



748th  
Squadron



749th  
Squadron

THE

# 457th BOMB GROUP ASSOCIATION



"THE FIREBALL OUTFIT"



750th  
Squadron



751st  
Squadron

## 457th BOMB GROUP ASSOCIATION NEWS

ESTABLISHED JULY 1971

VOLUME 22 NUMBER 2 811 NW "B" ST BENTONVILLE, AR 72712

MAY 1993

### 1992-1993 OFFICERS

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Dir: Art Fitch, Ma.....617-326-9004  
Dir: Kenneth Rurode.....816-279-2069  
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### Newsletter -

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News/Roster - Dave Summerville, 619-724-2577  
NL/Front page Art  
Richard Wyman .....407-834-4798

\*\*\*\*\*

# SAN ANTONIO

TEXAS



OCT. 15-19, 1993

REGISTER NOW

PAID YOUR DUES?

2yrs. \$25.00





REGISTER NOW!

# REUNION!

We advertised the reunion in 30 - or so magazines. You can help by sending a (free) item to your local paper. Tell of your 457th Bomb Group and all - attached groups- where stationed and when. Tell date of reunion and where. Contact locally (your name-address or Phone). They usually will talk to some one local. If not give the Name and No of contact man-Homer Briggs.

## DEAR FIREBALLERS:

The San Antonio, Texas Reunion of the 457th Bomb Group Association is only six months away & when you're having fun time slips by very quickly.

V.P. Billy Hightower has arranged a good reunion program which will be of interest to all members, so get your reservations in early.

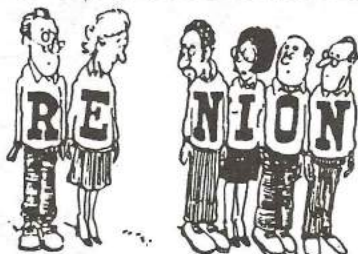
Some of the English Members of the 457th B.G. Assoc., have indicated a desire to attend the reunion in San Antonio. We need to 'Recharge' the Fund to help them travel. Your voluntary contribution would be appreciated.

The Funding of a 457th Bomb Group Assoc. Memorial Bench, to be located on the walkway to the entrance to the Air Force Museum at Wright--Patterson AFB, Dayton, Ohio is a Project I think merits consideration. It will be an agenda item for Business at the coming reunion. Our thanks to Jerry Silverman who provided us with the information.

Another agenda item which V.P. Billy Hightower has proposed is: An annual meeting of the Bomb Goup Assoc, rather than the Biennial--meeting we now schedule.

Hitch up the wagon & head for San Antonio in October---See Yaw'l there.

Roland O. Byers  
PRESIDENT



IT WON'T BE THE SAME WITHOUT U!

Reprinted from Bombardiers Inc Crosshairs

## NOTICE OF MEETING

This is the Official Notice that a Meeting of the 457th Bomb Group Association will meet at the Menger Hotel in San Antonio, Texas, on October 15-19, 1993. The Business Meeting of the Association will convene in session on Tuesday, October 19, 1993, beginning at 9:00 a.m. o'clock, for the purpose of receiving reports of officers, electing officers and members of the Board of Directors for ensuing terms of office, and to transact such other business as may properly come before the Meeting. Regular and Life members of the Association are voting delegates to the meeting and are entitled to vote on each matter properly coming before the membership requiring a vote.

## LISTEN UP!!!!!!

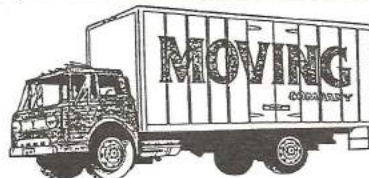
Misconception on most part of 457th who thought all the support groups were 457th. Many of the support men felt left out as they weren't 457th. The 457th men have said they needed - them at Glatton and they need them now and want them to join in and help keep our WWII truth and experiences alive for future generations to see and understand what happened. Help us to find the support groups & urge them to join.

We also encourage all interested---History-WWII, Aircraft Buffs to join as associate members.

## Support Groups members so far

468th Sub Depot-Medic--Military Police  
88th Firemen--- Photo--Weather  
354 Air Eng  
?????????????--LET ME KNOW.

LET US  
KNOW  
BEFORE  
YOU GO



2yrs \$25.00  
**PAID YOUR DUES?**

## Camp Shanks Museum

Will open this spring at Orangeburg, NY and will be exhibiting WWII memorabilia. Donations welcome.

Contact Scott Webber, 17 Sunrise Drive, Stony Point, NY 10980 (914-942-2254).



# MY APOLOGIES

DAVE SUMMERVILLE

I want to take this opportunity to say "Thanks" to all you good people for your kindness and consideration shown me (and Mickey & Homer) over the past 9 months.

I am (we) fully realize that you have not been getting you Bulletin's as you should have been getting them ... that perhaps your letters and information you have requested have not been handled to your liking, but I would just like to explain so there will be no misunderstanding. I will not make any excuses .... and I accept all the blame, as I should.

First, Mickey and Homer have had some health problems which they may allude to elsewhere in this Newsletter, family health problems, funerals to attend and heaps of correspondence each and every day.

Secondly: I want to "THANK" all you fine people for your cards, letters, phone calls and prayers over the past 9 months. They meant so, so much. And, I want to explain to you the reasons why the delays have taken place, and I am not looking for excuses.

About 9 months ago, (early September) Lillian had to enter the hospital under emergency conditions (Arthritis), where she remained for 4 months of which 23 days was in Intensive care. She was released from the Hospital the day after Christmas and treatment continued at home.

On January 15, I entered the hospital for 23 days (5 in Intensive care) and then to a Nursing Home for a few days. As of this date, I still do not have my malady diagnosed, other than they call it F.U.O (Fever of unknown origin) (they recorded my fever at 105.6 and it could have been higher). Most probable diagnosos - Polio syndrome.

What I am trying to say is that daily trips to the Hospital for 4 months, doing my own cooking, and then going to the hospital myself, was almost full-time. Recuperation has been slow, and Lillian is still on Therapy.

Mickey and Homer were great about sending me the articles for the Newsletter, but my time was limited, my computer had major surgery (I am just now getting that back to full service (When I entered the Hospital, I had Newsletter info stored in the Computer but I was the only one who could get it out (and then the computer died), so life has been a real challenge. This is the last article for the May 93 Newsletter (and all back articles have been sent to Mickey)

and I can assure you that your Newsletter s will be arriving on time in the future. God Bless and Thank You!!!!

**THANK YOU !!!!!**

**THANK YOU !!!!!**

**THANK YOU !!!!!**

**TO ALL YOU WONDERFUL PEOPLE WHO MADE IT POSSIBLE FOR MICKEY & HOMER TO ATTEND THE MINI-REUNION IN ENGLAND IN 1992, AS A WAY OF SHOWING OUR APPRECIATION FOR ALL THEY HAVE DONE FOR THE 457TH.**

*MICKEY THANKS YOU*

*HOMER THANKS YOU*

&

Dave S. "Thanks You" for responding so generously to the Newsletter appeal that was authorized by the Board of Directores, to send them to Peterborough. The response was most gratifying. For your information: Your donations covered all transportation and living expenses in England for 5 days. The excess balance that remained in this Fund was \$623.44 which was turned over to the 457th Treasurer to be placed in the F.O.T.E Transportation Fund. [Ed. note: If any member would like a complete financial report on this activity, please contact Pres. Byers or myself. ..Dave S.]

JAMES/ERMA BASS

THOMAS GOFF

DAVE /LILLIAN SUMMERVILLE

EDWARD/ELEANOR AGERS

WILLIAM/MARY McCALL

JOHNNIE/DELORES SARTOR

FRANK/MARGARET ANDERSON

ANDREW/SELMA BROWN

ROLAND/ELAINE BYERS

LAMAR SMITH

STEPHEN/AGNES BILLISITS

ARTHUR/JEAN FITCH

HENRY/ELLA FRIEDRICH

JOEL/MARCEIL APEL

EDWIN/BETTY BENSON

JAMES/BETTY OCSHIER

WARREN/DOROTHY KIESEL

CLEM/ETHEL MARSDEN

GEORGE/PHYLLIS CONOVER

EARL/NANCY WOODARD

RALPH/MYRTLE THOLE

DALE/MAXINE VANCE

Carthage, Tn

Glen Burnie MD

Vista, CA

Marietta, GA

Naples, FL

Starkville, MS

Milledgeville, GA

Portland, OR

Moscow, ID

Florence, MS

Erie, PA

Westwood, MA

Chicago, IL

Sherman, TX

Fort Myers, FL

Conneaut, OH

Maple Glen, PA

Ames, IA

Williston, ND

Kirkwood, MO

St. Paul, MN

Floyd, IA



HARLAN/PEARL BUETTNER  
 CLIFFORD/ROSALIE UPTON  
 GEORGE/GRACE BRICE  
 RAYMOND/ANNETTE KRISTOFF  
 LIONEL/MAY O'SHEA  
 FELIX/CAROL MERLONE  
 CRAIG/BOBBIE HARRIS  
 PETER/ELEANOR PULEO  
 BILL/ERIKA MORSE  
 WILLIAM/JEAN PATRY  
 BERNARD/IRENE KLEEN  
 SOLON/LORETTA BOYDSTON  
 LESLIE/MILDRED PETERSON  
 HORACE/MARGARET SEYSTER  
 VERNE/HELEN BOON  
 KENNETH/JANET BURKHART  
 ROBERT/JEANNE INGRAHAM  
 JULIUS /CLARA SMITH  
 PHILIP/HILDA FINKELSTEIN  
 VIRGINIA GOSLEE  
 CLAYTON/MARIE BEJOT  
 DALE/AUDRA LEE  
 ELMER KUBER Jr. for Father  
 GEORGE/HELEN GREER  
 FRANK/DOROTHY MARTIN  
 HARRY/DORIS CAMPBELL  
 WALDO HERMANN  
 JOHN/ALBERTA WELCH  
 CHESTON/BETTY HALL  
 MILTON/JESSIE MAE DURHAM  
 WALTER/DONNA CREIGH  
 CHARLES/MARJORIE SHEBELL  
 MELVIN/ESTHER KIEFFER  
 ALDEN RITTMAN  
 ALDEN N. RITTMANN  
 FRANK/JEANETTE HALLSON  
 JOSEPH/IRIS FALCONE  
 DR. HIRAM/ADA DRACHE  
 JOHN/MARY ADDISON  
 ROBERT/PATRICIA ELLSWORTH  
 WILLIAM GIRARD  
 WILLIAM/LOUISE MORROW  
 RICHARD/VIOLA SMITH  
 PATRICK/AUDREY FUSCI  
 WILL/PHYLLIS FLUMAN  
 JOHN BYRD  
 JOHN/BARBARA FONDA  
 BILL/CAROLYN WHELAN  
 ROBERT/BEVERLY PRISK  
 MILTON/BEATRICE JARASLOW  
 PAUL/RHODA BIRCHEN  
 JAMES/ERMA BASS  
 FRANCIS/CAROLYN FRIEDEL  
 CLAUDE/ERNESTINE SULLIVAN  
 DEE/MARGUERITE OWSLEY  
 IRVING/LORRAINE LEWIS  
 DON/JEANNIE SELLON  
 BERNARD/ELDA SITEK  
 JEROME/NORMA HEYMAN  
 GUY/RUTH STURDEVANT  
 EUGENE/NIKEY KEY

Downey, CA  
 Colorado Springs, CO  
 Hillsboro, OR  
 Coventry, CT  
 Littleton, NC  
 Moraga, CA  
 Durham, NC  
 Mayfield, NY  
 Lake Ann, MI  
 Milford, CT  
 Wadena, MN  
 Porterville, CA  
 Hollywood, FL  
 Huntington Beach, CA  
 Salem, OR  
 Denver, CO  
 Hilton, NY  
 No. Little Rock, Ar.  
 Yorktown Heights, NY  
 Asheboro, NC  
 Ainsworth, NE  
 Wills Point, TX  
 Selkirk, Manitoba  
 Rochester, NY  
 Oakdale, MN  
 Staten Island, NY  
 Moosic, PA 18507  
 Rapid City, CA  
 Havertown, PA  
 Savannah, TN  
 Los Altos, CA  
 Gill, MA  
 Milwaukee, WI  
 Largo, FL  
 Check by Mickey Briggs  
 Minneapolis, MN  
 Walpole, MA  
 Fargo, ND  
 Mt. Prospect, IL  
 Riverside, CA  
 Jacksonville, FL  
 Alamo, CA  
 Buena Park, CA  
 Dover-Foxcroft, ME  
 Boiling Springs, PA  
 Huntington, WV  
 Weston, MA  
 Crawley, England  
 Sacramento, CA  
 East Northport, NY  
 Hastings, MN  
 Carthage, TN  
 Smyrna, GA  
 Florence, CO  
 Florissant, MO  
 Des Plaines, IL  
 Aurora, CO  
 Feeding Hills, MA  
 Plainfield, NJ  
 Port Richey, FL  
 Kirkland, WA

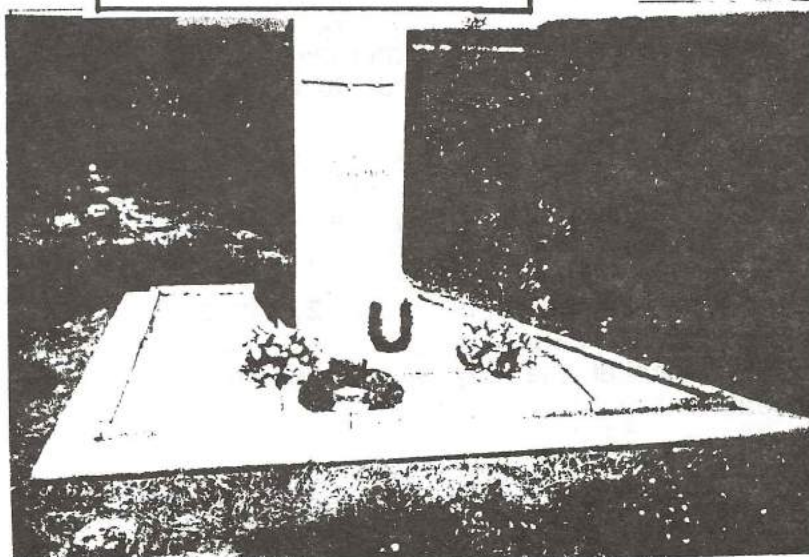
LEON/HELEN ZIMMERMAN  
 GEORGE/DOROTHY CROCKETT  
 ELDON KRUG  
 ROBERT/MARGARET TANGNEY

Jackson, MI  
 Mill Creek, CA  
 Longmont, CO  
 Fort Collins, CO

## "THANKS"

### NEW LIFE MEMBERS

JOHN AKERS	RALPH ICE
WM F BEMUS	
FRED CASTLE	
JAMES R DAY	
RAY FIELD	
FRANCISCO GAMBOA	
GUY HAZELETTE	
HARLEY HONEBERGER	
CHARLES KELLER	
WM KILPATRICK	
HAROLD KAPP	
ED LANZONI	
PAUL L MORRIS	
HENRY MCKINNIS	
N KEN NAIL	
MARK OSBORNE	
WINDEL PRICE	
JOHN PARKER	
THOMAS TREDICI	
AS OF APRIL 15, 1993	



Stone American Monument Wreath  
 laid by Billy Hightower



# 1992 MINI-REUNION

by Mickey Briggs - 1992

..... Bernie and Sadie Bains, Gordon, Joan, Wendy and George Townsend, John Walker. John Wilson and Gordon's sister and son (Marlyn and Robert) joined us for a day at Maddingley. Iris' brother & family, Derk, Julia Steel (new friends and we stayed with them after the reunion).

