

# The 457th Bomb Group Association



748TH  
BOMB  
SQUADRON



750TH  
BOMB  
SQUADRON



749TH  
BOMB  
SQUADRON

ESTABLISHED JULY 1971 - BENTONVILLE, AR

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ISSUE 70



751ST  
BOMB  
SQUADRON

## 457<sup>TH</sup> BOMB GROUP

2009  
REUNION

COLORADO  
SPRINGS,  
COLORADO

OCTOBER  
8-11

**WE  
WANT  
YOU**

TO START MAKING  
PLANS TO ATTEND



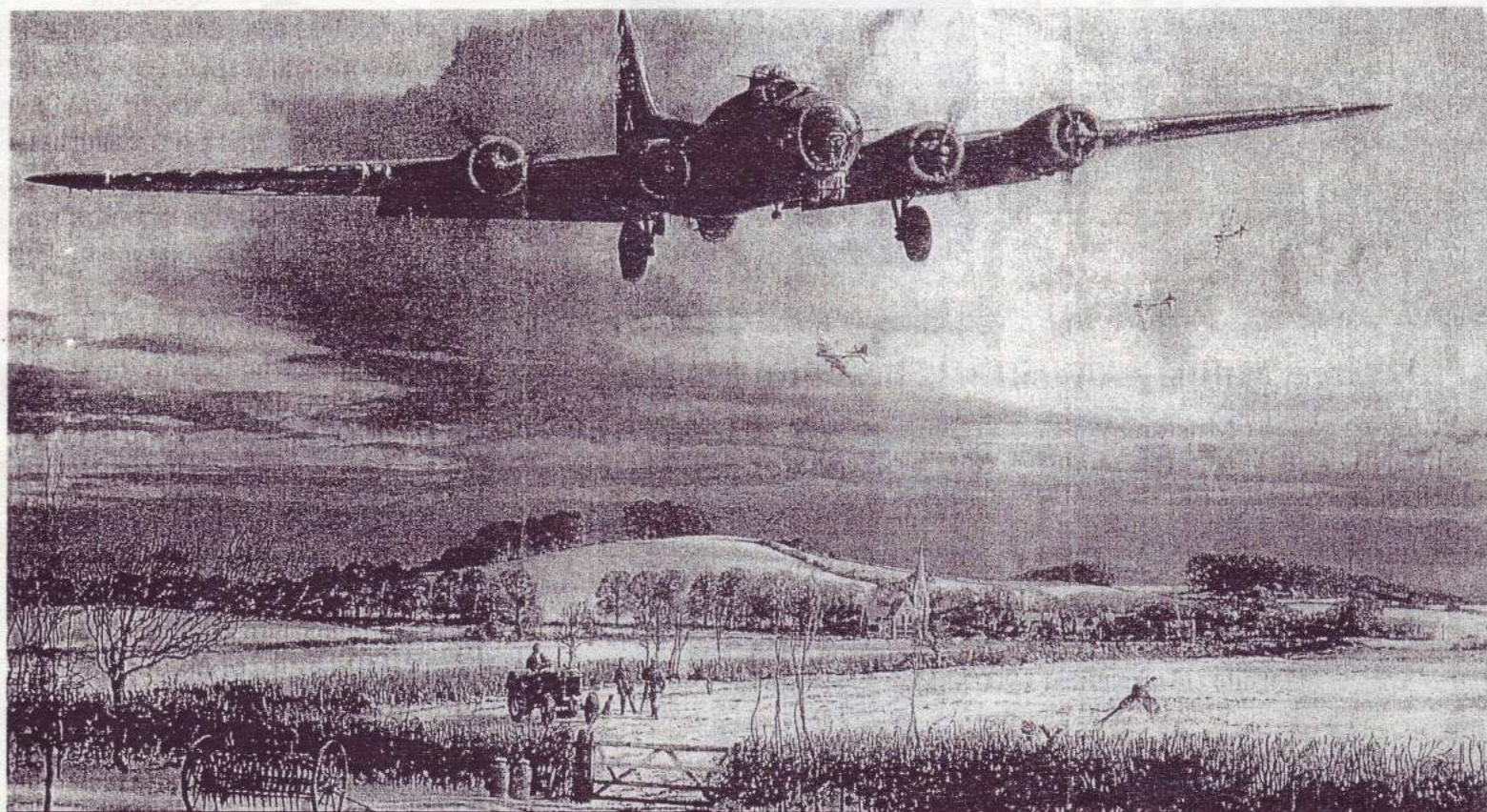
*RCvD*  
*2/20/09*



*The heroics of the United States Army Air Force bomber crews during WWII are legend. Never before had such a mighty Aerial Armada been assembled, sending a shudder through the Third Reich. Over three long years they pounded the enemy war machine at every opportunity, never allowing the German fighters or ground fire to gain the upper hand. They fought with courage against the fiercest of resistance.*

*There were then few sights more stirring than a B-17 Fortress on final approach returning from a mission to Germany. Aboard, the crew were drained and exhausted, often injured, and after perhaps eight hours of gruelling flying there was a feeling of great exultation as the patchwork field of England appeared. Their return to base was finally assured. With wheels and flaps down, engines throttled back, the Skipper eases the Mighty Fortress gently down the glidepath towards a frosty touchdown. She's taken some damage from fighters and is quite a handful as she approaches the airfield.*

*Local farm folk stop to watch the great warbirds coming home. In a few moments the American crews will be safely down.*



## The Return

*Borrowed from "Mendlesham Memories", newsletter of the 34<sup>th</sup> Bomb Group. That Group no longer exists, no more newsletters will be published by them, and there will be no more reunions. Don't let that happen to us...make plans now to attend the 2009 Reunion in Colorado Springs...October 8-11 with the farewell breakfast the morning of the 12<sup>th</sup>.*



## SCHEDULE 2009 REUNION

Thursday, October 8, 2009

Registration all day and Social get-together in the evening

Friday, October 9, 2009

Air Force Academy

Saturday, October 10, 2009

Bus trip to Cripple Creek

Flying W Ranch for dinner and entertainment

Sunday, October 11, 2009

Morning business meeting

Squadron photos

Banquet

Monday, October 12, 2009

Farewell Breakfast



The Reunion will be based at the Crowne Plaza Colorado Springs Hotel. This is the same hotel where we had our 2001 reunion, although it was called the Sheraton Hotel at that time.

Hotel reunion rate is \$99.00 plus tax. You will be able to get that rate starting on the 7<sup>th</sup> of October thru the night of the 12<sup>th</sup>. You can make your reservation any time at 719-576-5900. Be sure to say you are attending the 457<sup>th</sup> Bomb Group Reunion.

The Colorado Springs Airport is only minutes away and the Hotel shuttle is just a phone call away.

Complete details, schedule, and prices will be in the next newsletter along with registration forms. That newsletter is scheduled to be mailed by mid-June. Registration deadline will be around September 8. An additional newsletter with Reunion information will be out around the end of Summer.

Reunion hosts are Joe Toth and daughter Nancy. Questions can be directed to Joe at 719-566-1714, [jandjtoth@comcast.net](mailto:jandjtoth@comcast.net) or to Nancy at [nancytoth@comcast.net](mailto:nancytoth@comcast.net).

**(FYI...Joe is easier to get ahold of than Nancy is!!!)**



*Continuation of an article taken from a booklet entitled AIRFIELD FOCUS Glatton/Conington by John N. Smith. This is a condensed history of Glatton Airfield and the 457<sup>th</sup> Bomb Group Association. The first two installments were in the 2 previous newsletters.*

With an improvement in the weather Mission 23 saw 36 457<sup>th</sup> B-17's form part of a force that bombed the aircraft and armament factories of Rahmel and Gdynia in Poland. With the aircraft taking off from 0742 hrs to 0841 hrs and then proceeding individually to the Deenethorpe buncher beacon the Group experienced extreme weather conditions. Dense layers of cloud made grouping fully laden B-17s deadly, resulting in seven aircraft returning to base along with the two spares. When the Group moved to a second assembly point where visibility was better, they eventually formed up and moved on to the target, the 457<sup>th</sup> eventually consisting of 24 aircraft. The Group was attacked by enemy fighters while heading for the target, and also experienced heavy flak concentration. Three B-17s were lost. On return to England heavy rain and cloud made formation flying impossible and the returning aircraft landed back at Glatton individually, the last at 1824 hrs, some 11 hours after take-off.

After this long mission Col. Luper, realising the tiredness of the crews, ordered the returning men to go straight to the Mess for a hot chicken dinner so that the de-briefing interrogation would be carried out while the men ate.

