots. The man in the water was Glen Wisdom. He made it to the raft and waved. We thought he had been saved but could not get any information on him. As we left the area, there was a swarm of fighters circling over him and the "flak" started up again trying to reach them.

It was hard to return to our hut and find their bunks empty and their personal effects gone. A lot of us cried to ourselves that night. We were given a 48 hour leave and found ourselves drowning our sorrows in London. When we got back, there was a new crew in their bunks and business went on as usual. There were two other survivors from that crew. Ed Rambler had left the crew a month before and Sgt Ramoe went to the hospital with severe abdominal pains the night before. He was replaced by Sgt Brunsvoeld, flight engineer. Joe must have caught "hell" for doing what he did but I thought he deserved a medal."
Everyone experienced close calls. Here are 4 of mine:

**Miracle #1...** On the last leg of the flight to Peenemunde, the 36 planes in the 457th were going along on time, on course, when from our left came another group of 36 B-17s which folded right through our formation without having any plane collisions. WHEEVi!!!

**Miracle #2...** On my last mission, as our group headed west over the Channel, a flight of C-47s loaded with paratroopers and gliders attached, flew head-on through our formation. Luckily the 1000 ft. gap between the lead box and the high and low boxes of our group allowed them a path where not a single plane struck another plane. It only took about 3 minutes to happen. I froze in position but I know now that the dear Lord Jesus preserved us all that day.

**Miracle #3...** My parachute pack was a snap on type, to be used if I needed it. I kept it close by under my navigator’s writing table by my left foot. We had a lot of flak on one day and I heard metal bouncing around in the nose area as we were over the target. When we landed, I picked up the chute pack and saw that shrapnel had sliced a whole corner of it completely off. A large 5 inch hole was evident in the bottom of the floor under where the chute was laying. If I had needed the chute it would have been too bad for me. I think of falling 25,000 feet in a holey parachute. WOW! I can pray very fast and that might have helped.

**Miracle #4...** On the maximum effort flight over St. Lo there were 4 boxes and my ship was in the low-low box, so all 3 boxes were above and ahead of our box. We all dropped 100# anti-personnel bombs in clusters held by steel brackets which fell off as bombs were released. Our low-low box flew right into a heavy shower of steel brackets on the bomb run. The brackets hit us all over the place. Luckily, no major damage occurred to us. However, many holes on the top of our ship were found after we landed back at the base. As I said, the vertical distance between boxes was 1000 feet so the iron brackets fell that far before hitting our planes.

These kind of things happened “all-the-time” when you least expected it to happen. But if you realize we used to fly with 1000- up to 1200 big bombers, plus another 600 fighter planes in the same airspace practically every day (when the weather permitted), there were bound to be errors made in communications and/or judgement. I remember hearing of B-26 bombers that bombed our own troops and that some ground troops mistakenly shot down some B-26 bombers. In the heat of battle it’s very tough to be in control of yourself all the time and do everything exactly right. I can see how easily mistakes can happen. When I was flying, B-17s and B-24s didn’t do much ground support except at St. Lo and Eindhoven and I never heard that we dropped bombs on any of our troops.

Most of the time there were the normal dangers of losing oxygen, Pilot error, enemy fighters, flak, plane catching on fire, bumping into other planes, getting machine gun bullets from another ship close by, getting lost in foggy weather over England, having oxygen tanks explode, etc., etc. (The fog and mist over England was real bad and one time we had to land downwind because if we came in upwind the Pilot could not see the runway.) All of us guys in the
8th A.F. had these experiences, but on different days and on different missions.

Records show only about 1/3rd of heavy bomber crews successfully completed their 25th mission "Tour-Of-Duty". (Ref: the movie "Memphis Belle"). Most of the time, guys got shot, hit by shrapnel, the plane was shot down, they bailed out and were taken prisoner, were lost due to aerial collisions, crash landed, and some froze to death after dropping into the icy North Sea waters. Others got smashed up as they parachuted down on to big rocks or trees as they landed. A couple dozen B-24 guys returned to the USA on the ship I came home on. They were just released from hospitals after getting banged up during the Floesti Oilfields' raids by the 15th A.F.

I happened to be one of the very, very lucky men to survive my entire tour-of-duty without any serious damage. My salvation was due to lots of praying each day. I went to Mass and Holy Communion each morning that a Chaplain could make it to our base to be there for us Catholics going on a mission. The Priest was a Lt. Colonel from Bomber Command who drove many miles in the wee hours of the morning just to say Mass for us. Father Sullivan was a great guy. I’ll never forget him. (Father heard confessions and said Mass so fast he must have set records in those areas.) That all happened on the ground. However, when I was in the plane, I was “all business”. I worked like crazy doing my navigating no matter how many fighters came or how much flak burst around us. An important part of my duty was to help the bombardier by calculating the latest winds for his bombsight run and to assist him in identifying the MPI of the target as we flew down from the IP to the target on the bomb run. The Germans tried to hide targets by sending smoke over targets and it seemed they were in cahoots with the weatherman for many times clouds and haze obscured the MPI. Usually it took 10 to 20 minutes for a bomb run where the bombardier had control of the plane through the Norden Bombsight. It seemed like forever, but to a Bombardier it was only seconds. I had the honor to fly with Lt. Tony Kulczycki who had 6 missions in a row where he got 98% of our bombs to drop within a 1000 foot circle. It depended on the skill of the bombardier, and Tony was one of the best. I believe he was awarded the Silver Star for his cool, courageous behavior on those bomb runs.