..... We certainly enjoyed the walking tour of Cambridge which we had never done before. Also, the Scottish bagpipes played before, during and after the ceremonies. The "Sally B", (which was painted at one time with the 457th markings) flew over not only low, but criss-crossed the cemetery for about 30 minutes, or so. It was such an awesome and eerie sight for the B-17 to be so low over the crosses, the bagpipes playing and silent tears on every face.

..... Billy Hightower laid the 457th wreath on the wall along side the other Groups.

..... At the Banquet, all the men were asked to tell a "war story". Naturally, when it came time for Homer to tell his story, he was out of the room and I entertained the group with a scary trip I had while I was in England this time. (I promised Billy Hightower that I would never mention this incident again, so if you want to hear the story, you will just have to ask him.)

..... After the reunion we visited the Polebrook Monument. I was really amazed (and pleased) at the comments written about the GI's during the war by not only the English but other European's also. It related how much they all appreciated and loved the Americans from candy and bubble gum to the protection and help during the war. It express their thanks to America for their lives and their country.

..... THANKS .... THANKS ....for all who helped make it possible for Homer and I to

attend the reunion and to all the British for our week stay afterwards who made our stay so enjoyable and worthwhile.

..... We attended a huge airshow on our own after the reunion at Mendenhall Air Base.

..... Some of you may know Eric Brumby (whom we first met in 1975)

who originally was very active in the 457th. He works in the Mayor's Office now and served at our tea reception.

..... THANKS to Iris & Joe Falcone for all their hard work and headaches in working so that the attendee's had more pleasure during their stay.

..... At the Connington Memorial, an English associate from W. Sussex met us there and we exchanged articles and info. He was glad to visit with us as we were with him. He brought a wreath to add to the Memorial from the Crew of 750th who had a crew member buried in Belgium.

..... We investigated the Peterborough Cathedral and Sandringham Castle once again and visited the Country Church ruins for the first time.

..... THANKS and a big one it is to Gordon Townsend on the Coach tours (never say Bus!) Gordon obtained the best discount for us and drove one of the two busses. (sorry Coaches).

..... And BERNIE you were great. And now after one yr later, we do hope that you are rested up, and several people have written us that you have escorted them around this past year.

..... Thanks to John Wilson & John Walker for all the rides, for all the time they extended to us ... and especially for their sound advice.

..... And lastly, Homer & I certainly enjoyed it because we did not have one chore or one responsibility so we could mingle and visit with everyone.

..... THANKS ..... THANKS ..... THANKS

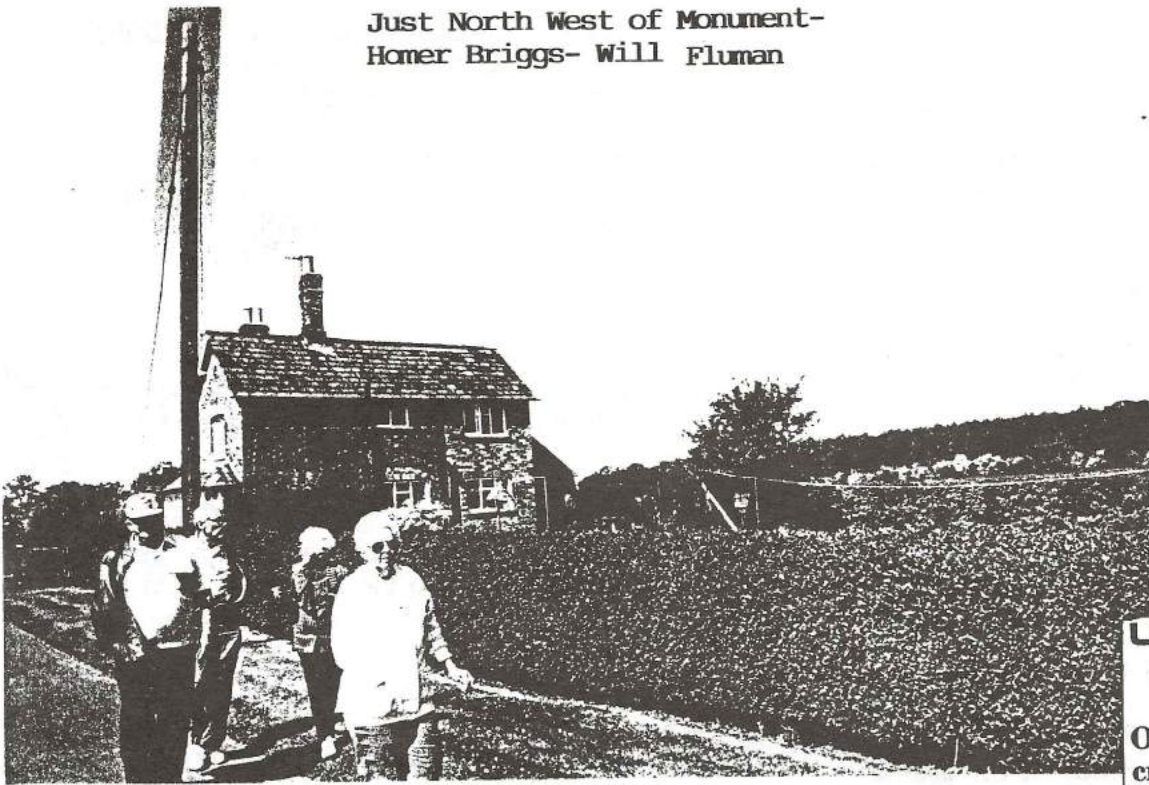
On the runway at Glatton





Just North West of Monument-  
Homer Briggs- Will Fluman

England



### UNBELIEVEABLE STATISTICS

Over 7,000 Allied Aircraft crashed in the Netherlands or in the Dutch waters during WWII, enough downed planes to cover almost every square mile (7,836) of the State of New Jersey.

### LATE BULLETIN FLASH!!!

TO ALL: 457th BG-ATTACHED UNITS  
& ASSOCIATE MEMBERS.

June 4, 1993

As we go to press--Richard Fitzhugh, San Antonio Texas, calls Homer with a story. He also gives the name of Col. Larry Keller, Airforce Commander of Scott Field in IL. Homer, in turn calls Col. Keller and learns the following;

YES! IT IS TRUE!!

Col Larry Keller will take command July 1, 1993 of the reactivated 457th. The group will be flying KC-135's.

Our sqd #'s will not be used. The group will still have their old sqd#s. Some of the men & women are still in Panama & other places. All interested in being there for the official acceptance of the command, are invited to attend, contact Homer Briggs, He will contact Col Keller, who said he would reserve a room & a seat at the ceremony..We would be seated in a group together.

SORRY WE DIDN'T HAVE MOORE NOTICE.





## In Memoriam

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

### CHARLES E. BERTA

A memorial service is scheduled at 2 p.m. today for **Charles E. Berta**, of counsel to Oakland's Crosby, Heafey, Roach & May, who died Thursday at his home. He was 72. *(June 25, 1992)*

The service will be held in Piedmont Community Church, 400 Highland Ave., Piedmont.

Born May 13, 1920, in Virden, Ill., he graduated from the University of Illinois Commerce School in 1942 and served as an Army-Air Force bomber pilot in World War II. He received his law degree from the University of Illinois Law School in 1948.

Berta joined General of America in Los Angeles in 1949 as a trial attorney and later managed the legal department. He joined Industrial Indemnity in Los Angeles as chief trial attorney and manager in 1958, then went to Crosby, Heafey in 1963, where he practiced personal injury defense litigation.

Berta was a fellow of the American College of Trial Lawyers and a diplomate of

the American Board of Trial Advocates. He was a member of the National Association of Railroad Trial Counsel, the International Association of Insurance Counsel, the Defense Research and Trial Lawyers Association, the Federation of Insurance Counsel, the American Trial Lawyers Association, the Northern California Defense Association and the California Trial Lawyers Association.

He served as an arbitrator with the American Arbitration Association and was appointed to the Panel of Arbitrators in Marin, Alameda, Contra Costa and San Francisco counties and the U.S. District Court for the Northern District of California.

Survivors: sons, David, of Novato, and Peter, of San Francisco; daughters, Lisa Alapai, of Antioch, and Kristen Donnelly, of Sacramento.

Donations can be made to the Bay Area Tumor Institute, 2844 Summit St., Oakland, CA 94609.

### Arthur J. Russell Jr.

Art Russell, 77, died of cancer Tuesday, January 12, 1993. A native of New York State, he lived in Lakewood since 1960. He served with distinction with the 8th Air Force in WWII, participating in D-Day and continuing on to retirement after 30 years service. He then worked for the Department of Ecology and was instrumental in Establishing Solid Waste Management guidelines. Art was past president of Lakewood Kiwanis, and Past Commander, Art Wrye Post American Legion. He volunteered many years for the Red Cross at Madigan, and was very involved in being a Master Gardener.

He is survived by: Lillian, his wife of 48 years; five children, Arthur J. III of Oregon, Christine Pinkham of Calif., Katherine Russell of Calif., William Russell of Seattle, Elizabeth Arnold of Steilacoom; five grandchildren; and sister, Mary Laurene, Minnesota.

Memorial services 3 p.m. Saturday in the Mt. View Funeral Home Garden Chapel. Memorials may be made to Hospice of St. Joseph.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

### ELLA FRIEDRICH

Another friend of the Briggs' has been lost. **ELLA** Wife of Henry (Hank) Friedrich suffered a cerebral hemorrhage and passed away on March 31 1993. She was a friend of Katherine Griff who died last Sept. We often stayed after the reunion and visited. We shall also miss both Kay and Ella at the reunions and Christmas cards.

Mickey B.  
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

### In Memory of

**JUNIOR GARRETT HUNSPERGER**

Date of Birth            Entered into Rest  
October 18, 1919        January 27, 1993

Interment            Kansas City, Missouri

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

CHARTER MEMBER

Cancer

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX  
OBIT-

When sending note-telling of a death, try to include the obit, or be sure a relative has confirmed. We need to be accurate in printing it in NL.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX  
REPORTED DECEASED - SINCE FEB 1993

CONNOR DOZIER (CHARTER ASSOC MEMBER-BROTHER ED DOZIER) NOTIFIED PO 2-93

WM GOODFELLOW CHARTER MEMBER--NOTIFIED BY WIFE- HEART 1989

JAMES C HILTY KIA EASTER 1945-NOTIFIED BY FAMILY

EDWARD MONASTER P 749 capt (ND)-NOTIFIED BY SON

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

MAY 31, 1992

**FRED A McDUFFIE**

Fred Alexander McDuffie, 75, of Groves died Sunday at St. Mary Hospital in Port Arthur.

A Native of Talladega Springs, Ala., he was a lifelong Port Arthur-Groves area resident. He was a member of the Presbyterian Church of the Covenant, the American Legion, OCAW 4-23 and Veterans of Foreign Wars Post 4820.

Services will be at 2PM., Tuesday at Grammer-Oberle Funeral Home with the Rev. Robert Bigler officiating. Burial will follow at Oak Bluff Memorial Park in Port Neches. Visitation begins Monday evening at the funeral home.

Survivors include his wife, Lula Mae Moore McDuffie, three sons, David McDuffie of Nederland, Bill McDuffie of Greenville, & Richard McDuffie of Onalaska; a brother, J. R. McDuffie Sr. of Groves; eight grandchildren; and two great-grandchildren.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX



## by Craig Harris

When I got my roster from Dave in late 1991, I noticed an incorrect entry for Fred McDuffie (M/SGT 748th) who was listed as "KIA IN ENGLAND". I knew that was incorrect, as he had flown back to the States with me, and also Earl Kenyon had kept in touch with him. At the time, I thought he had just died at his home in Port Neches, TX. It turns out that the roster and I were both wrong. Mac died in a Nursing Home on May 31, 1992. We actually memorialized him at Gulf Shores, while he was still alive - but as it developed - he was paralyzed in the Nursing home at that time. So the memorial was not actually misplaced. Mac and Lou actually lived in Groves, TX and he was interred in Port Neches.

## TAPS FOR LOREN G. HAMPTON

by Russ Karl - October - 1992

Perhaps you would put in the Newsletter that the Pilot of our crew, Loren G. Hampton, died of a heart attack on June 17th, 1992 and that his wife, Irene, followed him in death on July 2, 1992.

Fortunately, in July of 1991, we had a crew reunion in "Hamp's home because he was in ill health and couldn't travel. In attendance besides the Hampton's were (CP) O. K. Hocker; (E) Tim Diehl; (N) M/M Bob Mattox; (N) Neir Schroeder our Navigator after Bob M. was wounded; (RO) M/M Russ Karl; (BTG) Tom Farrell and Bill & Erika Morse (ground crew chief who took care of old "Slow-But-Sure" in which we flew 17 missions.) Since that reunion, we have lost O. K. Hocker and the Hampton's. our 1992 reunion was hosted by M/M Bob Mattox in St. Joseph, MI.

I read the story of "Slow-but-Sure" in the last Newsletter but we never had any trouble in keeping up with the formation. We had a very able ground crew that consisted of Bill Morse, Ambrose Cease, Dave Ryder and Ken Kinyon (who passed away recently). Bill & Erika have attended every reunion since 1988.

We have never found the whereabouts of (TG) Irving Feitel and WG Feldman, our replacements when Glen Seeber and Mike Pipock were KIA on our 7th mission [Ed. note: see elsewhere in NL where Pipock ended up as a POW]. After my return to the U.S., I was stationed at Lubbock, TX where we moth-balled new and returning B-17's and B-25's and one day I was so happy to see old "Slow-but-Sure" taxiing down the ramp. That beautiful, beat-up old B-17 had survived the war and had come back home to retire.