The official Group Record for 19 April (Mission 28): *"On 19 April we attacked GAF Station Air Park and Airdrome 1 ½ miles northwest of Eschwege, 26 miles southwest of Kassel. This was an important centre for equipping field workshops units which go into action on the fronts. The Group was led by Major Francis with Capt. Denosa his pilot. Lt. Lady and Capt. Syptak were pilot and co-pilot on the deputy lead. For some reasons unexplained and unknown this mission failed*

*to attack the primary. The Wing was led around in a very uncertain manner before finally bombing the secondary target. Results of the bombing varied from 'excellent' to 'poor' and are contradictory and confusing. It is impossible to make a definite statement in this regard. This confusion over the bombing is apparently due to the crews not knowing what targets were to come under attack. We furnished four aircraft for Air/Sea Rescue duties and this was completed without incident."*

This report gives the reader an insight on some of the problems and frustrations suffered by aircrew as they went about their daily business of bombing the enemy.

When aircrew had completed half of their 25-mission tour of duty they were given seven days leave. For the aircrew officers this meant a week of luxury staying in an English estate home, including being provided breakfast in bed. For the enlisted men it was a week at one of the resort hotels in Stockport, Lancashire.

For the ground crews there were no such luxuries, so they made their own comforts and entertainment. Glatton being in the countryside with plenty of wildlife and farms around meant that with a little bit of cunning and ingenuity, rabbits, hares, pheasants and partridges could be had at all times of the year. This, along with the bartering skills of some individuals meant that a number of the Nissen huts and tents possessed cooking utensils allowing the men to supplement their diets. "Mother Grays", a nearby rest-stop on the Great North Road, soon became a focal point. Here, if



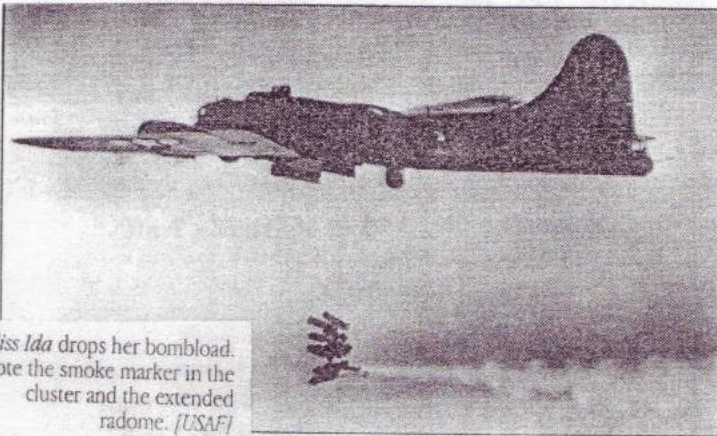
you had anything to sell or trade, a ready buyer could be found! Sugar, cigarettes, nylons, fuel or whatever was available on base could be exchanged for fresh meat, eggs or farm produce. Dulcie Eason's father 'Morrie' was a civilian contractor hauling sand and gravel from Mepay pits near Chatteris and bricks from the nearby Fletton brickyards to help build the base and its buildings:

*"Like many others, Dad used to keep a few chickens and pigs at the back of our bungalow in Whittlesey. Being on and off the airfield all the time, he soon became friends with the Americans and if we had some eggs spare, or he had killed a pig, he*

*often would come back with bags of sugar or what-have-you! He also had an 'arrangement' to help return any American vehicles that were found 'abandoned' on the roadsides, in ditches or fields around the area."*

It was inevitable that higher authority would hear about all the goings-on, receiving numerous complaints about hunting on private property, and so an official order was sent, signed by no less a person than Brig. Gen. Williams, 1<sup>st</sup> Air Division ordering all such activities to cease!

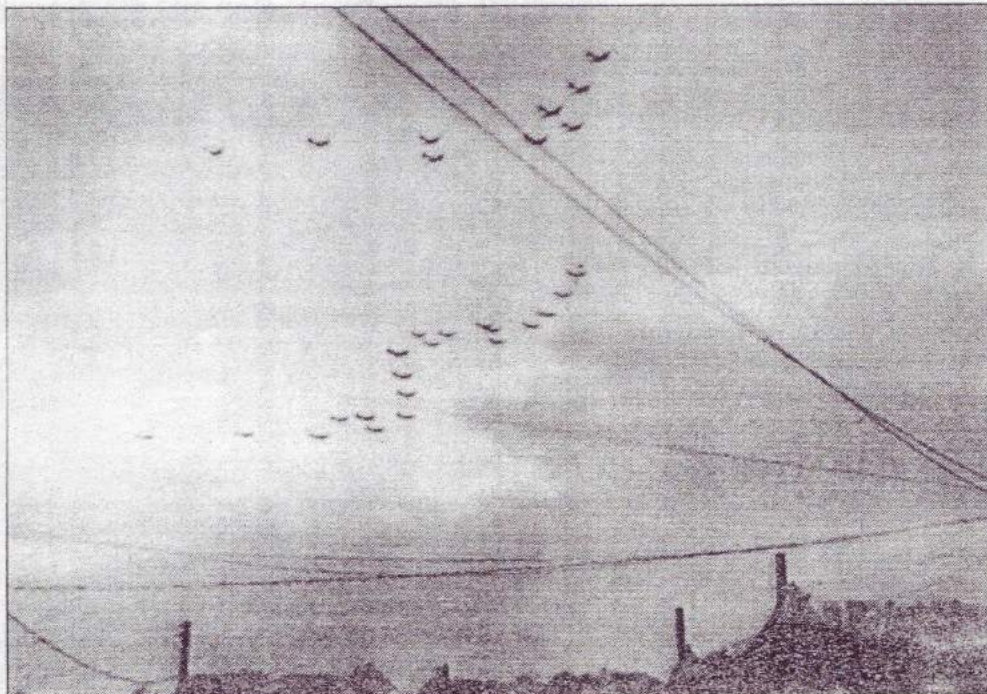
TO BE CONTINUED NEXT NL.



Miss Ida drops her bombload. Note the smoke marker in the cluster and the extended radome. [USAF]



B-17s from the 457th Bomb Group overfly the station. [via John Wilson]





## ROLL CALL

PLEASE NOTE: MOST OF THESE  
ENTRIES HAVE BEEN MEMBERS FOR  
AWHILE. I HAVEN'T DONE THIS  
LISTING FOR SOME TIME.

### **MEMBERS WHO UPGRADED TO LIFE MEMBERSHIPS**

James "Mickey" Galyean son of Kenneth  
who was a navigator, POW, and received  
the Purple Heart and Air Medal  
3033 Horseshoe Bend  
Iowa Park, TX 76367-8109

Kristine Shook USMC (Ret) and  
Daughter of Don Nielsen  
110 LongPointe Drive  
Mary Esther, FL 32569-1343

### **NEW MEMBERS...LIFE**

William A. Gearhart Ball Turret Gunner  
on Witten's crew - 748<sup>th</sup>  
SQ—Lady Be Good  
Evadee  
321 Upham Drive  
Johnstown, OH 43031

David T. Grimm son of Clyde Grimm  
(dec)  
9341 N W 31<sup>st</sup> Place  
Sunrise, FL 33351-7160

Robert A. Parker, LTC (Ret) Son of George  
Parker and nephew of John Parker  
509 Pioneer Trail  
Harker Heights, TX 76548

### **NEW MEMBERS**

Karen Cox Daughter of Lt. Clifton Smith  
(dec) 750<sup>th</sup> SQ  
502 Hickory St  
Idalou, TX 79329-9054

## NEW MEMBERS, cont.

Chris Cronin Chris is the newest English  
member of the Association. On a personal note,  
Chris volunteered to pick up several of us in  
London and take us to the reunion in  
Peterborough last year. His interest in the  
Association is very much appreciated. He plans  
to attend the reunion in Colorado Springs and  
has the distinction of the first person to register  
at the hotel!