Starting in Sept. 1944 Gen. Doolittle ordered that all crewmen must fly 35 missions to complete a tour. Thus, when I flew my 30th trip on Sept. 17th, I expected to do 5 more. Then 2 days later, while I was doing some “duty-navigator” work down in operations, the sergeant in OPS showed me an order which just came down from Bomber Command saying any “Lead Navigators” or “Lead Crew” members with 15 or more lead missions, were now only required to fly 30 missions, not 35. WOWWEE! And Hallelujah! I was done with combat and a mighty happy man.

***THANK THE LORD.***

For my efforts in the war I got a promotion to 1st Lieutenant, the E.T.O. Campaign Ribbon with 5 Battle Stars, the Air Medal with 3 Oak Leaf Clusters, and the coveted Distinguished Flying Cross. I asked to be sent to radar navigation training in the US, hoping to go to the South Pacific for another combat tour. But Col. Luper decided and recommended I be trained as an instructor, so that’s where I went.

I left the 457th on 23 Sept. and went to a staging area for a few weeks and came home via a liberty ship after a 12 day trip. There were 300 Americans on the ship guarding 1000 German prisoners captured in and around St. Lo. Then after a short stay in Atlantic City at The Ritz Carlton Hotel, I left for Ellington Field in Houston, Texas, for 2 months of instructor training. On completion they sent me to Hondo, Texas where I became Flight Commander over 50 Navigation students plus 7 instructors and which, to my surprise turned out to be the last class of Navigators to be trained at Hondo. After the graduation I got a class of students training to be Flight Engineers on B-29s for the South Pacific. I was a duck out of water, but did the best I could as an obedient officer without doing any instructing. All this occurred in 1945 but by Sept. the separation-by-point system was announced by Gen. Marshall. This was where each guy got points for his months of service, months of overseas time, medals, months in combat, etc., etc. Because of my record, I accumulated 84 points and this put
me on one of the first lists for guys to be separated. We went to Fort Dix, NJ on 24 Sept. 1945 for final processing. I started my non-military life by going to Pittsburgh, Penn. and enrolling in Carnegie Institute of Technology under that wonderful G.I. Bill. I became an electrical engineer June 1949 and took a job in Pittsburgh, PA with Westinghouse Elevator Co.

--Norm Franz

Exercises you can 'love'...
Physical exercise is good for you. I know that I should do it daily, but my body doesn't want me to do too much, so I have worked out this program of strenuous activities that do not require much...

✓ Beating around the bush.
✓ Jumping to conclusions.
✓ Climbing the walls.
✓ Swallowing my pride.
✓ Passing the buck.
✓ Throwing my weight around.
✓ Dragging my heels.
✓ Pushing my luck.
✓ Making mountains out of molehills.
✓ Hitting the nail on the head.
✓ Wading through paperwork.
✓ Bending over backwards.
✓ Jumping on the bandwagon.
✓ Balancing the books.
✓ Running around in circles.
✓ Eating crow.
✓ Climbing the ladder of success.
✓ Pulling out all the stops.
✓ Adding fuel to the fire.
✓ Opening a can of worms.
✓ Putting my foot in my mouth.

Blessed are they who can laugh at themselves

GREAT
TRUTHS
ABOUT
GROWING
OLD-er!!

1) Growing up is mandatory; growing old is optional.
2) Forget the health food. I need all the preservatives I can get.
3) When you fall down, you wonder what else you can do while you're down there.
4) You're getting old when you get the same sensation from a rocking chair that you once got from a rollercoaster.

An elderly Florida lady did her shopping and upon returning to her car, found four males in the act of leaving with her vehicle. She dropped her shopping bags and drew her handgun, proceeding to scream at the top of her voice, "I have a gun, and I know how to use it! Get out of the car!"

The four men didn't wait for a second invitation. They got out and ran like mad. The lady, somewhat shaken, then proceeded to load her shopping bags into the back of the car and got into the driver's seat.

She was so shaken that she could not get her key into the ignition. She tried and tried, and then it dawned on her why. A few minutes later, she found her own car parked four or five spaces farther down. She loaded her bags into the car and drove to the Police station. The sergeant to whom she told the story couldn't stop laughing.

He pointed to the other end of the counter, where four pale men were reporting a car jacking by a mad, elderly woman described as white, less than five feet tall, curly white hair, and carrying a large handgun.

for they shall always be amused.
HEALTH CARE OUTSIDE THE UNITED STATES

Veterans living or planning to travel outside the U.S., should register with the Denver Foreign Medical Program Office, P.O. Box 65021 Denver, CO 80206-9021. Phone number is: (303) 331-7590.