## THE FATE OF MICHAEL PIPOCK

by Werner Helfen - Germany - 1992

[The following letter was received by Mickey & Homer from Werner Helfen of Gernsbach, Badenerst Street, Germany and was written in German. The Briggs sent the letter to Erika Morse (Bill's wife) for translation, and she in turn sent it back to the Briggs and is reprinted here verbatim as received from Erika. The Sgt. Michael Pipock that Mr. Helfen refers to was on Loren Hampton's crew (Loren Hampton recently passed away). Sgt. Pipcock does have a sister in Detroit but she is married and we have no way of finding out her married name. Russ Karl has assured us of this.]

Dear Mr. Briggs

the undersigned was in fall 1944 together with the former gunner Sgt. Michael Pipcock in a security-camp Schirmeck locked up. The camp is located in the former Elsass Francde. Pipock was in cell #3 and I was in cell #4. Sometimes we were able secretly to communicate with one another. During the evacuation from Schirmack to Gaggenau, thanks to favorable circumstances, I succeeded in escape. In Gaggenau, Michael Pipock was, with some of his comrades, murdered in November 1994 in the woods by Gaggenau by the Nazi's. I heard about this in the summer 1945 for the first time and wrote the mother of Michael Pipock. I received her address at the camp from him. (Michael)

About a half year ago, I learned that Michael Pipock is buried on the Soldier cemetery in St. Avold. To me it was an honor and duty to visit there immediately. I also made pictures of his grave. I would like to contact any living relatives of Michael. The Historic Mr. I. A. Leeuwstraat - 7552 HS Hengelo (OV) gave me your address since you have contact with Unit of the 457th Bomb Group to which Mr. Pipock belonged. I would be grateful if you could supply me with address's of family members of my friend Michael Pipock. [Ed note: Wasn't it nice to receive such a wonderful letter from someone who really cares 50 years later? And, if it could be of any help, Michael Pipock address when he went into the Service was 4444 - 30th Street - Detroit, MI 495.]

**BE FOREWARNED !!!!!**

by Mickey (and Homer too) 1993

Anything that is printed by request is for information only and is not a recommendation. No monies will be collected by the 457th unless that request is approved by the Board of Directors.



Please fill in the following and mail to  
Briggs at 811 NW B St, Bentonville, Ar 72712.  
If you know for sure any are deceased please  
indicate. When I have the information will  
keep a card file and also print in a future  
newsletter.

Mark whether Flight or Ground crew.



LET US  
KNOW  
BEFORE  
YOU GO

AIR/CRAFT # \_\_\_\_\_ Name: \_\_\_\_\_

FATE \_\_\_\_\_ DATE: \_\_\_\_\_

Flight: \_\_\_\_\_ or Ground: \_\_\_\_\_

CREW: \_\_\_\_\_

DATE YOUR CREW FLEW THIS PLANE: \_\_\_\_\_

XXXXXXXXXX

#### MEMBERSHIP CARDS

are sent when you pay your first dues  
and again when Life Membership dues  
are paid. We will issue a new one  
if you lose yours or is tattered and  
torn. Please keep your canceled check  
for your receipt. If you fail to  
receive a membership card after a few  
weeks contact us.

### IMPORTANT REQUEST

ANY BOMBARDIER WHO WAS AWARDED A  
SILVER STAR (OR HIGHER) IS ASKED TO FOR-  
WARD A COPY OF THE CITATION TO BOMBAR-  
DIERS, INC., 200 VAN BUREN ST, #2109, DAPHNE,  
AL 36526. PLEASE DO THIS EVEN IF YOU EAR-  
LIER AND ROUTINELY PROVIDED SUCH A  
COPY! COPIES OF ANY ACCOMPANYING PUB-  
LICITY ARE ALSO SOLICITED.

### New ☐ Renewal ☐ MEMBERSHIP & SUBSCRIPTION APPLICATION

Address Change ☐

Name \_\_\_\_\_ Nickname \_\_\_\_\_ Wife \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ St \_\_\_\_\_ ZIP+4 \_\_\_\_\_

Phone \_\_\_\_\_ Sqdn \_\_\_\_\_ Dates Assigned \_\_\_\_\_

Duties \_\_\_\_\_ Plane Names & No you worked or flew \_\_\_\_\_

Pilot's name \_\_\_\_\_ POW / Evadee: Date of capture / escape \_\_\_\_\_

RANK \_\_\_\_\_ RETIRED? \_\_\_\_\_ RANK \_\_\_\_\_

(Please provide Dates Assigned, Plane Name & #, Pilot's name, POW/Evadee info, if not already given)

ANNUAL DUES: 2 years dues \$25.00

LIFE MEMBERSHIP DUES: Under 60 yrs of age...\$110.00

Birthdate \_\_\_\_\_ 61 yrs to 65 yrs...\$90.00 66 yrs to 70 yrs...\$75.00

71 yrs & older...\$60.00

At present time Associate Members (including widows, relatives)  
do not pay dues. Any contributions sent will be used for mailing  
newsletters and information.

English Friends; \_\_\_\_\_ Other \_\_\_\_\_ AMT \_\_\_\_\_

DUES-SALES-CONTRIBUTIONS- MAKE CHECKS PAYABLE TO 'THE 457th Bomb  
Group Association' Your canceled check is your receipt.

MAIL TO: HOMER OR MICKEY BRIGGS..811 Northwest B St..Bentonville,Ar  
72712

Once you have filled this application in, in future dues payment  
check only renewal box, your name and address.



# NEW SICK LEAVE POLICY

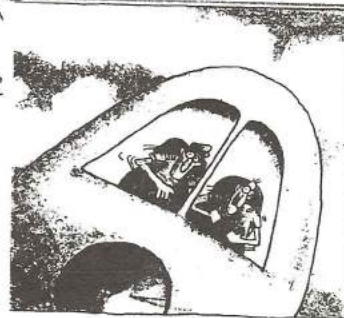
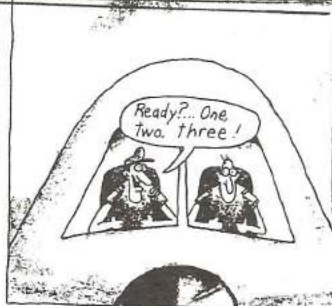
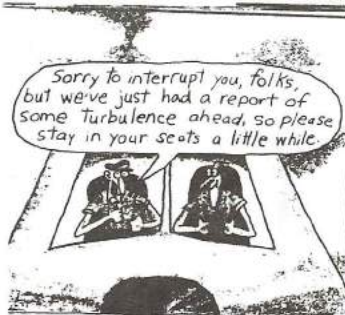
**SICKNESS:** No excuse. We will no longer accept your doctor's statement as proof, as we believe that if you are able to go to the doctor, you are able to come to work.

**LEAVE OF ABSENCE (For an Operation):** We are no longer allowing this practice. We wish to discourage any thought that you may have about needing an operation. We believe that as long as you are employed here, you will need all of whatever you have and should not consider having anything removed. We hired you as you are and to have anything removed would certainly make you less than we bargained for.

Too much time is being spent in the Rest Room. In the future, we will follow the practice of going to the Rest Room in alphabetical order. For instance, those whose names begin with 'A' will go from 8 a.m. to 8:05 a.m., 'B' will go from 8:05 to 8:10 a.m., and so on. If you are unable to go at your time, it will be necessary to wait until the day when your turn comes again.

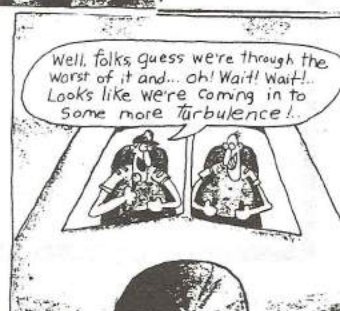
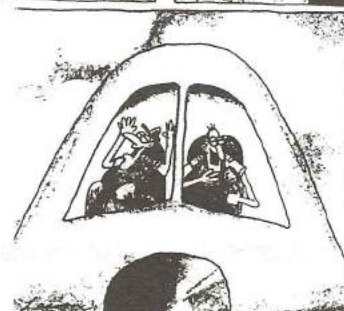
**DEATH (Other Than Your Own):** This is no excuse. There is nothing you can do for them, and we are sure that someone else in a lesser position can attend to the arrangements. However, if the funeral can be held in late afternoon, we will be glad to let you off one hour early, provided that your share of work is ahead enough to keep the job going in your absence.

**DEATH (Your Own):** This will be accepted as an excuse, but we would like a two-week notice, as we feel it is your duty to teach someone else your job.



## Spite Snippet

It's always easier to forgive an enemy after you have gotten even.





# VETERANS UPDATE

## HEADSTONE & MARKER STILL AVAILABLE AT NO COST

The Dept. of Veterans Affairs (VA) is still providing headstones and markers to identify the graves of veterans at no cost to their survivors. There is no change in the program that authorizes the VA to provide these to veterans at no cost.

Headstones and markers are provided at no cost to the veteran whether they are buried in a national state veterans or private cemetery. Last fiscal year the VA ordered 292,103 headstones and markers, always free. When a veteran or eligible family member is buried in a national cemetery, placement of the headstone or marker is free. If interment occurs in a private cemetery, the VA does not pay for the cost of placement. The VA always provides for the cost of transportation.

EX-POW BULLETIN, JULY 1991

## COMRADES IN DISTRESS

Readers who can help these veterans are urged to write a witness letter, including the CID number. Send the letters to CID, The American Legion Magazine, Box 1055, Indianapolis, IN 46206

Notices are published only at the requests of American Legion Service Officers representing claimants using Search for Witness Forms available from Department Legion Service Officers.

## KNOW YOUR BENEFITS

From the National Service Department

### What's So Special About COVA?

When the U.S. Court of Veterans Appeals (COVA) was created in 1988, veterans' hopes soared with the expectation they would finally have full judicial review. Now they would finally have their claims reviewed by a tribunal higher than the VA's Board of Veterans' Appeals (BVA), which had for years been the highest adjudicatory body in the VA system.

Some veterans thought COVA would allow them to argue their claims in person before its judges, while others thought COVA would allow evidence that had not been considered by the BVA and issue a new decision based on that evidence. Even more veterans thought they would have their cases decided by a jury.

As it's turned out, veterans cannot argue their case before COVA's judges, don't receive a trial by jury, and the only evidence allowed by the Court is evidence that was on the record at the time BVA reached its decision. So what's so special about COVA?

"Decisions of the U.S. Court of Veterans Appeals are materially changing the way in which the VA decides claims for veterans' benefits," said DAV National Service Director Arthur H. Wilson. "These changes have affected both the procedural rights granted to veterans under law and VA regulations, as well as greatly improved the likelihood that a claim will be granted by either the VA Regional Office or the BVA without the need to appeal to COVA."

Wilson said COVA also deserves major credit for several noticeable changes in the way VA decides cases. Prior to 1990, COVA's first full year of operation, the majority of the 43,000 appeals the BVA heard a year were denied. COVA now requires the BVA to thoroughly explain its decisions, give veterans the benefit of the doubt, and more closely follow VA rules contained in the Code of Federal Regulations, the VA Adjudication Procedure Manual, the Physician's Guide, and other publications. The result, Wilson said, has been dramatic.

"The BVA recently reported that the number of final decisions had declined to less than 33,000 cases a year, a decrease of nearly 25 percent. Fewer final decisions means that many more claims are being granted at the Regional Office level," Wilson said. "But the total effect is even greater. While the BVA

has historically remanded for further development only 25 percent of its cases, that percentage has nearly doubled since COVA began operation. More than 16,000 of the 33,000 cases appealed to the BVA are not denied, but are returned to the Regional Office for additional action. When the rights granted to veterans by Congress are enforced, as COVA is doing, veterans definitely benefit. If VA adjudicators had been this thorough and meticulous all along, there may not have been a need to create the Court to begin with."

COVA's actions are particularly noticeable in several specific areas, Wilson said. Veterans claiming service connection for Post-Traumatic Stress Disorder (PTSD), seeking individual unemployability, or those who have had their compensation improperly reduced are among a growing number who have been well-served by COVA, even though they may have never filed an appeal with the Court.

"If your appeal is denied by the BVA, carefully consider whether you wish to appeal that decision to COVA. An appeal to COVA may not be in your best interest if additional development is needed in your case," Wilson said. "When you appeal to COVA, you are bringing suit against the Secretary of Veterans Affairs, who has a large staff of full-time attorneys whose only job is to defend the Secretary in matters before COVA."

The DAV offers veterans help in deciding whether to appeal their claims to COVA, Wilson said. Although DAV National Service Officers (NSOs) are not admitted to practice before COVA, they can refer cases to the DAV COVA office in Washington. At DAV's

COVA office, a staff of attorney and non-attorney practitioners will review materials pertaining to the veteran's appeal to determine if the DAV can extend an offer to represent the veteran before COVA.

"Veterans need to fully understand what they are up against in an appeal to COVA. Unlike the VA system of adjudication and appeals, the process before COVA is not designed to be friendly and there is no one to assist you in your appeal to the Court," Wilson said. "In today's legalistic atmosphere, veterans are highly encouraged to contact a DAV National Service Officer for assistance with their claims matters."

## NEED MEDICAL RECORDS ??

Contact : National Veterans Affairs

Box 12346  
Raleigh, NE - 27605

## BVA Decision

An Arizona veteran's successful fight for increased VA compensation may have far-reaching affects on other disabled veterans who are unable to work, according to attorney John D. Sawyer, a Vienna, Va., specialist in VA benefits.

At issue was whether or not VA's working definition of "individual unemployability" matched the written definition outlined in VA's regulations. The regulations describe unemployability as the inability of an individual "to secure and follow a substantially gainful occupation."

The disabled veteran had been rated at 60-percent disabled and had filed for 100 percent on the basis that he was unable to hold or work at a steady job because of his disability.

VA's Board of Veterans Appeals (BVA) denied the veteran's increase, ruling that an average individual with the same disability could find work.

Sawyer represented the veteran before the Court of Veterans Appeals. The court ruled that unemployability, by the regulation's definition, should be defined case by case on an individual basis, rather than on an average person's capabilities.