85 Runley Road Luton  
Bedfordshire LU1 1TX  
United Kingdom

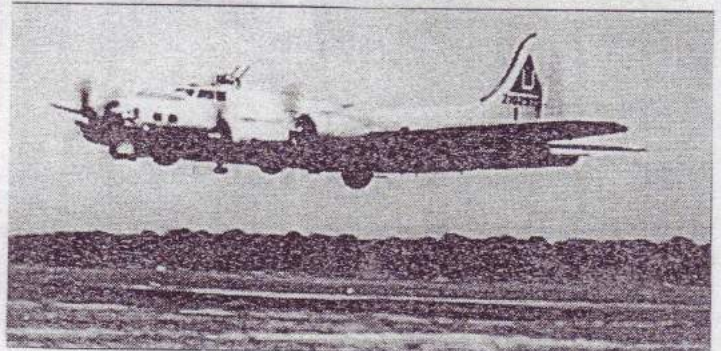
Frederick Rohrig 751<sup>st</sup> Pilot  
515 Spotswood Rd.  
Charleston, WV 25303-2816

Scott Rajkowski CAF Member  
Load Master  
Sentimental Journey  
PO Box 10322  
Pensacola, FL 32524

Joel V. Staff Son of Francis Staff  
1 Winners Circle  
Houston, TX 77024

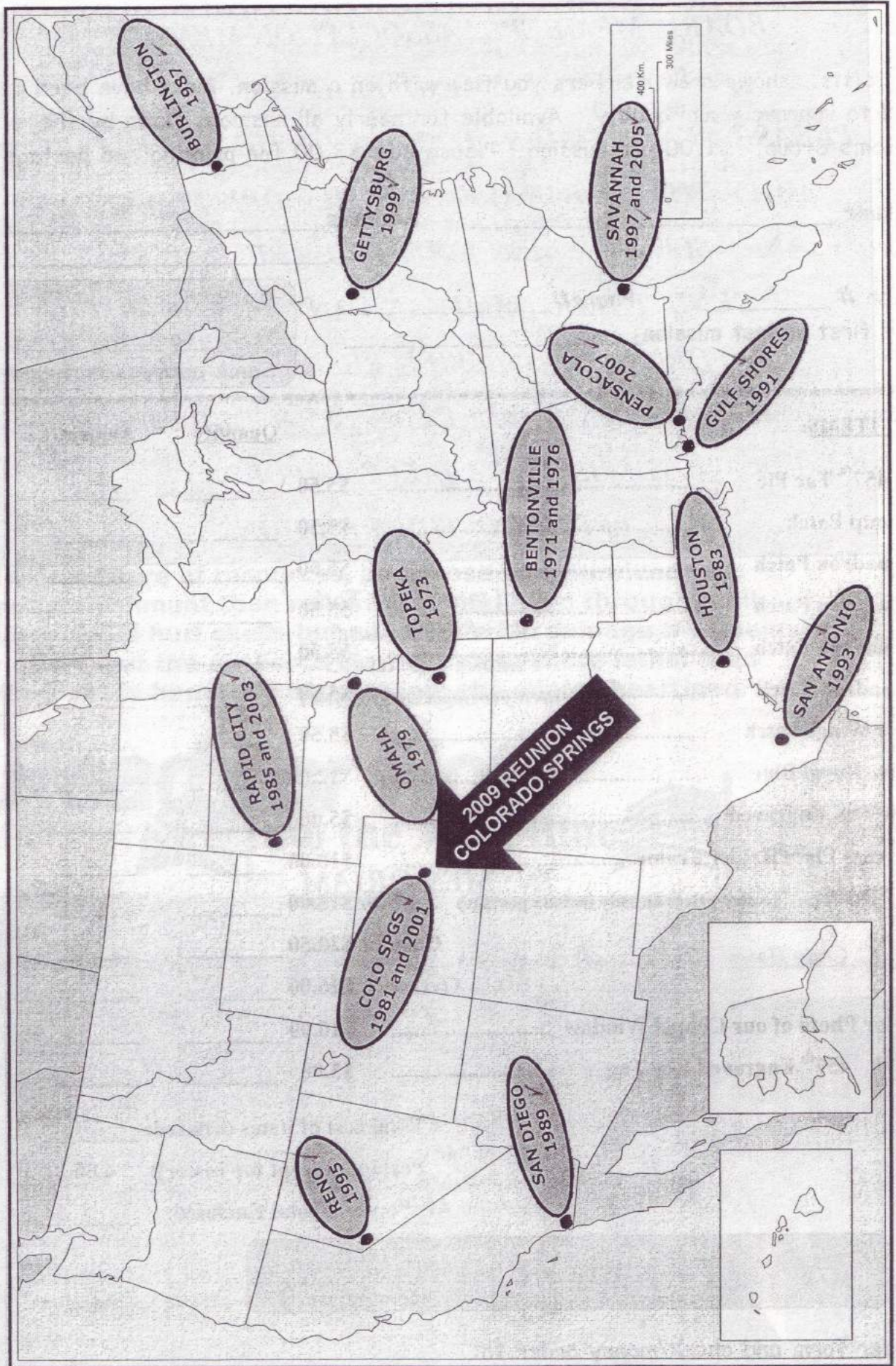
Richard D. Rosenblatt Aviation  
enthusiast...Guarded German  
prisoners during WWII and  
later an Air Force Pilot.  
PO Box 1381  
Rancho Santa Fe, CA 92067-1381

If you are a new member or have upgraded to  
a Life Membership and have not been  
recognized in a newsletter or have not received  
a membership card, please let Nancy know.  
Since I have not done this listing for quite  
some time, I am almost certain I am leaving  
someone out. Please advise..





# 457<sup>TH</sup> REUNION LOCATIONS 1971 - 2009





**BOARD MEMBERS, ASSOCIATION MEMBERS,  
FAMILY AND FRIENDS:  
PLEASE SEND NAMES OF THOSE WHO HAVE PASSED  
AWAY THAT WE HAVE NOT MEMORIALIZED IN A  
NEWSLETTER. EVEN IF YOU ARE NOT SURE,  
SEND THEIR NAME AND ANY PERTINENT  
INFORMATION. I WILL RESEARCH TO SEE  
IF THEY HAVE ALREADY BEEN INCLUDED.  
THIS IS ESPECIALLY IMPORTANT  
PRIOR TO THE REUNION.**

**Send to: Nancy Toth  
453 Sunset Lane  
Pueblo, CO 81005  
nancytoth@comcast.net**



**IN MEMORIAM**



**C. Craig Harris**



**Craig passed away August 6, 2007. He was a driving force early in the Association's history and was often the first to volunteer for a job.**

**Craig and wife Bobbi hosted the 1997 reunion in Savannah and then Craig served as President of the Association in 1999-2001. Craig helped Mickey Briggs with the newsletter for several years and he is the person who compiled the "List of B-17 Aircraft of the 457<sup>th</sup> Bomb Group" that is available in the Roster still today. Craig was the man behind the stained glass window honoring our group at the Mighty Eighth Air Force Museum in Pooler, GA. In fact, during the last few years of Craig's life, he volunteered countless hours as a supporter, resource and guide at the Museum. During World War II Craig was a Co-Pilot in the 748<sup>th</sup> SQ. His Pilot was Marion K. Burke.**



## IN MEMORIAM



### Willard "Hap" Reese

"Willard Reese served twice and served well. His contribution to the Group in 1944-45 are well documented within the records of the Group. His contributions to the Association are known to all members. His service has been outstanding both as soldier and citizen." These are the words of James Bass in describing Hap. Thanks to Hap's dedication to the Association the history of the Group will live on through the website. He spent hour upon hour in developing and maintaining this invaluable resource for future generations. During World War II, Hap was a Pilot with the 751<sup>st</sup> SQ.

### Percy Mack

Percy was the tailgunner in Willard Reese's crew and was the last survivor of this group. He passed away shortly after Hap last March.

### Jerome Silverman

His obituary reads in part: "Silverman, a WWII bomber navigator who was shot down over Germany after volunteering to fly more than the required 25 missions, died October 4. He was 89. In a 2006 interview, he recalled a fearful few moments followed by joy in 1945. The German stalag where he and scores of other American prisoners of war battled starvation, lice and a fear of death had come under machine-gun fire. 'Suddenly, cheers went up; We saw the American flag there.' He was flying his 27<sup>th</sup> mission with the 457<sup>th</sup> Bomber Group of the 8<sup>th</sup> Air Force, when his plane was shot down on 2 Nov 1944 while targeting a German oil refinery. He spent the next six months at various POW camps, including Stalag 3, south of Berlin." Several members of our Association called Jerry "a pretty special guy." We sure enjoyed his sense of humor.

### Andrew Brown, Jr.

Andy passed away March 15, 2008 after a short illness. He was a navigator with the 749<sup>th</sup> SQ.

### Herb Paris

Herb passed away March 30, 2008. Herb was an armorer with the 750<sup>th</sup> SQ. Herb's daughter Lori Barnett was the host of the reunion in Savannah in 2005. Candy Fluman said this about Herb: "It was a pleasure to meet and visit with Herb in Savannah; he shared a wealth of information that was 'news' to several vets."

### Harlan J. VanDeilen

Passed away in 2008. Van was a Pilot with the 750<sup>th</sup> SQ.

### Donald R. Lallky

Engineer, 751<sup>st</sup> SQ, Schneller crew with ball turret gunner Al Bennett. He completed 32 or 33 missions. Don passed away on January 1<sup>st</sup>, 2009.

### Lloyd R. Burke

Passed away at home on January 20, 2009. He was 91 years old. He was a tailgunner in the 749<sup>th</sup> SQ.



## IN MEMORIAM



### Michael J. Denitti

He passed away May 18<sup>th</sup>, 2008. Michael was a tailgunner with the 749<sup>th</sup> SQ under Pilot Castanias. His crew was one of the 3 crews that trained on B24s in the states and when they arrived in Wales were transferred to our group by mistake. The Pilot was given the option to stay with his crew and train on 17s or be transferred out. They decided to stay and flew 35 missions. Norm Menard said, "I knew Mike well, lived in the same town and for years we had coffee almost every morning at McDonalds. We talked about our missions and our time in Glatton. We flew many of the same missions." Mike flew 35 missions.