Veterans living or traveling in Germany, Panama, Australia, Italy, United Kingdom, Japan and/or Spain, can call toll free (877) 345-8179. Veterans in Mexico or Costa Rica can use the same number, but must first use the U.S. country code. Spouses or widows eligible for ChampaVA are also covered for health care outside the U.S.

Letter received from Mr. Kenneth Crick --

"I have been an Associated member of the 457th for just over a year and I wish to ask anyone who may have photographs of anything referring to the 457th, such as B-17 aircraft or crew photos, or the old airfield, or whatever, that I could copy and return. I would appreciate that very much."

Thank you
K. Crick
10 Derwood Grove
Werrington
Peterborough PE4 5DD UK

Recently, we requested any information on Al Barr. His newsletters were being returned and I didn’t want to drop him from the mailing list without trying to find him first. I received an email from John Lindholm who had asked Jay Lacey to try to track Al down. This is what the email said:

"Dear 457th friends:

Yesterday, I received a phone call from Jay Lacey who lives in Florida. I had visited with him at the Reunion in Colorado Springs with regard to my crew member Navigator Al Barr who lived in Orlando.

Jay did try to look him up for me. He went to the Orlando address but the house no longer existed. The garage with 2 apartments above was still there. Jay talked with one of the tenants and learned that Al died in 2000 or 2001."

John goes on to say: “George Parker was my copilot and Danny Friedman my radio operator. Al was called back to active duty during the Korean War and then decided to stay in the service. He did two hitchs in Vietnam.”

Thanks for the update John. We will add Al’s name to the Memorial list for the 2007 Reunion. Nancy

A few words from Andy Rooney on prisons...

"Did you know that it costs forty-thousand dollars a year to house each prisoner? Jeez, for forty-thousand bucks apiece I’ll take a few prisoners into my house. I don’t think we should give free room and board to criminals. I think they should have to run twelve hours a day on a treadmill and generate electricity. And if they don’t want to run, they can rest in the chair that’s hooked up to the generator."
"Works well under constant supervision and cornered like a rat in a trap!"

Secretary's Station 130

New mailing address for Secretary Nancy Henrich
4007 O'Neal Ave. #5
Pueblo, CO 81005-2787
Same phone: 719-564-8599
Same email: n.henrich@comcast.net
Currently NO FAX.

New email address for Joe Toth:
jandjtoth@comcast.net

PX orders...we are currently very low on patches. I am searching for a new company to order from...so please do not order patches at this time. I hope to have this resolved by the next newsletter.

PLEASE TAKE A CLOSE LOOK AT YOUR MAILING LABEL AND REPORT ANY ERRORS TO NANCY HENRICH

***

NEWSPAPER SCHEDULE

Deadlines: To Printer: In the Mail:
Jan 15 Feb 15 1st wk of Mar
Apr 15 May 15 1st wk of June
July 15 Aug 15 1st wk of Sept
Oct 15 Nov 15 1st wk of Dec

Please follow the 'Deadline' schedule if you plan to send something to be printed in a newsletter.

Please remember Del and Helen Schwab in your thoughts and prayers as they pass each other coming and going in and out of the hospital. We are hoping they can both be home at the same time for the first time in a long time.

***

Use this form to report a change of address...

Please send mail to my new address starting: __________________ / ______ / ______

My Name: ________________________________

Old Address: _____________________________________________

STREET OR PO BOX _____________________________

CITY OR POST OFFICE _____________________________

STATE ______ ZIP-4 ______

New Address: _____________________________________________

STREET OR PO BOX _____________________________

CITY OR POST OFFICE _____________________________

STATE ______ ZIP-4 ______
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PAST PRESIDENTS

1973-75 – William Wilborn
1976 – Howard Larsen (dec)
1977-79 – Bill Siler
1980-81 – Edward Reppa
1982-83 – Daniel Graham (dec)
1984 – William Good (dec)
1985 – Dave Summerville
1986-87 – Clayton Bejot
1988-89 – Donald Sollen
1990-91 – John Welch
1992-93 – Roland Byers
1995-97 – Billy Hightower (dec)
1997-99 – Lee Zimmerman
1999-01 – Craig Harris
2001-03 – Will Fluman
2003-05 – Don Nielsen

27
High Flight
Famous poem recited at the end of the broadcasts days of television stations across the U.S. It was written by John G. McCrae, Jr., an American pilot with the Royal Air Force. He was killed in aerial combat on December 11, 1917. The first line of the poem reads: "Oh! I have Slipped the surly bonds of earth..."

Liberty Cabin
Name that Americans used in referring to aircraft after the declaration of war by the United States.

Peashooters
Name given to U.S. fighter pilots used to escort missions for bombers over the continent of Europe.

Exercise Homefront Plus Six
Message sent out by General Dwight D. Eisenhower to alert all commanders in chief that D-Day would be June 5, 1944.