The Arizona veteran was awarded \$45,000 in retroactive benefits and his disability compensation was increased by \$1,000 per month. THE AMERICAN LEGION

**"Veterans need to fully understand what they are up against in an appeal to COVA. Unlike the VA system of adjudication and appeals, the process before COVA is not designed to be friendly."**



# VA Adds Service-Connected Conditions For Veterans Exposed to Mustard Gas

Following the findings of a \$600,000 study by the Institute of Medicine (IOM), the Department of Veterans Affairs has announced that it is expanding its list of recognized long-term effects of significant exposure to mustard gas. The decision means an estimated 4,000 World War II veterans exposed to high concentrations of mustard gas during chamber and field tests may be eligible for VA disability compensation for associated health problems. (The secret tests were designed to develop better protective clothing, masks and skin ointments.) Veterans present during the World War II bombing attack on Bari, Italy, and certain World War I veterans may be eligible, too.

Based on the IOM study, which reviewed some 2,000 scientific papers, technical reports and other documents, the VA will recognize the following conditions as linked to significant mustard gas exposure: respiratory cancers (nasopharyngeal, laryngeal and lung) except mesothelioma, skin can-

cer, chronic obstructive pulmonary disease and leukemia (acute nonlymphocytic type resulting from nitrogen mustard). The study also linked to mustard gas exposure laryngitis, chronic bronchitis, emphysema, asthma, chronic conjunctivitis, chronic keratitis and corneal opacities—conditions the VA has already recognized as associated with mustard gas exposure.

The VA is attempting to contact veterans who may have been affected, and DAV National Service Offices have been put on alert. In a bulletin to DAV field offices, National Service Director Art Wilson said, "All National Service Officers are urged to provide as much assistance as possible to any veteran claiming to have been exposed to mustard gas. In view of the secrecy surrounding World War II testing, when filling a claim you should ensure that as much information as possible regarding the veteran's participation and exposure is given to the VA so they may properly and effi-

ciently adjudicate the claim."

The VA encourages veterans who believe they were exposed to significant amounts of mustard gas to contact their nearest VA regional office or call VA's nationwide toll-free number, 800/827-1000. The DAV recommends that affected veterans contact their nearest DAV National Service Office.

*U.S. Infantrymen struggle with the early, ill-fitting masks.*



## To Substantiate Claims...

Letters requesting assistance in obtaining veterans' benefits are referred to the DAV Service Department in Washington, D.C., for necessary action. DAV Magazine, 807 Maine Ave., S.W., Washington, D.C. 20024.

## BURIAL IN NATIONAL CEMETERIES

Burial in a VA national cemetery is available to any eligible veteran (including members of the Merchant Marine), spouse, unmarried widow/widower, minor children and under certain circumstances, unmarried adult children.

The length of active military service and the character of separation from the service determine eligibility. Members of the U.S. Armed Forces who died on active duty and veterans who were discharged or separated from active duty under conditions other than dishonorable are eligible for national cemetery interment.

Arlington National Cemetery, under the jurisdiction of the Department of the Army, is limited to specific categories of military personnel and veterans except in the case of cremated remains to be placed in the columbarium. For information, write to the Superintendent, Arlington National Cemetery, Arlington, VA 22211, or telephone 202/695-3175 or 3250.

Presidential Memorial Certificates expressing the country's gratitude and bearing the President's signature are available to the next of kin of deceased eligible veterans or of persons who were in the Armed Forces at the time of death. Eligible recipients include the next of kin, a relative or friend, or an authorized representative of the relative or friend. Families are not limited to one certificate.

Death notices are usually received by one the VA's regional offices, which identifies the next of kin from the veteran's records and requests the certificates from Washington, D.C. Next of kin need not apply. Others should apply to a VA regional office.

For more information about burial in a national cemetery or any other veterans' benefits program, veterans or their survivors should contact the nearest DAV Department Service Office.

## REUNION LISTINGS

*by Homer Briggs - May - 1993*

The American Legion Magazine lists numerous reunion's and offers much information. When we send in the 457th information, it is give a number and that number is listed in the magazine. If you or anyone unknown to our current list of members call 1-900 737 VETS and give the number 20024 to the operator, you can gain the 457th info as that is our number. This will be listed every month, where reunion plans are only listed once a year and then only close to the date of the reunion. This plan will help men find their group so much quicker.

## A NOTE OF HUMOR

*as submitted by Donald Karr  
(as appeared in Time Magazine)*

When I came home from overseas in late August of 1944, the Taxi dropped me off from the train station in the early morning and it still being dark, and since my parents never locked their doors, I just walked in and jumped over the end of bed and landed between two people (thinking they were my parents) but they were two people I had never seen before. After some explaining, and almost getting shot at (again), they proceeded to make me some coffe and breakfast and explained that my parents had moved some 10 miles away on a lake.



## WHAT ARE COMBINED RATINGS ?

*"How come all my disabilities add up to 130% but I only get paid for 80%?"* The next question is usually, *"Did they screw up or what?"*

Unfortunately, no mistake, this veteran is 80%. Hopefully after you've completed reading this article you'll be able to understand the process of Combined Ratings.

First thing to understand is that rating percentages are not added, they are combined. Combined Ratings, as outlined in Code of Federal Regulations 38 (CFR 38) Part 4 subparagraph 4.25 states, "results from consideration of the efficiency of the individual as affected first by the most disabling condition, then by other less disabling conditions, if any, in the order of severity." Well if you're still with me after reading all that, I commend you. Hopefully, I'll make this a lot easier.

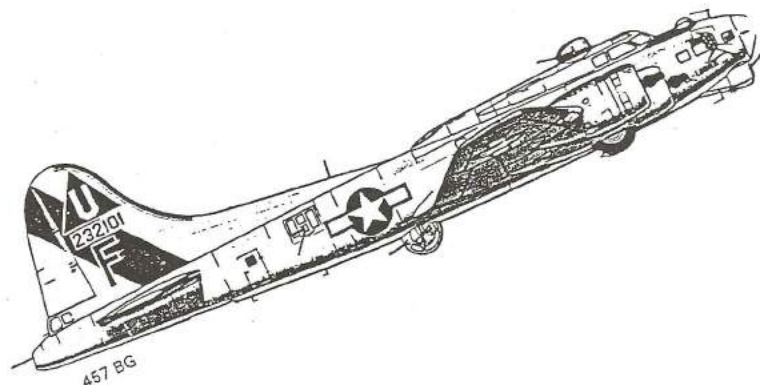
The body, which is free of disabilities, functions at 100%. For this example our veteran has the following service connected disabilities:

Arteriosclerotic Heart Disease (ASHD)	60%
Ankylosis of Knee	30%
Lumbar Spine limitation of Motion-Moderate	20%
Post Traumatic Stress Disorder (PTSD)	10%
Tinnitus	10%

If our vet's non-disabled body normally functions at 100% and Uncle Sam gives him/her ASHD rated at 60%, his/her one time 100% body has been reduced to a 40% efficient body. Another gift our vet received from the military was a bum knee rated at 30%. By introducing a 30% disability into a body already 60% disabled, it reduces our vet's 40% efficiency down to 28% efficient or 72% disabled.

Still with me? We now throw on our vet a back disability rated at 20%. The vet's 28% efficient body is again reduced down to 22.4% efficient or 77.6% disabled. On this move we took 20% away from the 28% efficient body to come up with the problems relating to PTSD were awarded 10%. This 10% brings our vet's efficient body down to 20.16%, by reducing 22.4% by 10%.

Our veteran also is awarded another 10% for the constant buzzing in his/her ears, tinnitus. This 10% further reduces our vet's efficient body down from 20.16% to 18.144% or 81.856% disabled. This is the combined rating for our vet. This number is rounded off to the nearest whole number divided by 10%, which in this case is 80%.



## IT COULD ONLY HAPPEN TO THE BRIGGS or A SHORT COURSE IN "MURPHY'S LAW" or BRIGGS SAGA TO ENGLAND or ALL OF THE ABOVE by Mickey Briggs

[Preface: Upon commenting on a few of the incidents occurring on Briggs (hereafter referred to as "our") trip from Bentonville to Peterborough (and back) several friends said I (we) should write a book!!!! Here it is with no exaggerations but perhaps a slight "water-down" on personal views.]

We did all the things we were supposed to do ... We got our ticket early when they were \$200 per each cheaper ... we "early-reserved" and got the best aisle seats ... we were placed in the safest area of the airplane ... we were Class C ... we left from the nearest airport to our hometown ... we requested assistance at each airport ... Said our prayers to God for a safe trip, which were answered ... was assured trains would run every 20 minutes to take us to our next gate for departure ... booked from Fayetteville, AR to Dallas, TX on American Eagle ... booked from Dallas to London Heathrow, UK via Boston, MA with no change of aircraft ... all arrangements were made from Heathrow airport to Peterborough ... a young couple of new friends of Gordon and Joan Townsend would meet at the Peterborough Station and drive us to the Butterfly Hotel. (They did not know us and we didn't know them, but they were to hold up a sign with HOMER BRIGGS on it:

A PIECE OF CAKE !!!!! RIGHT?

.....Wrong!

We have 2 weeks of the loveliest, sun-shiny weather before we leave Bentonville. We arise on Thursday morning, departure day, and 30 minutes, the sky turns pitch black and day turns into night. We rush to get into the car just as the heavy rains arrives, and after 28 miles of torrential rains we arrive in Fayetteville. (Strong winds are coming in from Oklahoma, others from Kansas and Missouri, and they are to join forces and move south). Winds of over 50 mph, hail & lightning zapping Fayetteville Airport, naturally makes you a little hesitant to board a small aircraft (or even a big one, given those conditions). Minutes before departure, it stops long enough to take-off and now we don't notice the rain. Several directional changes took place and just as we arrived in Dallas ... another downpour. Busses take us to the terminal and we stay moderately dry. We have arrived 30 minutes late which cause a little problem



gate. After finding our gate (trams were delayed ... I guess they were all going the other way and the one that was going our way was full ... and we had to stand in line to get a boarding pass. And then: Airport P.A. announced that "All International Flights have been Canceled" (Dallas had electrical storms before we arrived and they had re-routed all incoming flights that were destined for overseas ... We were then directed to go to the ticket counter (another 3/4 blocks away) to see if we could be re-routed. After much checking (and re-checking) the only way to go was via Chicago O'Hare ... thence to Manchester, UK ... to change planes to British Airways going to London-Heathrow ... and going to Terminal # 1 instead of Terminal # 3. All of this was given us with seats somewhere, but never together ... and somehow, the name Homer Briggs was not listed on the manifest, and evidently no where else ... And of course our luggage had to stay in Dallas until the next morning's flight.

After much huffing-puffing & running, we do get boarding passes and then we sit and wait ... 1 1/2 hours later we board the aircraft ... which has given me time to call the Townsends and let them know of the change in time and place of destination that we would be arriving. This cuts down our time to catch the connecting flight in the UK.

Arriving in Chicago, customer service gives us the great news that our departure is in 20 minutes (and would we please hurry) and the gate is about a block down to the departure gate ... no tram in sight ... no assistance ... Homer has one speed, that's slow and I'm running like a high-school sprinter ... the ticket counter has closed, and a representative advised us to get to the aircraft fast, as all the passengers have boarded ... then they advise us that even after we do get to the aircraft door, they wouldn't let us board without passes with seat assignments ... but if we will hurry, they will hold the aircraft. Extra help ... got us the boarding passes and seat assignments ... only there were no empty seats available !!!!!

After a while, Mickey (that's me) says "Do you mean to tell me that after everything we have been put through today, we are not going to get to go to England? (This was said amidst convulsive crying). And the man answered "Yes, you'll be going; please don't worry (and this was an expression that I was to hear from the English for the next two weeks ... and they solved their problem every time.)

The plane was still holding (now you put yourself in the minds of the hundreds of passengers that were sitting on that airplane waiting for us) but they rushed us on (amidst many glares) but by this time our main concerns centered on finding a rest-room, and soon, or we would never need a seat again. And we were

also in need of foot and body massages (especially Homer after his first long run in ages) ... and no food since an early breakfast in Bentonville.

We were escorted on the plane with our carry-on luggage to the 'Business Man's Class' ... center aisle with 3 seats ... all three seats were to be ours ... lots of leg room, lambs wool seat pads ... a glass of champagne while we were looking at the wine list and the International Menu from which we were to choose our meal ... bowls of hot nuts ... Appetizer, Salad, Entree, Dessert choice of Fruit & cheese or a sundae, and after Dinner ... Mints. What an extra special surprise after all the hassle. After the movie (and Homer's nap) we were served breakfast.

On descent into Manchester, UK we were slowing down when all of a sudden there was a burst of power and we were again circling to land and with no explanation. We arrived at one terminal and tried to locate British Airways with no success. Finally (Mickey) finds a representative who finds a wheel chair for Homer (whose legs were about shot from all that running in Chicago) and a luggage cart and he takes us on a 45 minute trip ... up elevators ... walk for a while ... down elevators ... and repeating this scenerio several times ... and another long walk ... we arrive in a holding pattern and the hourly shuttle flight and wait until it is filled (but again we had to get a boarding pass.. Since it is a shuttle, it is a smaller plane, ... very small seats and leg-room ... horrible cup of coffee and about 30 minutes later we start to land and up .. up .. we go ... make another circle and land. We land at Terminal #1, British Airways about 2 hours later than our 2nd reroute was scheduled.

We are to meet an unknown couple who are to take us to Peterborough, and we wait ... and we wait ... and then we realize that visitors are not allowed in the security area. We get our own cart for our luggage ... go down in the elevator ... which brings us to a different area of visitors. ... but there was no sign saying Homer Briggs ... After careful negotiations we put a plea on the PA system, but to no avail ... no takers ... Homer tries to find the money exchange, and Mickey goes to see if the luggage has arrived from Dallas. After going down two flights of stairs on a moving walk, she travels 2 miles (I kid you not, it said so) to Terminal #3. I am on my own, and after several attempts, I finally find the right door. I find several hundred Kuwaiti's (maybe a thousand) in their white robes waiting for several planes to take them home. I was directed to not one, not two but three different places before I finally found a person who knew where the place that I was looking for ... but I couldn't get through all the white robes, and she



guided me back thru another hall and to the place I needed to go. After my explanation, ... description of my luggage ... they wanted to know what the address of the Butterfly Hotel was so they could send the luggage (and you guessed it, that address was in my luggage, which was probably still in Dallas). I promised him that I would call him as soon as we arrived at the Butterfly Hotel and he promised me that our luggage would be delivered by "Pony Express" to the Hotel if it came in the next day (it came the following day). I gave him a real "sob story" that I had a WWII Reunion, a Memorial to attend at a cemetery, etc.. etc. ... again I sobbed ... and that I had no clothes to attend those events. He said that he would try and deliver it by Saturday (It did arrive on Saturday afternoon, by Pony Express, but I didn't get to see the Pony). When I left the Baggage room, I promptly lost my way thru the halls back of the counters, and by trial and error, I made it back to the area the Kuwaitis were waiting in, and by trial and error, got back into the tunnel "from whence I came".