### Sam E. Dike

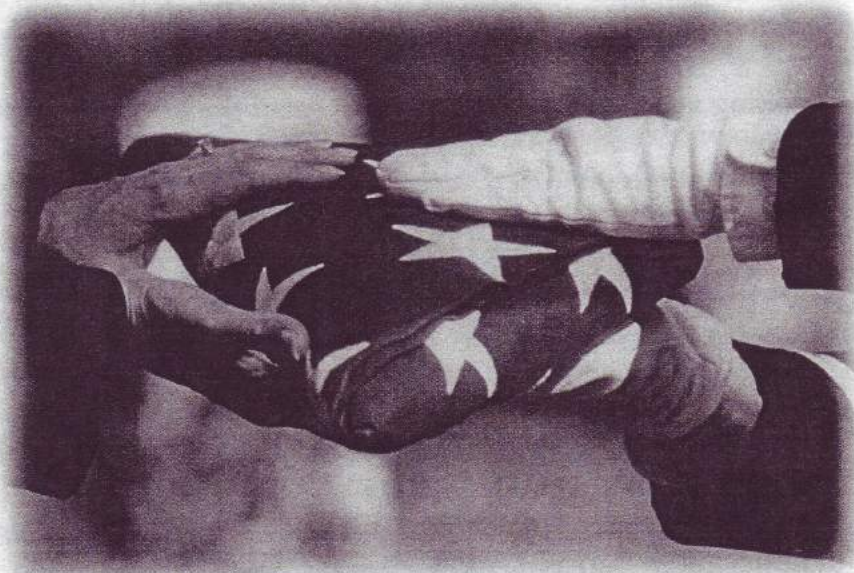
Passed away July 16<sup>th</sup>, 2007. Reported by Carol Dennis, his daughter and Vaughn Heidenreich, his bombardier. Sam was the ball turret gunner on a B-17 lead aircraft. He served in the 8<sup>th</sup> Air Force, 457<sup>th</sup> Bomb Group, 748<sup>th</sup> SQ. Sam was known as "Snuffy aka Snuffy Smith" to his crew. Sam also served in the Korean conflict.

### Champe Dobler

Champe served as a Bombardier with the 749<sup>th</sup> SQ...Peterson crew.

### Oliver G. Burgess, Jr.

Oliver piloted B-17s in the 457<sup>th</sup> Bomb Group, 749<sup>th</sup> SQ. He later flew 89 missions into Korea and served in Viet Nam.

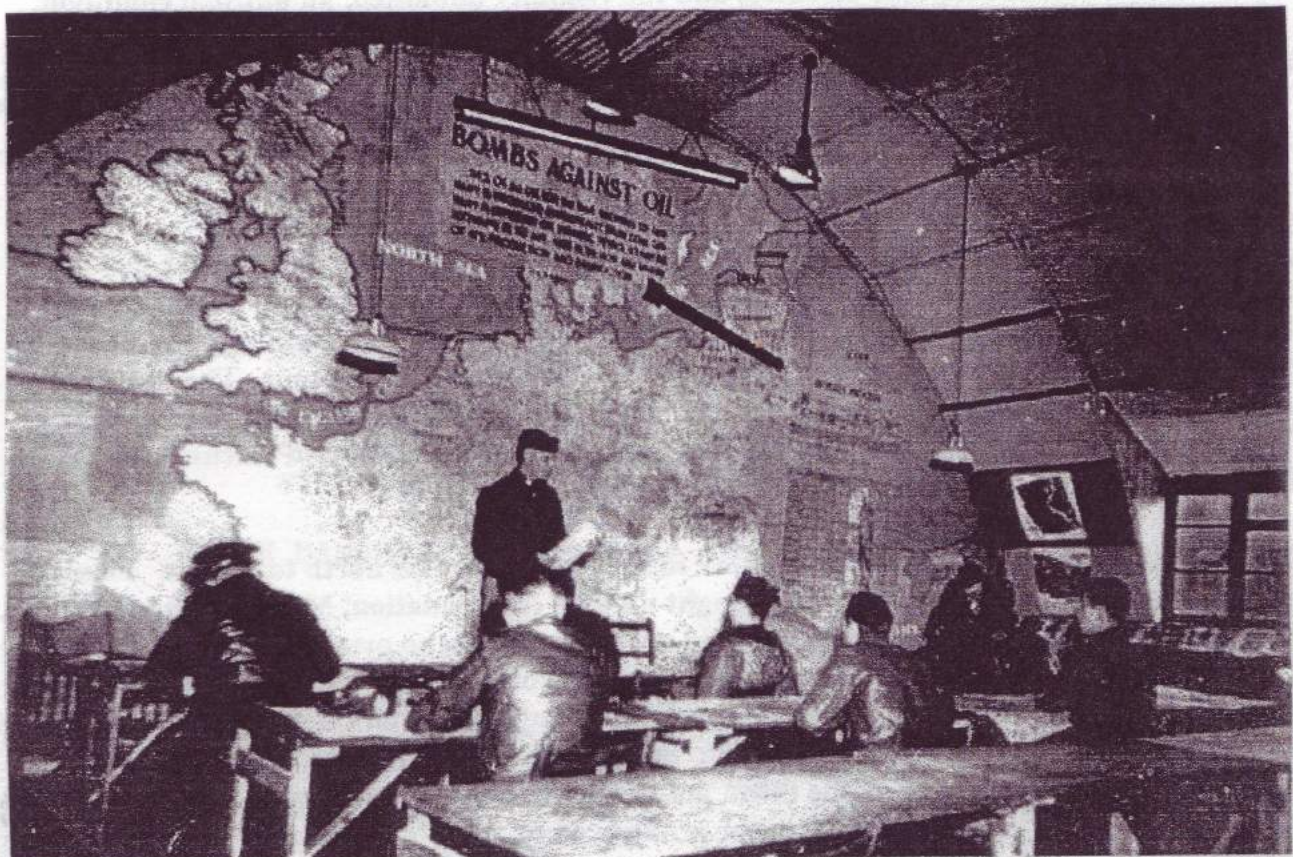


*On Behalf of a Grateful Nation*



## MISSION DEBRIEFING

Whenever possible, we will use original copies of official documents that have been declassified. Those that will not print well will be retyped to improve the quality. The reports are very old and difficult to read. Every effort has been made to retype the contents 'as is' and accurately.



MISSION 54 --- 29 May 44

This mission was to Sorau

Bomb Load: 10 500 G.P.  
Altitude: 14,000  
Base to Base in Mileage: 1453  
Average Gas Consumption: 2468  
Gas Load: 2780

Position Flown: Low  
A/C Sortie: 18  
Returned Early: 0  
Battle Losses: 0  
Results: EXCELLENT



*Retyped from the original report exactly as written:*

"The mission to Sorau on April 11<sup>th</sup> had not accomplished the destruction of FW 190 assembly plant there because of a thick undercast. It was therefore necessary to make a return trip to this target which was the largest and most important FW 190 assembly plant existing in Germany. It was situated on the edge of the town of SORAU one hundred miles southeast of Berlin.

The 457<sup>th</sup> Group, though badly battered from the missions of the past two days, took off at 0830 with Major Hoffman – Capt. Godfrey leading it to assemble in the low box position of the 94<sup>th</sup> Combat Wing flying fourth in the Division line. The course followed exactly the same route as on the previous SORAU mission. Penetration was along the Zuider Zee Hanover track and as Berlin was approached a turn southeast to the target. This time the field order directed that the leg from Egomont, Holland to Hanover be flown at 12,000 feet. It was not desired to subject the formation to the flak that was encountered at Hanover on the last mission. En route the sky was cloudless and the visibility unlimited, an unusual condition.

Enemy fighters which had always assaulted in the Dummer Lake – Hanover area to this type of penetration failed to make an appearance until after this force lead separated from the 2<sup>nd</sup> force at Wittenberg and then they attacked the force going to Leipzig. The Sorau-Posen force slipped through the enemy fighter defense.

At Hanover descent was begun to 14,000 feet which was reached well before the I.P. – Spremberg. In taking the interval at that point Major Hoffman swung the box in very close behind the lead box – close enough that the Bombardier, Lt. Cahelo could sight and drop his bombs before those of the lead box could fall the 14,000 feet to the ground. The run was excellently flown and the sighting well performed. The bombs fell squarely on the assigned MPI at 1257 all falling within a thousand foot radius. Two hangars, two machine shops, the office building and the CANTEEN were covered by the bursts.