Meanwhile, back to the unknown couple. They were a delightful young couple who had moved next door to Gordon and Joan Townsend. Just before agreeing to come after us, they had waited a good while but hadn't gotten the info on our changed plans, but had missed the Terminal #. Alas, they didn't know, or remember Gordon's last name so they couldn't call him. Finally, the man called his mother and asked her to go over to the Townsends' house and just barely caught Joan going out the door for work. After finding that they needed to go to Terminal #1, instead of #3, they traveled the 2 mile tunnel and probably passed Mickey enroute. Their car was at Terminal #3 and they returned, with Homer, to start up the escalator while Mickey was coming off the down "walk-way". The wall between the two, would have made us miss one another, (again) but the timing was just right. We finally got on our way, only to arrive at the Butterfly Hotel and WE COULDN'T FIND THE FRONT DOOR.

Ha! Ha! That's another story, but true.

What a wide-awake 24 hours (Homer's nap an exception) ... except the car ride brought small cat-naps all the way to Peterborough. Homer began to "perk-up" and feel better as we neared the old Glatton Air Base. Once at the Hotel, we renewed our friendship with our English friends and some early 457th arrivals and we talked into the wee hours which were 10:00 pm England time. We did a quick rinse of shirts etc., a bath and then sleep ...sleep.

See my notes re: the actual reunion elsewhere in this bulletin.

WELL NOW AT LEAST WE WILL HAVE A QUIET TRIP HOME, AND ON SCHEDULE ON MAY 28th.

Our new-found English friends, Derrick & Julie Steel, new members of the 457th, took the Briggs "in" after the reunion. They called and made a hotel reservation near London Airport on our 27th day. We had gone down the day before and purchased our bus tickets for a 7:00 AM boarding, with all our original luggage, plus another suitcase. By going down the day before, we could make our early morning flight in London that much easier.

A PIECE OF CAKE ???????

Wrong!!!!!!

The bus ride to London was the one and only plan that went according to plans. We arrived in London and the bus station was under construction and it had changed quite a bit since our 1986 trip. We finally found a man with a luggage cart to take our luggage 2 blocks to the check-in area so we could go sight-seeing. We walked 4 blocks to the sight-seeing busses, and back, because the taxi's refuse to take Homer for such a short fare. He had to rest on some steps on the way, as he just couldn't quite make it non-stop. Arriving back, we had another search for a man with a luggage cart to get our luggage to the airport bus (never did see but two carts and porters). But we were a little luckier at the Airport as he unloads a block from the Terminal, but there were carts there ... lucky us. We load up and get inside and another long walk to the end of the terminal (You guessed it, we had a cart with a bad wheel and we couldn't steer it). We check all our baggage in on tomorrow's flight, and go out to get a courtesy bus to our Hotel ... only they don't have one. We try a Taxi, and he tells us to take a bus (honestly, we didn't tell him where to go).

Finally, the girl in charge makes him take us and he is rude all the way. He takes us to the right hotel, but the name has changed. Mickey questions him and he rudely says...this is your hotel, and dumps us. We unload our over-night things and then the cab driver gets into a quarrel with the bus driver that told us that there was no bus to it. He tried to tell the cab that we want the other hotel, but the cab driver leaves anyway. Thank you very much. Ha!

We go in and sure enough the hotel has changed names but still has the same owner. By this time it is getting late, we are tired, and we decided to "stay put". Hotel rates for a double is \$180.00 US. Our room is unbearably hot ... and not that lavish ... we complain ... and then go to eat. We are assured (?) that the engineer has checked it and it is running on high. But after we find that



the candy that was left in the tea tray was melted, and we were still perspiring, we complained again. After the engineer said he couldn't do anything about the air conditioning until morning, they moved us to another room. Later we heard the firefighters come ... we smelled paper burning ... and we laid awake for hours wondering if our old room had finally decided to burn.

We awoke at 5:00 AM to catch the airport bus (which we couldn't get the night before) to the terminal. We got a cart (you already should know by now that this cart had a bad wheel) for our luggage, we got in a line 2 blocks long to check in and two hours early for a boarding pass ... after while it came our turn ... (are you prepared?) I almost go up in smoke screaming when the gal at the check-in counter politely says "Your plane came in last night with mechanical problems ... and it will be delayed until it is fixed. "We are going to have to re-route you."

SILENCE "Let's see"

she says, "Raleigh or Durham, NC to Dallas ... No we can get you from Atlanta to Dallas, but just a moment, I have to go upstairs."

When she returned, she sent me to yet another person across the lobby to handle our re-routing. I go to that counter and as I arrive, the gal leaves and the other people at the counter says there is no one here that can help you. I explained who sent me here and that I saw the gal leave ... but the gal eventually returned and re-routed us to Chicago/Ohare, Dallas as before, but different flights. She then told me to go back to the original person (the one that had sent me here in the first place) to check our baggage, get our boarding passes ... and you guessed it, stand in line for a "whole bunch more time". Finally, mission accomplished, we find an elevator and go up to the 1st floor for breakfast and we find a seat in front of the Departure Board. (Question: Why are all the waiting rooms hidden and on different floors than your departure?).

Our flight was delayed for hours. Finally leaves London at 12:15 noon. By now, I am telling the ticket lady, the boarding pass people, the ones at the gate door, the stewardess at the plane door, and the stewardess's on the plane .... :We need assistance ... we need a wheel chair ... we need a baggage cart (that works - one without an inoperative front wheel) because Homer couldn't walk with it or use it for balance. By now I had written down the gate #'s ... arrival and departures times ... seat #'s ... (crossing out old info and insert new info as our flight data changed ... I was so mixed up.

At least at Chicago O'Hare we had help ... we had to collect baggage ... find the right plane (ourselves) ... bus attendants were insistent that our baggage was on carousel #2 (which was empty) and it was actually on #4. We picked

them up, went thru customs, and put the baggage on the belt to the plane. Mickey ran behind the man pushing Homer and the cart carrying our carry-on luggage and after a mile of up's, down's and around's we made it just in time to hear (you've probably already guessed it this time) "Your flight has been delayed 30 minutes". I call our son David at home to tell him we will be arriving on a later plane and give him the times. Then we board the plane, buckle up, only to hear the pilot say " We have two problems, #1 we will be waiting in line for take-off for about one hour and #2 the baggage door was damaged in unloading the aircraft when it arrived and may take longer than an hour to repair."

By now you would think we should be ready for anything. But, have you ever wondered after they make all these repairs, will it hold together once it gets in the air? We are finally off the ground and there is a great big "hurrah" from the passengers. When the pilot mentioned we were passing over Joplin, MO (60 miles from Bentonville) I thought of asking for a parachute, but then considered the odds of them having one on board!!!!

It was raining when we arrived at Dallas and had 30 minutes to catch the plane for Fayetteville, and you guessed it, the departure gate was at the other end of the terminal. After telling anyone (and everyone) that would listen that we needed a wheel chair for Homer, a woman finally procured one and pushed Homer and the heavier bags, at a fast pace. Half way there, our helper stood in front of a tram and got Mickey a ride. The plan then became that I would arrive ahead of Homer's motorcade, use the bathroom and get in line for the boarding passes, and we barely made it by scheduled time.

But, as usual, our plans were for naught, the scheduled plane could not be used and we had to wait for another one to be ferried in (from somewhere). Again, we were delayed 1 hour 40 minutes, and it was raining when we took-off and the turbulence was quite extreme for a small plane.

Our son, David at Fayetteville couldn't get any information as to where we were or when we were to arrive ... and they announced that the terminal was going to close down, which meant that most of the lighting would also be shut-off. David was frantic and worried (who wouldn't be?) as we were over 4 hours ~~later~~ than when I called him with the rescheduled time. We landed at 11:00 PM, to a darkened airport, raining hard, and 100 feet from the terminal. Now, are you ready? We find that the luggage belt is broken, and we have to go outside, and in the rain to retrieve our luggage. And David was so upset ... he had left his car key in the trunk lock ... had searched the ground ... the terminal ... the rest rooms for over an hour, until he remembered



where he had left them. We arrive home about midnight, upset and dead tired.

Now do you wonder why we say this is our last trip ... ever????

Things happen to us ... each time a little worse ... making us think that may God is saying STAY HOME!!!!

In 1975 - We missed a train to London, caught the next one only to set on the track for hours because the train we had missed derailed at Cambridge. And we held up our departure plane in boarding.

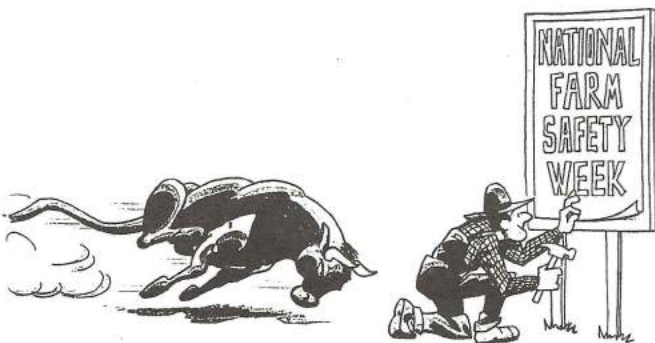
In 1976 - a car, taking Homer & Jerry to London had the engine burn up and they had to flag a taxi the rest of the way to London ... then missed the connection in New York from Kennedy to LaGuardia.

In 1986 - Thundershowers delayed us going into St. Louis ... then Boston computers blacked-out and after much circling, we landed at Windsor-Locke, CT. We had to stay on the aircraft for several hours and after finally landing at Boston, the airport closed down. Naturally, we arrived in London hours late after a mid-night dinner on the plane ... and while in the customs line had an incident with the English "Bobbies", machine guns et.al., as an arabic man, shouting that he didn't steal anything, and our passengers the only ones there. Then, a hectic underground/rail trip to Peterborough. Thank goodness Doug & Sondra Sharkey were on that plane from St. Louis on ... and with their help ... they got us there. And on this trip, it took 30 hours of wide-awake traveling ... the 2 or 3 hours we were sitting or standing ... but asleep.

Now do you wonder why?

[Ed. note: I wonder, because I flew 37 years as a Captain for a major airline (but it went bankrupt), and I missed hearing about all these "fun times" you and Homer had. Perhaps you should elaborate a bit more, and publish it as a "Short-story" for a magazine. It is especially interesting to me. - Dave S.]

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## SHALL WE PARTICIPATE ?

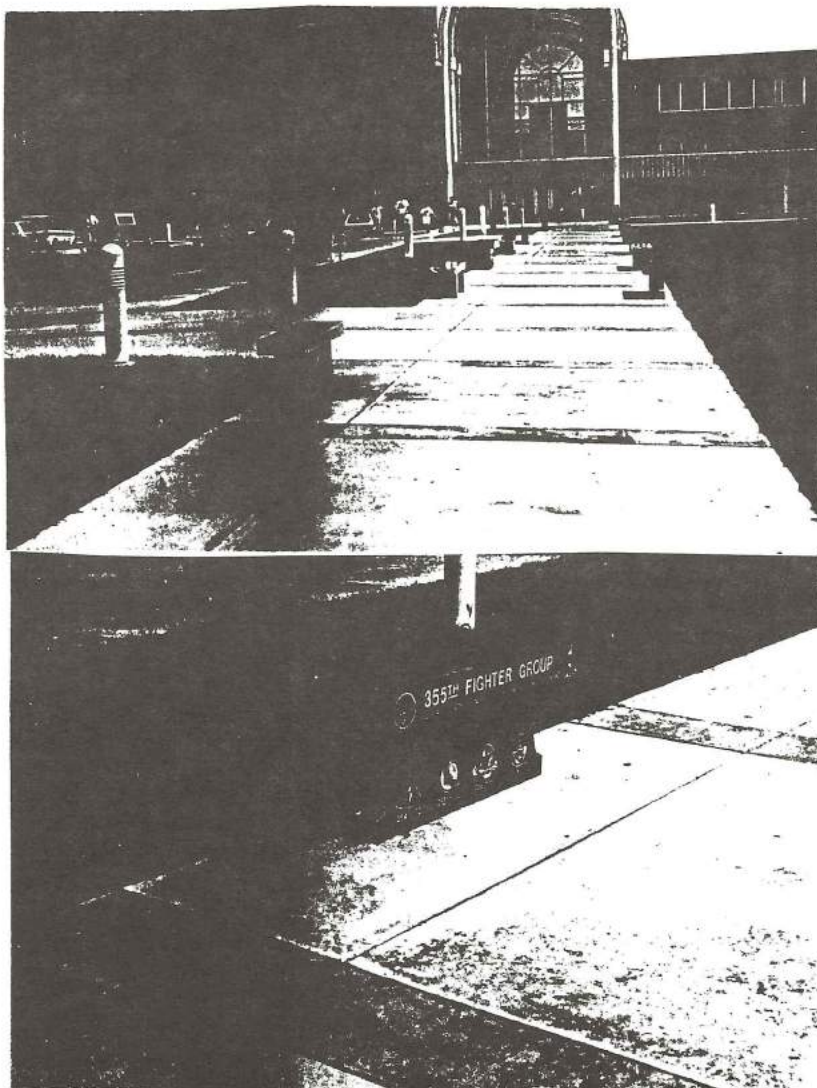
by Jerome Silverman - 9-18-92

A friend of mine recently bought a motor home and we recently logged 13,000 miles on a trip from NY to Fairbanks and back. On the return trip we spent some time at the Air Force Museum in Dayton, OH.

I believe I heard something about the Memorial Park which is adjacent to the museum at one of our meetings (or in the Newsletter) and the suggestion was made that perhaps we should construct something in honor of our lost comrades. Be that as it may, enclosed is the information about the park, and the instructions about the requirements, and a couple pictures of what had been done by other Groups.

Until they decide to enlarge the park, I understand that only benches and trees are being accepted at this time. To me, a bench along the walk between the park and the museum would be the one to choose. The tree would be somewhere within the park, but most people walk from the parking area to the museum between the rows of benches. More people would see it.

It's your ball now. I vote with the people who originally suggested that we do this and would appreciate your keeping me informed if the idea is still alive.







# United States Air Force Museum

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## UNITED STATES AIR FORCE MUSEUM

### MEMORIAL PARK PROGRAM

"HE THAT PLANTS TREES --- LOVES OTHERS BESIDES HIMSELF"  
Thomas Fuller  
1732

Since 1923, the United States Air Force Museum, recognized throughout the world as the oldest and largest military aviation museum, has offered a place of honor not only to the machines that have struggled to help us maintain our freedom, but also to the men and women who served.

While the Museum relates the history and heritage of the Air Force to nearly 1.5 million visitors each year, many groups, organizations, and individuals want to pay specific tribute to their group by establishing a suitable memorial in the Museum's Memorial Park. The very first memorial established at the U. S. Air Force Museum occurred soon after the opening of the present Museum building in 1971. It was a commemorative tree and plaque, dedicated on October 23, 1972 to those Americans held as prisoners of war by the North Vietnamese, and those Missing in Action during the Southeast Asia conflict.

From that modest beginning, many other individuals, organizations, associations and veterans' groups have established memorials at the Museum, assuring the perpetual remembrance of their loved ones, friends, family members and wartime buddies. The Memorial Park Program has grown from that one memorial to over 200 memorials already in place or in the planning stages.

To establish a memorial at the United States Air Force Museum, your group must indicate in writing, submitted to the Chief, Public Affairs Division, USAF Museum, Wright-Patterson AFB, Ohio 45433-6518, its interest in establishing a memorial.

In an extreme effort by the Museum staff to avoid a cemetery atmosphere, but rather to create a living memorial to the valiant service of the men who fought for our country, the Museum is now accepting only tree/plaque memorials in the Memorial Park and bench memorials that are placed on the walk leading to the Museum's main entrance.



After approval by the Museum, raise sufficient funds to cover all costs involved. We have found, for general planning purposes, the Memorial Tree program participation usually costs between \$1800-2000. This covers the cost of a tree valued at \$800-1000; a granite marker at \$200-400; bronze plaque at \$300-500; concrete footer at \$125; and a one-time \$200 contribution to the Memorial Park Maintenance Fund.

Bench memorials run anywhere from \$1000 to \$2000 depending on the type of bench selected, the wording on the bench and the \$200 Memorial Park Maintenance Fund contribution. The two types of benches approved by the Museum are shown on an attached separate sheet. (ATCH 2)

After the monies are in hand, your group's representative should make an appointment to meet with the Public Affairs Specialist at a mutually agreeable time to select a site for your memorial. Sites will not be held any longer than 90 days and are held only with a letter of intent, signed by a representative of the organization, indicating fund availability, time schedule, and the group's understanding of the requirements of our prior review of text, memorial specifications, etc. Payment of the \$125 for the concrete footer will be due immediately following this meeting. The check should be made out to the Air Force Museum Foundation, but submitted to the Chief, Public Affairs Division in order for records to be annotated before transference to the Foundation.

The sponsoring organization works directly with the contractors. The USAF Museum can be helpful in providing the names of known satisfactory contractors for consideration. This is in no way a referral, but rather a starting point for you. (ATCH 3). In contacting contractors for price quotes be sure to insure that their bid includes delivery and installation costs. We strongly urge you to gather bids from more than one contractor in order to compare prices AND guarantees. Please inform the Museum, in writing, of the name of the contractor(s) you select and the anticipated date of installation/tree planting so that we may insure proper placement.

Drawing from our experiences in the past, we offer some other suggestions to help make this process as easy as possible for you with the best results. . . . Whoever produces the plaque for your organization should be required to provide a "rubbing" of the actual plaque before casting. This gives you an opportunity to review for misspelled words, wrong information on the plaque, etc. We suggest that you have someone unfamiliar with the plaque review it also. . . . Sometimes they are the ones who can catch "mistakes"!

If participating in the tree program, you should personally visit the nursery of your choice and select the exact tree you want. . . . and then have it tagged! This will assure you of having a good, straight tree. The Museum does not accept any fruit-bearing trees, trees that have berries, trees that will be difficult to care for, or trees that are less than 4" in diameter.



If you have someone in the local Dayton area or surrounding area, you should elect them as the project officer to work with the various contractors and the Museum staff.

All work done on the Museum grounds must be accomplished on weekdays between 9 a.m. and 4 p.m. A minimum of two weeks notice to the Museum is required before any installation starts. Advise contractors that payment will be made after work is completed to the satisfaction of your organization and the USAF Museum.

All plaques and granite markers must conform to standardized size set by the USAF Museum. Specifications for plaque, granite marker, and concrete pad are attached. (ATCH 1).

Submit all wording for your plaque to the USAF Museum prior to a commitment with your contractor. The Museum reserves final approval rights on all wording for plaques. Be sure to include a dedication date on the plaque.

Wording on the bench memorials is limited to the lip of the bench seat. These words must also be submitted to the Museum for approval prior to a commitment with a contractor.

Wording will be reviewed by the Memorial Committee and the group representative will be notified of the approval or suggested changes within a two-week time period. On-the-spot approval for plaques will not be granted.

Upon completion of the project the sponsoring organization must sign and transmit to the Museum a "PROFFER OF GIFT" which transfers ownership of the memorial to the Museum. At that time, the \$200 Memorial Park Maintenance Fund fee should be submitted, made out to the Air Force Museum Foundation, but provided to the Chief, Public Affairs Division first for annotation of the records.

To assure continuity of events, and to facilitate actions by all parties involved, it is imperative that you write or call in advance to make an appointment with Museum personnel you wish to contact. The address is U. S. Air Force Museum, Attn: Public Affairs Specialist, USAFM/PAS, Wright-Patterson AFB, Ohio 45433-6518. By telephone you may contact the Public Affairs Division at (513) 255-4704.

The U. S. Air Force Museum assumes no responsibility for contractor work or commemorative tree life. Guarantees should be in writing and carefully reviewed.

PUBLIC AFFAIRS DIVISION  
United States Air Force Museum  
Wright-Patterson AFB, Ohio 45433-6518  
Phone: (513) 255-4704/255-3286



## 750TH GULF SHORE PHOTO IDENTS

by Alan Morton - March 2, 1993

The Group photo sessions were scheduled to have been taken of each Squadron either prior to or following missed the mission. An announcement was made that each Squadron was on their own in finding a photographer. I asked Fred Turner's Dance Band to please stop a second to announce that all members of the mighty 750th Squadron gather outside in the dark hallway, and I would volunteer to take their photo.

All things considered, the two (2) each color photo's came out rather flattering, and detailed, of such a dapper group. So I am sending a xerox (of marginal quality) for the Newsletter and ask that each person identify himself by arrow and giving his name and address and to write to me directly. If you would like a print of either one (or both) please send me \$10.00 per photograph. The color photo's are of excellent quality.

With a disclaimer on my part. The fellows that decided to play hide and seek in the back row, that is your fault, not mine. I will wait until 30 days after the Newsletter comes out and I will then put in the order for all prints at one time. By the way. the aforementioned modest photographer was, is, and always will be a B-17 Flying Fortress Engineer/Gunner with the 457th/750th and my home address is POB 216 - Fullerton, CA - 92632.

## INQUIRIES

## STATION LAYOUT - GLATTON

by W. S. Coubourn - 1992

I am inquiring as to whether it is possible to get photo's and a base layout of Station 130 (Glatton) as it was near the end of the war. I would appreciate any help you could give me, especially of the 750th area. 2151 SW Import Drive - Port St. Lucie, FL 34953

[Ed. note: the October 1991 457th Roster has some good layouts.]

## WANNA TRADE?

by H. M. Seyster - (LM) 3-20-93

I have available, ~~for trade~~, a copy of the "The Fireball Outfit" by Ken Blakeborough. Will ~~swap~~ it for copies of the 1st Five years, and the 2nd Five years of the 8th A.F. Newsletters (bound Volumes). Contact me at 7562 Vantage Drive - Huntington Beach, CA - 92647

[Ed note: Mickey has the Newsletter's but they are not bound.]







The USAAF Nose Art Research Project was established by Ray Bowden to study and record all aspects relating to nose art, naming and the personalisation of aircraft by members of the United States Army Air Corps during WWII. The Project is interested to hear from any person with knowledge of nose art, or titling, applied to all types of US aircraft in all theatres of operation during the Second World War.

Of special interest is information about individuals who painted artworks, even if only temporary or a 'one-off', on to aircraft and/or flight jackets. Stories of how the aircraft acquired its name, who chose it, how and why, any recollections about incidents relating to named aircraft, naming ceremonies (perhaps carried out by visiting celebrities). In fact, any detail no matter how small or apparently trivial.

In addition to establishing each aircraft's basic data such as serial number, squadron, call sign and ultimate fate, information relating to the crews who flew and maintained each plane is also sought. Copies of crew mission records, movement orders and combat diaries are also requested for study purposes as are photographs showing named aircraft or nose art at any stage during its service life.

Often detailed study of original photos can reveal vital missing information such as a serial or project shipping number, vital in tracing the service record of the plane, and sometimes even an artist's signature. Contemporary photos of the loved ones for whom the ship was named are also of great interest.

Many named aircraft carried other personalised markings at various positions on the plane, such as the names of loved ones on engine cowls or crew positions, unusual mission markings or cryptic messages and infor-

mation relating to these is also requested.

Stories relating to the official attempts to censor certain nose art are also sought, as are press cuttings referring to named aircraft and their crews.

The information you may have on this subject is unlikely to be located in any surviving official records and yet is of great interest to historians and enthusiasts alike. The Project currently has some 15,500 named aircraft on file but, as yet, some of these have little or no information or photographic reference to substantiate them — you may have that vital detail.

The USAAF Nose Art Research Project is a purely private initiative attempting to record this fascinating aspect of Air Force history. In the past five years it has contacted several thousand veterans, from many different combat groups. Original documents or photographs are returned to their owner after study, unless specifically donated. Any information or photographs you can offer for study will always be gratefully received.

#### REQUEST:

Ray Bowden writes: I understand that you are the unit contact for the 457th BG. I would be most grateful if you could print this request in your next newsletter. I would be interested to hear from members of your group about their named planes. Many thanks, Ray.

RAY BOWDEN

USAAF NOSE ART RESEARCH PROJECT  
50 ARGYLE ROAD, EALING, LONDON W13 8AA, ENGLAND



'Westy' Westwood smiles down from the cockpit of his plane "Peg O' My Heart" (42-97630), recently painted by Cpl Tony Starcer, whilst serving with 324th Squadron, 91st Bomb Group. It is thought that this plane was later re-named as "Geraldine" and as such survived the war flying lead missions with the 91st.



The olive drab "Pakawalup" erroneously linked to "Geraldine" (previously "Peg O' My Heart", 42-97630). This plane was a 457th Bomb Group aircraft serialised 42-31630 which hit the ground in bad weather on 19th February 1945.

## NAMES, DAMES and a pack o'trouble

Ray Bowden, USAAF Nose Art Research Project

Most red-blooded men have, or used to have, a little black book filled with names and numbers of the dames in their life. I certainly did in my younger days and I still have but it is not quite what it seems. These days my little black book contains lists of hundreds of numbers, not telephone numbers but aircraft serial numbers — USAAF aircraft from World War Two to be more precise. Against the numbers are listed names "Sunkist Sue", "Shirley Jean", "Yankee Gal", "Dirty Gertie" and "Billie K" but not just girl's names, also listed are "Blood N' Guts", "Cool Papa", "General Ike" and "Ma Chung's Bastard". They are names of B17 Flying Fortresses. In this case names of Forts assigned to the 91st Bomb Group based at Basingbourn in England.



In my research and study of nose art and named planes of the USAAF I have identified thousands of examples and collected information and data on many of them. The collection of this material has uncovered many interesting stories linked to the planes which had been named by their flight and ground crews as they struggled to win the war, not just against the Luftwaffe, but against the elements as well. My research started from a simple need to know what happened to those planes with their wonderful graphics and titles. Did they survive? Did their crews survive? Why did they carry the names that they did and why were they sometimes changed during the active service of the plane?

My research has solved many of these queries but inevitably many remain unanswered. As information began to build up and cross-references were made it became clear that there was a residue of aircraft which persistently caused confusion. Available data conflicted, stories did not match up, photographs yielded differing conclusions. As anyone knows who has got confused by the numbers in their little black book — two dames with the same number can cause a pack of trouble! A slap in the face might well ensue!

Consider the case of a girl called Peg, another named Geraldine and a plane with the title "Pakawalup". When I got the same number of 42-97630 for all three it was to start a long trail of confusion which would last two years to sort out. Although there is still some degree of doubt I think that I have now got to the bottom of it.

The confusion began when I read a book by Ken Blakebrough called "The Fireball Outfit" about the exploits of the 457th Bomb Group over Europe. On the closing pages is a photo of a superb nose art for a B17G called "Geraldine" (42-97630) and a caption saying that she was assigned to 751st Sqn and was later renamed as "Pakawalup". The information was duly noted without too much further thought. Later I saw a photo of "Pakawalup" with another caption linking the plane back to her previous title "Geraldine". But something wasn't right! This photo showed a camouflaged B17G while "Geraldine" was clearly a silver plane.

Now I know that when production models first started to arrive in the UK without their camouflage drab paint work some units set to work and painted them olive drab then and there — the fear was that they would be singled out in a formation of camouflaged planes. I also have some indication that a few, very few, camouflaged models were later stripped of their paint in order to lighten them. This work was extremely time consuming in man hours and rarely occurred anywhere except at the major Air Depots as far as I could determine. 42-97630 was from the Vega-built "20" block and every single photo I could find of planes from this block clearly showed them all as being natural metal finish. Could "Pakawalup" have been such a rarity?

Meanwhile I had been researching in considerable detail into the nose art of the 91st Bomb Group and had corresponded with 200 or so veterans from that group to get their stories and pictures of their planes. One veteran I contacted was John 'Westy' Westwood who had flown two combat tours with the 91st, the first tour of 27 missions and the second of 11 missions. Towards the end of his first tour of duty with 324th Squadron, in May 1944, Captain Westwood was assigned a new silver B17G. Westy was engaged to a beautiful US Army nurse, 1Lt Margaret Kennedy, who was stationed at the US hospital at Diddington, and he carried in his pocket a small photo of his girl. Westy recalled "It was from this picture that Tony Starcer painted her portrait on the nose of the new G model and added the title *Peg O' My Heart*". With his letter he sent me a photo of his plane and, lo and behold, clearly shown was the serial number: 42-97630. Now I was getting confused!

I researched through thousands of feet of microfilm of 91BG records to find out more about "Peg O' My Heart". I discovered that Westy only got to fly his ship into combat twice, on 19 May and 6th June, before finishing his tour and returning to the USA for a rest period. Then on 21st June,

on a mission to Berlin, the plane suffered major battle damage whilst acting as a PFF lead for the 381st Bomb Group, on detached service from Basingbourn. The damage took two months to rectify and it was early September before she flew further missions with the 91st. Westy Westwood returned to England after his leave to be near his fiancée, who he married before the war ended. Back at Basingbourn he was posted to the 401st Squadron as Operations Officer and although 42-97630 was then back on ops she had been reassigned to the 323rd Squadron so he would never fly, or see his plane again. A determined man, Westy lost no time in having a second ship painted by Starcer and carrying his loved one's name and portrait — but that is another tale!