The rally was effected immediately and the formation swung due north to Stettin. Twenty minutes later about 30 enemy fighters caught up with the formation, Me 109's and FW 190's. They made a few passes at the Wing but did not seem anxious to press their attacks. The Wing was flying an exceptionally tight formation, Polebrook and Deenethorpe out doing themselves, and the enemy chose not to attack this Wing. A few minutes later 4 Ju 88's passed along the formation 1,000 yards on the left. Suddenly a P-51 dove from above, shot two of them down instantly, turned on the third, got him, and then caught up with the fourth a few thousand feet below and shot him into the ground. Four Ju 88's in a matter of seconds.

The formation continued north, swung around Stettin and out over the Baltic Sea. The Politz synthetic oil refinery was burning furiously from bombing by 3 combat wings 90 minutes before. Our crews watched it for a hundred and fifty miles. No fighters were seen as the Wing crossed the Danish Peninsula and the rest of the trip home across the North Sea was uneventful. The ten hour mission was brought to a close at 1812.

The widespread attacks today at Leipzig, Cottbus, Sorau, Posen, Tutow and Politz were highly successful."



Editor's Note: Reference in the report on the previous page was made to the 457<sup>th</sup> being "badly battered from the missions of the past two days". A short report of those days is included here to explain the "badly battered" comment:

*"On the 27<sup>th</sup> the 457<sup>th</sup> led the 8<sup>th</sup> to Ludwigshaven in Germany to attack the marshalling yards. 36 aircraft took off from Glatton lead by Lt. Col. Luper in the lead PFF B-17 with a total of 344 1<sup>st</sup> Bomb Division aircraft behind. All 36 457<sup>th</sup> BG machines bombed the primary target with fair results despite encountering accurate flak, 19 of the Group's B-17s receiving battle-damage. The formation was also attacked by considerable waves of fighters, mainly 109s. The Group lost three aircraft, 42-38055 flown by Lt. Roger W. Dinkman fell foul of a fighter, crashing in the Netherlands. Five of the crew evaded capture, the other five becoming POWs. 42-97460 De Layed Lady piloted by 2 Lt. William E. Dee, crashed at Saarlautern, Germany with 1 KIA and 9 POWs. 42-31594 Sweater Out, with pilot 2 Lt. Artie J. Whitlow crashed with 1 evading capture, 2 KIA and 6 POWs.*

*Col. Luper's own B-17 Rene III landed on one wheel due to flak damage, the crew walking away uninjured and the aircraft was repaired to fly again.*

*On the 53<sup>rd</sup> mission on 28 May, led by Maj. Hozier, the 457<sup>th</sup> took off at 1030 hrs heading for German synthetic oil targets again. The 8<sup>th</sup> Air Force put up 1,341 aircraft that day, the 457<sup>th</sup> going to Dessau and the Junkers aero engine and aircraft factories. They were heavily attacked by fighters and suffered losses. The Group made two runs over the target, but thick haze and smoke obscured it, so Major Hozier decided to attack the secondary, an aircraft factory at Leipzig. Three aircraft were lost: 42-97067 Black Puff Polly flown by Lt. Rudolph L. Stohl (1 KIA, 9 POW), 42-97452 flown by Lt. Emanuel Hauf (9 KIA) and 42-31520 piloted by Lt. Clyde B. Knipfer (all POWs). The Group arrived back overhead Glatton at 1750 hrs.*

*Group Record: 'Two hours later Lt. Conners, who had been given up as lost came limping in with only one engine functioning properly, two burnt out in the target area and three cylinders on a third punctured by enemy fire. He had dropped out of formation, thrown everything movable out of his plane on German towns below and flew all the way alone at 12,000 ft with an airspeed between 115 and 135 mph.'*

*Since becoming operational in the UK, the 457<sup>th</sup> had completed over 50 missions in a little over three months, with some combat crews completing their tour and returning to the USA in record time, and the pace was heating up."*

Note: This information was taken from a booklet entitled "Airfield Focus, Glatton/Conington."



W.D.  
A.C. Form  
12 M Modified  
25-443, B BG APO 634

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER ER Gschale, Geo. 2nd Lt. DATE 29 May 1944  
PILOT Godfrey TAKE OFF 0830  
NAVIGATOR Graf LANDED 1800  
ORGANIZATION 457th Squadron 749th Group AIRPLANE COO  
OBJECTIVE Sorau, Germany P/W Assembly  
AIMING POINT (MPI) Center, Hangeburg  
INITIAL POINT Spaenburg  
METHOD OF ATTACK X  
Individual Flight Squadron Group Wing  
NUMBER OF ATTACKING A/C IN GROUP 18 COMPOSITE GROUP  
RANGE SIGHTING ONLY, GROUP COMPOSITE GROUP  
BOMBS, TYPES AND SIZES 500# AN M64 G. P.  
NUMBER OF BOMBS LOADED 180 Bombs RELEASED 180  
FUZING, NOSE 1/10 TAIL 1/100  
SYNCHRONIZATION X  
On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target 575'  
True altitude above target 13,300  
Ind. Altitude 13,000  
Pressure alt. of target plus 120'  
Altimeter setting 29.92  
O.E.A.S. 150  
T.A.S. 187  
G.S., Est. 208 Actual 212  
Wind Direction Meter 255 Actual 248  
Wind Velod., Meter 15 mi Actual 19  
D.S. 178.2 Trail 42 S.E. 29.72  
TAN. D. A. Est. 64 Actual 54

Mag. Head. Order 80° Actual 92  
True Heading 76°  
Drift, Est. 0° Actual 5° L  
True Track 76°  
Actual Range 8546  
B.S. Type 15  
Time of Release 1257  
Intervalometer setting 14 in.  
Length of Bombing Run 10 min.  
C-1 Pilot X  
A-5 Pilot  
Manual Pilot



**S-E-C-R-E-T**

**HEADQUARTERS**  
**AAF Station 130**  
**APO 557, U. S. Army**

**U-L-3****29 May 1944.****SUBJECT: Fuel Consumption Report, LOW BOX.**

**TO : Commanding Officer, 457th Bombardment Group (H) , APO 557,**  
**U. S. Army.**

**1. Following is the Gas Consumption Report of the Combat Mission**  
**LOW BOX flown 29th May 1944:**

<u>Airplane Serial No.</u>	<u>Gallons Gas Consumed</u>	<u>Hours Flown</u>
32101	2556	10:15
97088	2481	10:15
31568	2453	10:15
102905	2535	10:15
97060	2410	10:00
97164	2415	10:00
31706	2400	10:00
31545	2450	10:00
32051 Flying Spare	800	3:35
97062 Flying Spare	790	3:30
31620	2505	10:05
38073	2536	10:15
31923	2390	9:30
32084	2500	10:15
97468	2660	10:00
97571	2815	10:05
97579 Flying Spare	875	3:30
107001	2355	9:30
106998	2100	10:00
38021	2450	10:00
97451	2430	10:15

*Harry E. Lawrence*  
**HARRY E. LAWRENCE,**  
**Captain, Air Corps,**  
**Station Engineering Officer.**

-1-

**S-E-C-R-E-T**

15

1819



Authority NND 745005By SG NARA Date 12-31-02

S-E-C-R-E-T

HEADQUARTERS  
AAF STATION 130  
APO 557

U-E-1

29 May 1944.

SUBJECT: Mission Summary Report, LOW BOX.

TO : Commanding Officer, 457th Bombardment Group (H), AAF  
Station 130, APO 557, U.S. Army.1. Following is the Mission Summary Report of LOW BOX flown  
29th May 1944;a. Abortives:

(1) None.

b. Battle Damage:

- (1) Airplane No. 42-31545, 749th Squadron. All skin damage caused by flak to the following: Left aileron; Left wing tip; Left wing leading edge, outboard & inboard.
- (2) Airplane No. 42-97164, 749th Squadron. Flak skin damage to the following: Left outboard wing panel, near tip; Right wing tip; Rudder.
- (3) Airplane No. 42-97060, 749th Squadron. Piece of flak punctured #5 & #6 tokyo tanks. Flak hole in right outboard wing panel, skin damage.
- (4) Airplane No. 42-32084, 750th Squadron. Small flak hole right wing leading edge, minor. Flak hole #2 engine ring cowlings, no internal damage. Flak hole #4 push rod housing #2 engine, minor. Small flak hole rudder, skin.
- (5) Airplane No. 42-31620, 750th Squadron. Small flak hole right side of fuselage near stabilizer, no internal damage. Flak hole left side of fuselage below Pilot's window, damaged air duct.

-1-

S-E-C-R-E-T



Authority NAID 745005By SG NARA Date 12-31-00

## S-E-C-R-E-T

- (6) Airplane No. 42-97468, 750th Squadron. Flak hole right outboard wing panel, damaged stiffener. Oil line to #4 engine struck by flak. 50 cal. casing hole in leading edge of stabilizer, no internal damage, right. 50 cal. casing hole in fairing of left stabilizer.
- (7) Airplane No. 42-38073, 750th Squadron. Two 50 cal. shell casing holes in right outboard wing panel, minor damage. Small flak hole left trailing edge, minor, left wing. Small flak hole in battery fairing, near #3 engine, no internal damage.
- (8) Airplane No. 42-31923, 750th Squadron. Flak hole in tail section fuselage, lower left side, no internal damage. Flak hole in left life raft hatch, damaged raft and circumferential stiffener.
- (9) Airplane No. 42-106998, 751st Squadron. One flak hole leading edge left wing, between #1 & #2 engines, minor.
- (10) Airplane No. 42-107001, 751st Squadron. Minor flak hole in nose section, skin.
- (11) Airplane No. 42-38021, 751st Squadron. 50 cal. holes cut control cables also radio wiring and bomb-bay cable wiring; extensive structural damage.

MINOR DAMAGE	MAJOR DAMAGE	FRIENDLY FIRE	FLAK	FLAK & FRIENDLY	TOTAL DAMAGED
10	1	1	8	2	11

*Harry E. Lawrence*  
 HARRY E. LAWRENCE  
 Captain, Air Corps  
 Station S-4 Officer



## 748th Squadron

## 749th Squadron

## 750th Squadron

## 751th Squadron

A/C # 101		A/C # 579		A/C # 620		A/C # 001	
p	Lt Leonard P. Soenke	Lt	William K. Byle	Lt	William K. Doherty	Lt	Jerome E. Godfrey
cp	Lt Howard B Collins	Lt	Edwin K. Williams	Lt	Donald K. Goss	Maj	Theodore C. Hoffman
n	Lt Herbert N. Webb	Lt	Paul L. Morris	Lt	Claude H. Sullivan	Lt	Lionel J. Cusson
b	Lt Zaven R. Astor	Lt	Ralph J. Smithling	Lt	Russell L. Scott	Lt	Charles E. Graf
tt	Sgt Joseph J. Lukasik	Sgt	Vincent W. Krysiak	Sgt	Ancil U. Shepherd	Lt	George Cahelo
ro	Sgt Walter A. Ginter	Sgt	William T. Alford	Sgt	William H. Trusselle	Sgt	Alfred E. Calhoon
bt	Sgt Arthur J. Kimball	Sgt	Robert H. Prisk	Sgt	John H. Derling	Sgt	Leroy E. Heibert
lwg	Sgt Owen L. McDonough	Sgt	James C. Williams	Sgt	Franklin Don	Sgt	Donald W. Blackwell
rwg	Sgt Prentis A. Cooper	Sgt	Herbert L. Brownfield	Sgt	Melvin R. Bernhardt	Sgt	George T. Gulywasz
tg	Sgt Earle E. Veeder	Sgt	John P. Jordan	Sgt		Lt	Carl A. Robbie
							Bailey G. Gaudinier

A/C # 706		A/C # 051		A/C # 084		A/C # 998	
p	Lt Harris S. Mathis	Lt	Noel A. Cunefare	Lt	Americo Procopio	Capt	Vinton H. Mays
cp	Lt Norris H. Gerber	Lt	Jerome E. Godfrey	Lt	Robert Driscoll	Maj	Beere
n	Lt Charles S. Tripp	Lt	Wesley C. Akins	Lt	Bernard B. Weinberg	Lt	Jerome Silverman
b	Lt John A. Richardson	Lt	Donald W. Barton	Lt	Edward P. Palika	Lt	Fred H. Pearman
tt	Sgt Rex B. Crawford	Sgt	Howard S. Drake	Sgt	John T. Clements	Sgt	Albert A. Rothbauer
ro	Sgt Mark A. Osborne	Sgt	Ralph T. Hodson	Sgt	E. L. Angell	Sgt	Stanley H. Krohm
bt	Sgt Morris R. Walker	Sgt	Frank L. Nunn	Sgt	Russell R. Babel	Sgt	Jack F. Berry
lwg	Sgt	Sgt	Richard P. Forney	Sgt	James R. Norman	Sgt	Jack D. Bush
rwg	Sgt Kenneth L. Holder	Sgt	Walden M. Hearn	Sgt	Walter W. Meggin	Lt	Cecil D. Burroughs
tg	Sgt Arthur M. Lustig	Sgt	Gordon B. Long	Sgt	Thaddeus F. Dubaj	Sgt	Joseph S. Norman

A/C # 088		A/C # 062		A/C # 923		A/C # 060	
p	Lt Paul V. Chapman	Lt	James V. Elduff	Lt	Charles C. Canfield	Lt	Norman A. Erbe
cp	Lt James E. Oschier	Lt	Morris H. Shuff	Lt	Clarence E. Ross	Lt	Robert J. Shaffer
n	Lt William J. McKelvey	Lt	Ras M. Clausen	Lt	Donald H. Snyder	Lt	Robert A. Carson
b	Lt George H. Stateman	Sgt	Norbert A. Meeuwsen	Lt	Hilton E. Bunch	Lt	Russell H. Auten
tt	Sgt Kenneth E. Myers	Sgt	Andrew G. Voytko	Sgt	William R. Cain	Sgt	Richard H. Cochran
ro	Sgt Richard T. Trundy	Sgt	Patrick J. Fusci	Sgt	Julius Smith	Sgt	James M. Kirkland
bt	Sgt Anthony Marrone	Sgt	Mildredge C. Doan	Sgt	Alvin E. Merriam	Sgt	Paul Frank
lwg	Sgt	Sgt	John W. Whiteside	Sgt	Alvie M. Kirkendall	Sgt	Wayne A. Taylor
rwg	Sgt Gilbert Slocum	Sgt	Charles R. Carlisle	Sgt	Herbert P. Barte	Sgt	William L. Egri
tg	Sgt Waldron E. McGibbon	Sgt		Sgt		Sgt	

A/C # 568		A/C #		A/C # 073		A/C # 021	
p	Lt Clyde R. Weid	Lt		Lt	Scott B. Ormsby	Lt	Stuart B. James
cp	Lt Edward L. Cavanaugh	Lt		Lt	Fred D. Stallings	Lt	Martin W. Biehn
n	Lt Solon J. Boydston	Lt		Lt	Vincent A. Lemon	Lt	Charles C. Canon
b	Lt Kenneth B. Taylor	F/O		Lt	Arthur R. Mendenhall	Lt	David S. Wright
tt	Sgt James R. Powell	Sgt		Sgt	Jay L. Saulsbury	Sgt	Angelo J. Ruscito
ro	Sgt Ivan W. Browning	Sgt		Sgt	Joseph M. Sofranko	Sgt	Theodore C. Roland
bt	Sgt Norman C. Bonney	Sgt		Sgt	Ray F. Jones	Sgt	Eugene G. Goslee
lwg	Sgt	Sgt		Sgt	Fred F. Castle	Sgt	Carl N. Davis
rwg	Sgt Edwin Dempsey	Sgt		Sgt	Gordon J. Neely	Sgt	Dale L. Vance
tg	Sgt Michael Stasko	Sgt		Sgt		Sgt	