The official 91st records show that 42-97630 consistently flew lead roles with the group right up to the very last mission of 25th April when she took the group to Pilsen. So where did the 457th Bomb Group feature in all this? Where indeed? Pains-taking research of mission records has only revealed one link between this ship and the 457th — a mission on 28th May 1944 when she led that group as a PFF, with a 91st crew. This might have been sufficient to list the aircraft as erroneously being part of the 457th but I can find no other link. In the early days of PFF radar missions the 91st's 324th squadron despatched many of its specialist radar aircraft and crews to other bases to lead individual groups on particular missions and the records of precisely who went where are thin on the ground. It is possible that 42-97630 did in fact fly other missions with the 457th but I am sure that she was still assigned to the 91st if that was the case.

The next breakthrough in sorting the mystery came when reading another book, "Aviation in Northants" by Michael Gibson. An entry for 19th February 1945 immediately rang a bell — B17G 42-31630 hit the ground in bad weather near Grafton Underwood, she was assigned to 457th's 751st squadron. As anyone who has studied official documents will know, much to their frustration, it was common practice for the records to state just the final three digits of a serial, i.e. "630". So at last I had confirmation that 457th did have a B17G assigned to it with serial "630" but it was not 42-97630. This, almost certainly, was the root of the confusion. A quick check further revealed that the aircraft from the manufacturer's block of 42-31630 were G models and camouflaged. It had been assigned to the 457th at Wendover in December 1943 as part of the group's original complement. This I am certain was the aircraft known in the 457th Bomb Group as "Pakawalup". If she had hit the ground she most certainly would have! Actually, if this is the case then it would seem that she acquired her name long before Fate caught up with her — but my research is full of such coincidences.

So where did "Geraldine" fit into the picture. There is still some mystery here but I strongly suspect that when "Peg O' My Heart" returned to Basingbourn, after her extensive battle repairs during July and August, she did so without her nose art. Although I have not yet uncovered anyone who recalls a 91st ship called "Geraldine" I feel sure that she was given this title and the excellent nose art, easily up to the standard of Tony Starcer, after she returned to duty on 3rd September. Photos clearly show "Geraldine" with the serial number of 42-97630 and the records show she flew consistently with the 91st throughout the remainder of the war. Only after hostilities had ceased was the plane transferred to the 306th Bomb Group and then on to 9th Air Force — probably for duties with the Occupation Forces in Europe.

I have some 15,000 named planes listed in my files — I certainly hope that their stories are easier to record than "Peg O' My Heart", "Geraldine" and "Pakawalup"! If anyone out there can add anything further to this convoluted tale I would be delighted to hear from them — as indeed I would from anyone with knowledge or photos of nose art of any sort.

Ray Bowden



## YB-29 AIRCRAFT AT GLATTON ?

by L/C Robert Elliot - 1993

I am a French Passionate about W.W. II a/c & particularly interested in Bomber & Fighter of the 8th AF crashed in our area Alsace (east of France).

I'm looking for information of B17 G42-31594 from 457BG crashed on THANNENKIRCH/France on May 27, 1944. Have you information from crew of this B17? I would like to contact survivors of this crew. Thank you for your help.  
Best regards.

PATRICK BAUMANN

5. rue du Colonel Cade

68320 HOLTZWILR

FRANCE

(ED Note: NL Vol 20 #3 Dec 1991 has listed 42-31594 as crashed 29-3-44 Waggon/Brunswick. The FLAK DODGER BOOK by Roland Byers Page 155-156 A/C 42-31594 pilot Lt Lewis W Lennartson was shot down. Oservers reported 8-10 parachutes seen to opened a/c descended under control.

Others reported a/c exploded at 8,000 feet. This was reported on March 29-44 at Flittman. Only two of the crew has ever come over our desk....Both were contacted last in 1983. They did not join..Thomas Haag Pow 749 wife Helen.. 808 So Railroad St. Meyerstown, Pa 17067 Gunner W.T. Graham....Radio PO Box 4327 Madison WI 53711.) CAN ANYONE SHED ANY LIGHT ON THIS PLANE? Please share your info to both Mr Baumann and -- the Editor.

#####

## DOES ANYONE HAVE THE NEGATIVES?

by George & Dorothy Crockett

We really enjoyed seeing you at the Reunion in England and we had a great time there. It was too bad that we couldn't have stayed longer. We will never forget the lovely Memorial Service at Maddingley - "We used a lot of Kleenex there."

The sad part is that they lost the pictures I took to be developed. I am hoping that you would know someone who might still have their negatives of the reception at the City Hall in Peterborough. So, if any kind soul that attended the reception and still has the negatives, would surely appreciate your allowing us to use them for a time. Thank you!  
53 Cedar Way..Mill Creek, Ca 96061

## HISTORY OF OUR INSIGNIA

by Jim Brusch

I am writing to you to inquire about the insignias of the 457th BG and Squadron insignia. Any information, such as color copies of actual insignia would be extremely helpful to my work. By obtaining copies of the original insignia, I am able to see whether they were hand-painted or embroidered on felt or twill. In this way I am able to retain historical accuracy, but I do understand the difficulty in my request. Any help you can give me will be very helpful and I will pay for all copies. P.S. Are there Associate memberships available in the 457th? [You bet there is and you are ONE]

## ANYONE HAVE A 457th PATCH

by Tom Simpson - April 1992

Just a note to say I hope you don't mind my writing you. I got your name from the February 92 issue of the 8th AF News. I am 40 years old this year and needless to say, I don't remember WWII. But like so many of the British people, I am proud of what the men and women of the U.S. did during that "dark" period of history. What I would like is if someone had a decal (or logo) of the 457th, or any other article associated with the 457th. I have been a member of the 8th AFHS for three years. If you have something, please send it to me at 19 Keir Hardie Acres - Galston Kal 8JC - Ayrshire - Scotland.

#####

## HELP A DISABLED WWII VETERAN ?

by C. L. Brown - May 7, 1992

"Hi. I am a Disabled Vet from WWII. I am also a collector of military memorabilia such as patches, crests badges, medals, ribbons, etc.. I would appreciate it if you would post (or put my request in your Newsletter) so I might increase my collection of anything you might have and it would surely be appreciated. Please identify the articles you send me. Thanks Mates. C.L.B. - 1396 Vintry Lane - Salt Lake City, UT - 84121

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

## EDGAR O'DONNELL

Service Medals

I sent to St Louis, Mo for my service-medals. They said they would send them to me. I think I am entitled to a silver & 2 or 3 bronze stars. Does anyone have information just when we received them and how many? (They lost my records in a fire sometime ago). ( Ed Note: does anyone have any address (other than St Louis, Mo) for this information? 462 Thompson Ave.. Pleasantville, N.J. 08232



## 8th AF Unit Contacts

1993 (Arranged by Function, then Number)



8AFHQ--Aida V. Kaye, 495 NE, 157 Terr., Miami, FL 33162-5158  
 8AFCC--Audrey C. Miller, 4900 Indian Creek Rd, Topeka, KS 66617  
 8AFFC--Edward J. Creeden, Route 2, Box 598, Sussex, NJ 07461-9242  
 8AFSPCMD--Joseph A. Koffman, 346 Salem Ct, Spring Hill, FL 33526  
 8AFSVC--Alfred L. Bisnett, 9215 Topeka St, Bethesda, MD 20817-3307  
 8AFTOP--J. B. Toczykowski--2219 Biscayne Lane, Niceville, FL 32578

Flycontr--Dennis R. Scanlan, One Scanlan Plaza, St. Paul, MN 55107  
 ScoutFc--Richard Atkins, 1304 Cochise Dr, Arlington, TX 76012  
 3CCRC/SAS--Roger King, RDI, Box 1148, West Rockport, ME 04865  
 5ERS--James F. Aicardi, 300 E 40th St #22-B, New York, NY 10016  
 7PRG--George Lawson, 4390 14th St NE, St. Petersburg, FL 33703  
 11CCRC--Sheldon W. Kirsner, 2603 Cathedral Dr, St. Louis, MO 63129  
 18WX--Arthur Gulliver, 5119 S 81st St, Ralston, NE 68127-2736  
 45ADG--Charles F. Guemelata, 119 Agler Blvd, Bellevue, OH 44811  
 65GENHOSP--Sarkis Mhramian, 19 Gregory Ln, Loudonville, NY 12211  
 91GENHOSP--Wallace Dahl, 1649 Euclid St, St. Paul, MN 55106  
 70RDP--Richard C. Harris, 4813 Burton SE, Albuquerque, NM 87108  
 31STCG--William Brinson, 4733 Ivanhoe Rd, Jacksonville, FL 32210  
 325RWHQ--Eric W. Hawkinson, Box 4351, Vallejo, CA 94590  
 465SVSQ--Douglas Goss, 948 Jones Road, Yuba City, CA 95991  
 942EATOPOBN--R. des Granges, 17886 Cordillera, San Diego, CA 92128  
 1915ORDAVCO--Frank Kaye, 371 S Hollywood Dr, Pembroke Pines, FL 33025  
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 BAD2--Dick McClune, 527 Quatterfield Rd, Newport News, VA 23602  
 15AD--William H. Crockett, 5173 S Troost, Tulsa, OK 74105-5718  
 25AD--A. R. Ballinger, 1019 E Jardin St, Appleton, WI 54911-5167  
 35AD--Wiley Noble, 7266 Goodwood Ave, Baton Rouge, LA 70806  
 45AD--Harold Gourley, 3345 Royal Carr. Dr, Montgomery, AL 36116  
 55AD--Don Hanson, 7348 Penn Ave, South Richfield, MN 55423

65FWHQ--George Epperson, 2369 Oak Crest Dr, Riverside, CA 92506  
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 55FG--Robert M. Littlefield, POB 3644, Carmel, CA 93921  
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 364FG--Bruce Ward, 19849 Rd #244, Strathmore, CA 93267-9635  
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 323BG(M)--Paul Mulrenin, 5597 Seminary Rd #1412S, Falls Ch, VA 22041  
 386BG(M)--Barnett Young, 5658 Eichen Cir, Ft. Myers, FL 33919  
 387BG(M)--Joseph Meckoll, 291 Quinn Hill Ave, Los Altos, CA 94022

25BS--Donald E. Turner, 4730 Auburn Rd, Salem, OR 97301  
 36BS--Patrick C. Carty, 7 Crossway, Leighton Buzzard Beds, LU7 8NQ  
 406BS--W. R. Longnecker, 5653 Rayburn Ave, Alexandria, VA 22311

25BG--Thomas R. Owens, 1352 Continental Ave, Melbourne, FL 32940  
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 44BGW--C. J. Warth, POB 56244, Cincinnati, OH 45238-8244  
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 94BG--Frank Halm, 433 NW 33rd St, Corvallis, OR 97330-5036  
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 96BG--Thomas L. Thomas, 1607 E Willow Ave, Wheaton, IL 60187-5950  
 97BG--Edmund Hicks, 3222 Tanglewood Tr, Palm Harbor, FL 34685  
 100BG--John A. Miller, 2005 Jansen Ave, Las Vegas, NV 89101-1238  
 301BG--Billy S. McCarty, POB 47843, San Antonio, TX 78265  
 303BG--Harry Gobrecht, 505 Via Deseo, San Clemente, CA 92672  
 305BG--Stan Soderblum, 5904 Dashwood Rd, Bethel Park, PA 15102  
 306BG--Russell A. Strong, 5323 Cheval Pl, Charlotte, NC 28205  
 351BG--Benjamin Schohan, 398 Catawba Ave, Westerville, OH 43081  
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387BG--Joseph Meckoll, 291 Quinn Hill Ave, Los Altos, CA 94022  
 388BG--Edward Huntzinger, 1925 SE 37 St, Cape Coral, FL 33904-5035  
 389BG--Lloyd E. West, Box 256, Rush Center, KS 67575-0256  
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 392BG--Cliff Peterson, 2120 Woodcrest Dr, Winter Park, FL 32792  
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 492BG--Willis Beasley, 1525 S Garfield St, Denver, CO 80210-3022  
 493BG--John F. Conway, 58 College Ave, Poukeepsie, NY 12603-3333  
 801/492BG--Sebastian H. Corriere, 4939 N 89 St, Milwaukee, WI 53225

## Station Contacts for 8th AF Stations

When planning a trip to Britain, write to the appropriate Station Contact for information. Contacts have been chosen by the Friends Of The Eighth (FOTE) organization in Britain, whose Chairman is Ron Mackay, Brienzy, 39 Thorley Hill, Bishops Stortford, Herts, CM23 3NE. Station Contacts are coordinated by Ian L. Hawkins, 29 Birch Avenue, Bacton, Stowmarket, Suffolk, IP14 4NT. The official British contact for the 8AFHS is Col. George R. Vanden Heuval, 40 Mount Park Crescent, London W5 2RS. The official UK representatives for the 8TH AIR FORCE NEWS are Connie & Gordon Richards, 14 Pavenham Rd, Oakley, Bedford MK43 7S7, Phone 44-2302-3357.

|                  |                                                                                     |
|------------------|-------------------------------------------------------------------------------------|
| Abbots Ripton    | Ron Mackay (See Introduction)                                                       |
| Alconbury        | Ray Corby, 16 Fyfe Rd, Corby, Northants NN17 2RD                                    |
| Aldermaston      | Brian Humphries, 31 The Causeway, Stevenston, Abington, Oxon. OX13 6SE              |
| Andrews Field    | Rev. Rodney J. Pope, The Vicarage, Great Saling, Braintree, Essex CM7 5DT           |
| Atcham           | A. W. Sharpe, 35 Roseway, Wellington, Telford, Shropshire TF1 1HU                   |
| Attlebridge      | Raymond J. Pacey, 70 Dereham Rd, Easton, Norwich, Norfolk NR 5EJ                    |
| Bassingbourn     | Vincent Hemmings, 48 Meadow Way, Letchworth, Herts SG6 3HX                          |
| Bodney           | Ross Smart, 4 Thieves Lane, Attleborough, Norfolk                                   |
| Bottisham        | Steve Gotts, 49 Edinburgh Rd, Chesterton, Cambridge CB4 1QR                         |
| Bovingdon        | Robert J. Warren, 6 Pilgrims Close, Harlington, Bedfordshire LU7 8ND                |
| Boxted           | Steve Yates, 91 Aldenham Rd, Bushey, Herts WD2 2LX                                  |
| Brampton Grange  | Witold Lanowski, 15 Wansford Rd, Woodford Green, Essex IG8 7AD                      |
| Bungay           | Ron Mackay (See Introduction)                                                       |
| Burtonwood       | John Archer, 29 Station Rd, Earsham, Bungay, Suffolk NR35 2TS                       |
| Bury St. Edmunds | (Until 8/93) Mrs. Yvonne Livesy, U.S. Army Burtonwood, POB 160, Warrington WA5 3UW  |
| Bushey Hall      | (After 8/93) Aldon P. Ferguson, 18 Ridge Way, Wargrave, Reading, Berkshire RG10 8AS |
| Bushey Park      | John Clark, 75 Oliver Rd, Bury St. Edmunds, Suffolk IP28 1L56                       |
|                  | Cliff Hall, 6 Bury Rd, Hengrave, Bury St. Edmunds, Suffolk IP28 6LS                 |
|                  | Ron Mackay (See Introduction)                                                       |
|                  | John Lund, 9 Berystede, Kingston Hill, Kingston-on-Thames, Surrey KT2 7PD           |
|                  | George Brinckley, 9 Richards Close, Harlington, Hayes, Middlesex, London UB3 5EA    |