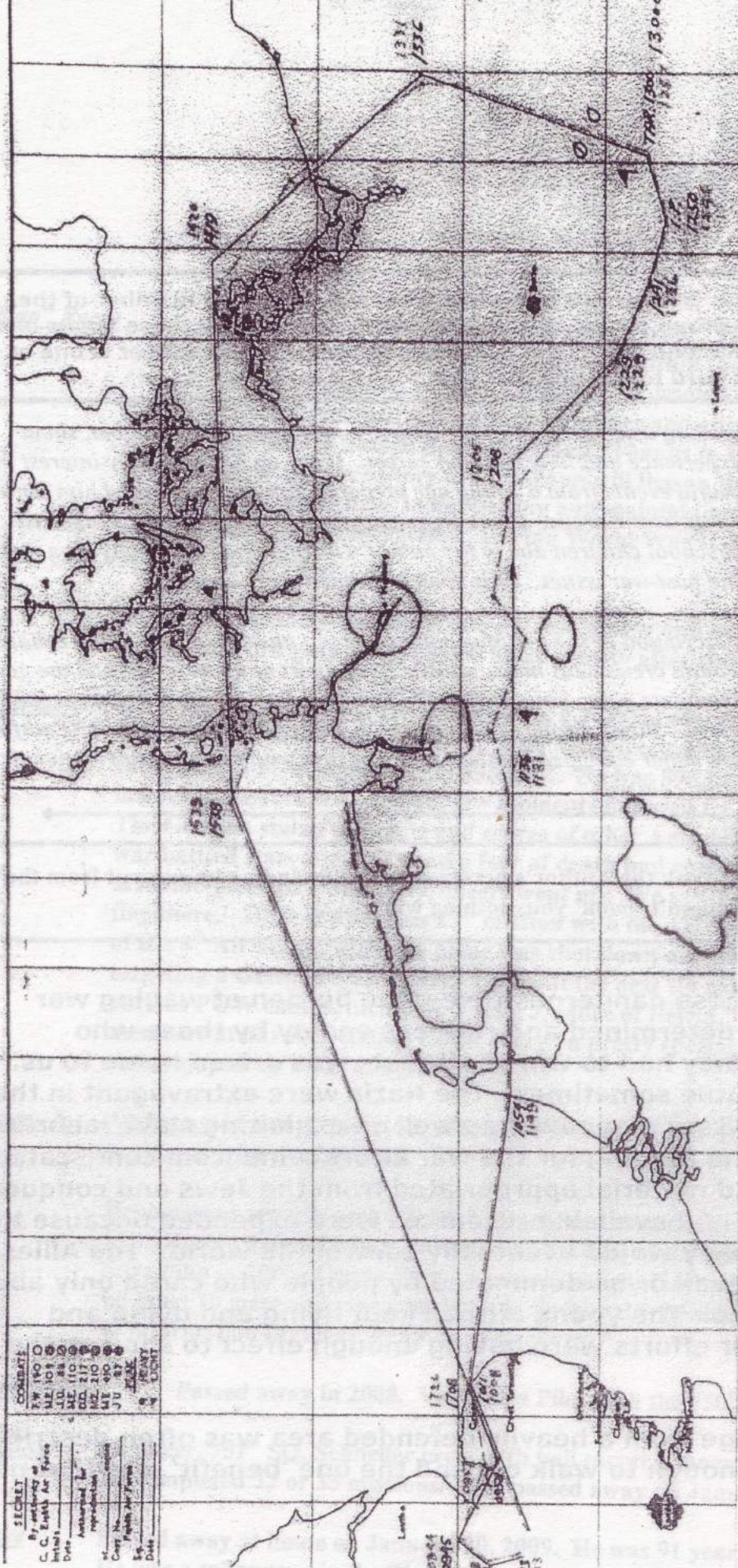
A/C # 545		A/C #		A/C # 571		A/C # 451	
p	Lt Cornelius R. Woolf	Lt		Lt	James P. LaPaze	Lt	Wendell A. Price
cp	Lt Kenney Hellums	Lt		Lt	Louis N. McGranahan	Lt	Richard E. Long
n	Lt George A. Sipp	Lt		Lt	Keith W. Morgan	Lt	Eldon J. Foster
b	Sgt Gerard J. Hyink	Lt		Lt	James M. Cole	Lt	Carroll C. Johnson
tt	Sgt John L. Batts	Sgt		Sgt	Charles H. Rogers, Jr	Sgt	Lester L. Tyndall
ro	Sgt Alden B. Orr	Sgt		Sgt	Elmer E. Valicer	Sgt	Edward J. McHale
bt	Sgt Roman A. Zelazo	Sgt		Sgt	Chester V. Hudec	Sgt	George H. Davis
lwg	Sgt Samuel I. Craft, Jr	Sgt		Sgt	Delbert A. Brokhart	Sgt	George K. Raymond
rwg	Sgt Ernest R. Campen	Sgt		Sgt	Henry L. Baker	Sgt	Armen Kulyczcki
tg	Sgt	Sgt		Sgt		Sgt	



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DATE 5-29-49

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748th 50

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Lt	Lloyd E. Icenogle
Lt	William G. Smith, Jr
Lt	Louis M. Castelucci
Sgt	Lloyd E. Larson
Sgt	Herbert W. Shaurette
Sgt	Earl W. Holton
Sgt	Francis E. Cornue
Sgt	Leonard C. Comstock
Sgt	

750th SQ

Lt	Joseph O. Paschal
Lt	Donald S. Hain
Lt	Vincent L. Vaccaro
Lt	Harry C. Minor
Sgt	Arthur J. Russell, Jr
Sgt	Charles R. Miller
Sgt	Edward F. Rugg
Sgt	Clifford R. Wilson
Sgt	Lorne G. Smith
Sgt	

DS 4515L

Lt Albert Gumulauskas  
Lt John E. Grimes  
Lt Bert Graham  
Lt Thomas M. Lyles  
Sgt Paul E. Beatty  
Sgt Wilfred G.  
Sgt Baumgartner  
Sgt Constantine Nicholas  
Sgt Joy F. Stacy  
Sgt Joseph F. Sprich



## READY OR NOT

### Into the Wild Blue

by J. Francis Angier

**Editor's Note:** Every once in a while a book written by a member of the 457<sup>th</sup> Bomb Group comes to my attention. I really enjoy these books and like to recommend them to you. This book by J. Francis Angier is one of those that's hard to put down.

*This is a compelling true-life story of the author's up-bringing, air combat, shoot down, POW experience and long aviation career. It covers how his early interest in aviation and world events from a young age prepared him and positioned him for his role in the air war over Europe. It has frequently been recommended as required reading for all school children due to the author's insight and philosophy on a number of war-time and post-war issues. This book has wide reader appeal.*

*The detailed description of the life of combat air crews and his tribute to the exhaustive work of the ground crews adds much realism to this part of history. He had the good fortune to accumulate many hours flying B-17s before flying from Virginia to the U.K. to serve in the 457<sup>th</sup> Bomb Group. He and part of his crew were trained as "Pathfinder crews" and flew radar equipped bombers. Angier flew with the Vermont National Guard during the cold war.*

**Editor again:** With the Author's permission, I'm including an excerpt from the book. If this doesn't 'hook' you, nothing will!.....

**"During these dangerous times, the burden of waging war against a determined and ruthless enemy by those who believed they had to win at all costs was driven home to us. It seemed futile sometimes. The Nazis were extravagant in their use of military manpower as well as exploiting slave laborers. Much of the funding for the war effort came from confiscated money and material appropriated from the Jews and conquered countries. All available resources were expended because they believed they would eventually control the world. The Allies had to prevail or be dominated by people who cared only about themselves. The young airmen kept flying and dying and hoping our efforts were having enough effect to shorten the conflict.**

**The barrage from a heavily defended area was often described as thick enough to walk on, and the one 'benefit' was that no**



enemy fighters ventured into their own flack zones. When the heavy load of bombs was released, the planes bounced up, requiring some skill to maintain control while avoiding collisions with other planes in the formation. Usually we turned right or left as soon as 'bombs away,' but the big guns on the ground continued to track us, and all too often the Luftwaffe would be waiting for us to emerge from the flack barrage. They looked for damaged aircraft to pounce on before our P-51s arrived.

Crews observed the ships going down and tried to count the parachutes, all the while watching for damage to their own craft, extinguishing fires and helping the wounded. Looking ahead to the black puffs of deadly fire, it seemed impossible to survive an entire run to the target. We all looked death in the face and many actually experienced it.

Everyone hoped the strike was effective after all the planning, and expenditure of resources, and those who survived felt more astonishment than relief for having lived through it all. Artillery could hurl shells but a few miles to damage the enemy war effort, but the Air Force carried bombs more lethal than artillery shells hundreds of miles into the enemy heartland."

## **Ready or Not** Into the Wild Blue





The following article was received from Bob Chatham, Life Member and Aviation Historian.

Bob writes: "I have no way of authenticating this story. It's a good read nevertheless!"

### **HOW INTERNED U.S. ARMY AIR FORCE B-17s CAME TO HELP SWEDEN IN WORLD WAR II**

March 6, 1944: As part of the campaign to pave the way for the allied invasion of Europe, the U.S. Army Air Force made its long-anticipated strike on Berlin. It was the first massive daylight raid on the capital of Hitler's Reich; as was predicted, the Luftwaffe rose up in force, resulting in heavy losses for both sides.

One of the planes that did not return was a U.S. Air Force Boeing B-17G Flying Fortress named "A Good Ship & Happy Ship". After being hit by anti-aircraft fire and dropping out of formation, the crew realized that their lone damaged B-17 would not have a chance of making it back to England. Their only hope was to turn north and make for neutral Sweden.

It was the last mission for this ship but it would not be its final flight.

During the war Sweden maintained strict neutrality. That declaration allowed the nation to become a refuge for the crews of damaged aircraft from both sides, including more than 1400 Americans.

By the rules of Sweden's neutrality, the planes and their crews were interned. Early in the war this was not a problem as Allied and German personnel were generally returned on a one-for-one basis. But as the war progressed a far greater number of Allied planes and crews ended up in Sweden, and they were forced to remain there.

Along with this growing population of Allied airmen that could not be repatriated, Sweden had another problem. Swedish airline ABA (AB Aerostransport) had lost two of its five DC 3s to Luftwaffe fighters while flying the dangerous route between Sweden and Scotland. The airline needed to replace those lost planes, preferably with long-range planes that could fly the safer route over northern Norway.

ABA President Carl Foreman and U.S. Air Attache Col. Felix Hardison worked out a solution to both problems. They negotiated the delivery of nine of the already interned B-17s to the Swedish government, in exchange for the release of interned American airmen.

Of the nine B-17s, seven were converted into 14-seat airliners by Swedish automobile and aircraft manufacturer Saab. The company advertised the conversion program using the biblical quote, "From swords into plowshares," signifying conversion of the former warbirds to peaceful use.

The converted bombers were officially designated "Felixes" in honor of the U.S. Air Attache, and were delivered to the forerunners of today's SAS (Scandinavian Airline System). Five went to Swedish airlines ABA and SILA (Swedish Intercontinental Airlines), and two were sold to DDL (Danish Airlines). The Felixes served the airlines until 1948, until the last was retired.



One of these converted bombers was the former "A Good Ship & Happy Ship", whose crew was able to guide the damaged plane to a safe landing in Sweden. Saab delivered the plane to ABA/SILA on May 6, 1944, and it was given the new name "Tom." Tragically, after 1,117 hours of service, the plane and its crew of six were lost on Dec. 4, 1945.

In December, on the 60<sup>th</sup> anniversary of that accident, representatives from Boeing, Saab, SAS and the U.S. Embassy, along with family members of the crew, returned to the crash site to place a memorial plaque honoring the crew. Representing Boeing was Jan Marlinge, acting regional president, Northern and Western Europe.

"The ceremony was attended by children and some grandchildren of all of the crew. I felt that this visit to the crash site gave them comfort and opened the door to their heritage," Marlinge said. "The memorial was also a reminder that the U.S.-provided Boeing B-17s were essential in the early stages of SAS."

The memorial brought to light once more this obscure episode of World War II. Sweden gave a new career to seven Boeing bombers while providing refuge to thousands of Allied airmen who otherwise might have perished in the North Sea while trying to make their way back to England.

---

Just thought you ought to know about this...

Received from George and Jane Pobgee in December 2008:

"During the reunion at the Bull Hotel in May this year, our eldest son Richard met Erin, the daughter of Lori Barnett, and Granddaughter of veteran, the late Herb Paris. It was love at first sight. In August of 2008, we all made a short visit to South Carolina to Richard and Erin's wedding and now Erin's application for a Visa was granted for Erin to come over to England to be with Richard.

Unless you know otherwise, I think that this may be the first 457<sup>th</sup> transatlantic wedding to happen in the last sixty or so years.

We are obviously delighted and looking forward very much to welcoming our new daughter-in-law to her new home here in Whittlesey England."

Editor's Note: Congratulations to Richard and Erin and to Jane and George Pobgee and Lori Barnett. We are very much looking forward to seeing all of you in Colorado Springs in October. Just a couple of months ago, the Association Board invited young Richard Pobgee to become one of our English Historians. He will see to upkeep of our monument. Just another example of the younger generation stepping up and honoring our veterans.





FREEDOM STANDS BECAUSE HEROES SERVE.

*"On each anniversary marking  
the end of World War II, we honor  
all the heroes – on the frontline,  
assembly line, and homefront –  
whose courage and dedication  
preserved the freedom we cherish."*

----BOEING



# 457<sup>TH</sup> BOMB GROUP ASSOCIATION

## MEMBERSHIP AND SUBSCRIPTION INFORMATION

New ☐

Renewal ☐

Address Change ☐

Fireballer? ☐

-or-

Relative of a Fireballer? ☐

Other? ☐

If a relative, name and relationship of the Veteran to you \_\_\_\_\_

Name \_\_\_\_\_ Nickname \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip + 4 \_\_\_\_\_ + \_\_\_\_\_ \*

\* (Must have the zip +4)

Phone \_\_\_\_\_ Email \_\_\_\_\_

Birthdate \_\_\_\_\_ Squadron # \_\_\_\_\_ Rank \_\_\_\_\_

Dates Assigned \_\_\_\_\_ Duties \_\_\_\_\_

Plane Name and # \_\_\_\_\_ Pilot's Name \_\_\_\_\_

POW?/Evadee? \_\_\_\_\_ Date of capture/escape/release: \_\_\_\_\_

Retired Military? \_\_\_\_\_ Rank \_\_\_\_\_ Comments: \_\_\_\_\_

### DUES INFORMATION

Annual Dues: \$25 for 2 years

-or-

<u>Life Dues:</u>	Under 60 years of age:	\$110.00
	61-65 years of age:	\$90.00
	66-70 years of age:	\$75.00
	71+ years of age:	\$60.00

Make checks payable to: 457<sup>th</sup> BG Assoc.

Mail this form and check to: John Pearson, Treasurer  
457<sup>th</sup> Bomb Group Association  
1900 Lauderdale Drive, C-315  
Richmond, VA 23233

Your canceled check is your receipt.



## Secretary's Station 130



"Works well under constant supervision  
and cornered like a rat in a trap!"

\*\*\*

I am back on track working for the Bomb Group Association, and want to thank you for your patience while I worked through some personal issues. You will once again be receiving 4 issues of the newsletter per year. If you have asked me to do something and I failed to do so please give me a friendly reminder:

by email: [nancytoth@comcast.net](mailto:nancytoth@comcast.net)

by phone: 719-564-8599

by mail: 453 Sunset Lane  
Pueblo, CO 81005

\*\*\*

**It's extremely embarrassing to come to your senses and find out you haven't any!**

\*\*\*

*Beginning May 2009, the Post Office is tightening up its requirements for Bulk Mailings. While it is considerably cheaper, it is a lot more work to prepare the mailing of newsletters and will be much more demanding that addresses be accurate. If you move and do not notify me, you risk not receiving your newsletter and the Association being financially penalized for not having correct addresses. **PLEASE FOLKS, LET ME KNOW WHEN YOU MOVE.***

\*\*\*

## CALLING ALL GROUND CREWMEN

I would like to do a special tribute to you in a future newsletter. Please send a story, long or short, about an experience you remember from your service. Send to: Nancy

We are not planning to have a speaker at the Reunion Banquet. We would however, if there is enough interest, like to have an "open mike time" where our veterans would share a memory of their time and experience during WWII. Just a short serious or funny remembrance. Please be thinking of some memory you could share.

\*\*\*

Donations to the English Travel Fund should be sent to John Pearson:  
1900 Lauderdale Drive C-315  
Richmond, VA 23238

Mark the memo line on your check to show: English Travel Fund.

\*\*\*



Reunion fun...don't miss out!!!

Passports not required!!!



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WILLARD REESE (dec.)

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### TIM NEWELL

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Tel: 44 1487 830450 Email: [tim.newell@ymail.com](mailto:tim.newell@ymail.com)

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1973-75 – William Wilborn  
1976 – Howard Larsen (dec)  
1977-79 – Bill Siler  
1980-81 – Edward Reppa (dec)  
1982-83 – Daniel Graham (dec)  
1984 – William Good (dec)

1985 – Dave Summerville (dec)  
1986-87 – Clayton Bejot  
1988-89 – Donald Sellon  
1990-91 – John Welch  
1992-93 – Roland Byers (dec)  
1993-97 – Billy Hightower (dec)

1997-99 – Lee Zimmerman  
1999-01 – Craig Harris (dec)  
2001-03 – Will Fluman  
2003-05 – Don Nielsen  
2005-07 – James Bass



*Strange and fascinating facts...*

from a book entitled: World War II 4,139 Strange and Fascinating Facts  
By Don McCombs and Fred L. Worth

- Moonshine  
Code name of the U.S. equipment used to produce false readings on German radar. It was developed by Dr. Joan Cockburn and first tested on April 6, 1942, for its ability to simulate bombers approaching Cherbourg. Moonshine was used extensively during the D-Day landings to generate the impression of a fictitious fleet approaching the Pas de Calais so that the Germans would not move reinforcements to Normandy.
- Rover Joe  
Nickname give to U.S. Army Air Force personnel who traveled with the infantry on the ground to act as coordinators between support aircraft and the advancing battle lines in World War II.
- Tracers  
Bullets with flammable material that left a trail so that the weapon firer could see where they went. The Americans used red for tracers and the Germans used silver.
- Whitley  
British twin-engine bomber known as the Flying Barrn Door. It was the first aircraft of World War II to bomb both Germany and Italy and was the first Allied aircraft over Berlin on leaflet raids.
- Wherley, Clifford R.  
U.S. Army Air Force staff sergeant. He was a turret gunner on a Martin Marauder bomber, flying 21 missions in North Africa, which earned him an Air Medal with three Oak-leaf clusters. Wherley was forcibly discharged when it was revealed that after serving one year, he was still only sixteen years old.

457<sup>th</sup> Bomb Group Association  
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Pueblo, CO 81005-1140

ADDRESS CORRECTION REQUESTED

Will Fluman....LM  
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Boiling Springs, PA 17007-9712