## Station Contacts (contd)

|                   |                                                                                                                      |                          |                                                                                                                   |
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| Cheddington       | Pat Carty, 7 Crossway, Leighton Buzzard, Bedfordshire LU7 8ND                                                        | Mount Farm               | James Motaling, 3 Cratlands Close, Stadhampton, Oxford OX9 7TU                                                    |
| Chelveston        | William Donald, 32 Linden Ave, Higham Ferrers, Northants                                                             | Neaton                   | Ron Mackay (See Introduction)                                                                                     |
| Chipping Ongar    | Derek Aspinall, 184 Temple Grove Park, West Hanningfield, Chelmsford, Essex CM2 8LW                                  | North Pickenham          | Keith Thomas, Cavells Farm, Bowstreet, Great Ellington, Attleborough, Norfolk NR17 1JA                            |
| Daws Hill Lodge   | Ron Mackay (See Introduction)                                                                                        | Norwich                  | 2nd Air Division Memorial Room, Ms. Phyllis Dubois, Norwich, Norfolk NR2 1NJ                                      |
| Debach            | M. R. Taylor, Hasketon Hall, Woodbridge, Suffolk                                                                     | Nuthampstead             | Wilfred Dimsdale, Meesden Bury, Meesden Buntingford, Herts SG9 OAY                                                |
| Debden            | Truett Woodall, 44 Roundwood Rd, Ipswich, Suffolk IP4 4LU                                                            | Old Buckenham            | Graham Savill, 55 Beechwood Dr, Thorpe St Andrew                                                                  |
| Deenethorpe       | Keith Braybrook, 46 Roundtree Way, Saffron Walden, Essex CB11 4DL                                                    | Oulton                   | Pat Ramm, Common Farm, Little Ellingham, Attleborough, Norfolk NR17 1JU                                           |
| Deopham Green     | Ron Sismey, 26 Church St, Weldon, Corby, Northants NN17 2NE                                                          | Poddington               | George Stebbings, Little Patches, The Street Rickingham, Diss, Norfolk IP22 1B                                    |
| Duxford           | Martin J. Jeffery, Thornwood, Great Ellingham, Attleborough, Norfolk NR17 2NE                                        | Polebrook                | John Mills, 16 Ibbet Close, Kempston, Bedford MK43 9BT                                                            |
| Earls Colne       | Andrew Height, 79 Kingsway, Duxford, Cambs CB2 4QN                                                                   | Rackheath                | Alan Dann, 23 Princes Gardens, Peterborough, Cambs PE4 5AS                                                        |
| East Wretham      | John Spurgeon, 1 Hayes Cottage, The Street, Bradwell, Braintree, Essex CM7 8EH                                       | Ramsbury                 | Chris Gotts, 6 Gravelfield Close, Valley Dr. Estates, Norwich NR1 4NH                                             |
| Eglinton          | David Fitt, Windmill Service Station, East Wretham, Thetford                                                         | Rattlesden               | Tony Cox, 94 Pattison Lane, Woolstone, Milton, Keynes MK15 0BN                                                    |
| Elveden Hall      | Ron Mackay (See Introduction)                                                                                        | Raydon                   | Eddie Leighty, Birds Green, Rattlesden, Bury St. Edmunds, Suffolk IP30 ORT                                        |
| Eye               | Brian Baldwin, 36 Fallowfield Walk, Hardwick Vale, Bury St. Edmunds, Suffolk IP33 2QS                                | Ridgewell                | Graham Cross, Netherhall, Lower Raydon, Near Ipswich, Hadleigh, Suffolk IPY 5QL                                   |
| Fowlmere          | Don and Peggy Garnham, 1 Church View, Yaxley, Eye, Suffolk IP23 8BT                                                  | Seething                 | Ron Mackay (See Introduction)                                                                                     |
| Framlingham       | Martin Sheldrick, Old Manor House, Fowlmere, Royston, Herts SG8 7SJ                                                  | Sharnbrook               | Dave Osborne, 47 Dooley Rd, Halstead, Essex                                                                       |
| (390 BG Museum)   | Mike Warner, Woodstock Barn, Chapel Lane, Botesdale, Suffolk IP22 1DT                                                | Shipham                  | Patricia Everson Stanmare, Seething, Norwich, Norfolk NR15 1AL                                                    |
| Glatton           | Barbara Pleasance, Ash Side, Wattisfield Rd, Thelnetham, Diss, Norfolk IP22 INN                                      | Snetterton Heath         | Connie & Gordon Richards (See Intro.)                                                                             |
| Goxhill           | Bernard Bains, 29 Western Ave, Peterborough PE1 4HS                                                                  | Sudbury, Suffolk         | John Page, 6 Meadows Way, Poringland, Norwich, Norfolk                                                            |
| Grafton Underwood | Roy Parker, "Brockhampton," Ruard Rd, Goxhill, South Humberside DN17 7NW                                             | Thorp Abbots             | Geoffrey Ward, 41 Skelton Rd, Diss, Norfolk IP22 3PW                                                              |
| Great Ashfield    | Quentin Bland, the Post Office, Grafton Underwood, Kettering, Northants                                              | Thurleigh                | David Crow, Rutland House, 21 Hay St, Steeple Morden, Royston, Herts                                              |
| Great Dunmow      | Ian MacLaughlin, Tasdale, 1 Joy Ave, Newton Flotman, Norfolk NR15 1RD                                                | Tibenham                 | Roland Andrews, Roanoke, 3 Highfield Rd, Sudbury, Suffolk CO10 6QJ                                                |
| Greenham Common   | Tom Perkins, 37 Stubbs Lane, Braintree, Essex CM7 6NR                                                                | Troston                  | Sam Hurry, 41 Vancouver Ave, Kings Lynn, Norfolk PE30 5RD                                                         |
| Grove             | Brian Humphries (See Aldermaston)                                                                                    | Upwood                   | Ralph Franklin, Mill Hill, Keysoe, Beds MK44 2HP                                                                  |
| Halesworth        | Brion Pryor (See Chalgrove)                                                                                          | Wartton                  | Evan Harris, 3 MacKenzie Rd, Thetford, Norfolk IP24 3NO                                                           |
| Hardwick          | Tony Kerrison, 2 Parry Close, Halesworth, Suffolk IP19 8JG                                                           | Watford                  | Charles Hall, 32 Marlborough Road, Ipswich, Suffolk IP4 5AX                                                       |
| Harrington        | John Archer (See Bungay)                                                                                             | Wattisham                | Ron Mackay (See Introduction)                                                                                     |
| Hethel            | Nicholas Pratt, Glendon Hall, Kettering, Northants NN14 1QE                                                          | Watton                   | (See Alconbury)                                                                                                   |
| High Wycombe      | Roy Edney, 3 Burnham Dr, Swanton Morely, Dereham, Norfolk NR20 AHA                                                   | Welford                  | Arthur Talbot, 65 Quebec Rd, Blackburn, Lancs BB2 7DE                                                             |
| (Pinetree)        | John Hadfield, 38 Glenham Rd, Thame, Oxfordshire OX9 3WD                                                             | Wendling                 | Ron Mackay (See Introduction)                                                                                     |
| Hitcham           | Les & Peggy Gordon, 39 Combs Ln, Stowmarket, Suffolk IP14 2DD                                                        | Westhampnett             | Flt Lt Cutler, RAF Wattisham, Ipswich, Suffolk IP 7RA                                                             |
| Honington         | Chris Potter, The Fox, Honington, Bury St. Edmunds                                                                   | Wormingford              | Kenneth Godfrey, The Willows, Broadmoor Rd, Carbrooke, Thetford IP25 6IE                                          |
| Horham            | Clifford Anthony, York Cottage, Stradbroke, Diss, Norfolk IP21 5HX                                                   |                          | Brian Humphries (See Aldermaston)                                                                                 |
| Horsham St Faiths | Alan & David Johnson, The Ancient House, Horham, Eye, Suffolk IP21 5DY                                               |                          | Dennis Dufield, Jubilee Cottage, Rushmeadow Rd, Scarning, Dereham, Norfolk NR19 2NW                               |
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| Knettishall       | Ray Corby (See Alconbury)                                                                                            |                          |                                                                                                                   |
| Lavenham          | George Stebbings, Little Patches, The Street, Rickingham, Diss, Norfolk IP22 1EG                                     |                          |                                                                                                                   |
| Leiston           | Paul Archer, 7 Water Street, Lavenham, Suffolk CO10 6RU                                                              |                          |                                                                                                                   |
| Little Walden     | Patrick Jordan, 1 Shophill Cottages, Alpheton, Near Lavenham, Suffolk                                                |                          |                                                                                                                   |
| Martlesham Heath  | David Hudson, 4 Lime Tree Ave, Leiston, Suffolk IP16 4EH                                                             |                          |                                                                                                                   |
| Melchbourne Park  | John Nichols, 220 Woodland Ave, Hutton, Brentwood, Essex CM13 1DA                                                    |                          |                                                                                                                   |
| Membury           | Peter Clayton, Holmbury, 61 Brook Land, Felixstowe, Suffolk IP11 7LB                                                 |                          |                                                                                                                   |
| Mendlesham        | Connie & Gordon Richards (See Intro.)                                                                                |                          |                                                                                                                   |
| Metfield          | Brian Prior (See Chalgrove)                                                                                          |                          |                                                                                                                   |
|                   | Ian Hawkins, 29 Birch Avenue, Bacton, Stowmarket, Suffolk IP14 4NT                                                   |                          |                                                                                                                   |
|                   | Graham Cross, Nether Hall, Lower Raydon, Hadleigh, Suffolk IP7 5QL                                                   |                          |                                                                                                                   |

## 8th AF Contacts in Other Countries

|                |                                                                       |
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| Holland        | Arie P. de Jong, Mauritske 27, 2514 HD, The Hague, The Netherlands    |
| Wales          | Dennis Pritchard, Bryn Teg, Bangor Rd, Caernarfon, Gwynedd, Wales, UK |
| Czechoslovakia | Jaromir and Martin Kohout, Tesinska 3, 312 00 Plzen, Czechoslovakia   |







# ATTENDEES TO THE 8th AFHS CONVENTION OCTOBER 6-11-92 - LOUISVILLE, KY

[Ed note: There are 46 State Chartered Chapters now and there were 39 457th BG'ers in attendance.]

|   |          |               |
|---|----------|---------------|
| 2 | BARRIS   | Harold L.     |
| 2 | BASS     | James L.      |
| 2 | BEJOT    | Clayton E.    |
| 1 | CAMPBELL | Calvin D.     |
| 2 | CHAPMAN  | Norman M.     |
| 2 | DOERR    | James E.      |
| 2 | FALCONE  | J.T. (Joe)    |
| 2 | FITCH    | A.K. (Art)    |
| 1 | GOFF     | Thomas (Tom)  |
| 2 | GOOD     | William H.    |
| 2 | GRIMM    | Preston C.    |
| 2 | HALLSON  | Frank D.      |
| 2 | HEEKIN   | Francis K.    |
| 2 | HOELZEL  | Gerhardt      |
| 2 | JACKSON  | Ed S.         |
| 2 | MENARD   | W.R. (Norm)   |
| 2 | NAIL     | W. Kenneth    |
| 1 | PRISK    | Robert H.     |
| 2 | ROSNER   | R.F. (Ray)    |
| 2 | SCHWAB   | D.S. (Del)    |
| 2 | SITEK    | B.F. (Bernie) |

## ..... ARKANSAS STATE CHAPTER .....

An Arkansas Chapter of "The Air Force Historical Society" was organized on April 30, 1993 at the North Little Rock Air Force Base - Officer's Club.

Julian Smith and Homer Briggs from the 457thBG Assoc, were among over 100 men and their spouses, who attended the luncheon and meeting.

Officers were elected naming Bill Fisher, PO Box 8102, Hot Springs Village, Ar 71909 as the President. PH 501-922-0935.

Any Arkansas resident - 8th AF Veterans or any one interested in history of WWII is welcome to join or attend meetings. A Bulletin will be sent out to notify of time and place. Do contact Bill Fisher.

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THE SOUTHEAST REGIONAL STATE CHAPTERS meeting will be hosted by the TENNESSEE 8th HISTORICAL--SOCIETY. It will be held July 29-August 1, 1993 at the Holiday Inn Crowne Plaza Hotel in Memphis, Tennessee.

For details, Contact: Air/ Sea 8th Airforce--Escrow...3385 Airways Blvd Suite 105..Memphis,TN 38116.  
.....

# CROSSHAIRS

Official Newsletter  
BOMBARDIERS, INC.  
Volume 7 Number 1 200 Van Buren St #2109, Daphne AL 36526 March 1992

## THE 384TH BOMB GROUP SPEAKS by Frank Furiga - July 8 - 92

"I am enclosing several articles that were written about me the past 6 months to give you an idea what you associate members are doing. I have been giving historical aviation talks around this burg and the greater Cleveland area since 1981 with particular leanings to the GREAT AIR WAR of World War Zwei!! They have been very well received and I am continually amazed at how many happy incidents I have had exchanging "bomber palaver" mit der boys.

After "B-17 FORTRESS AT WAR" was published, I went over to England in 1980 and had an opportunity to visit Roger Freeman at his country home in Sussex through the good graces of Vic Maslen of the 401st Historical Society who died not long ago from a brain tumor. It was quite a lovely visit and Vic was a prime member of the F.O.T.E. group. It was through his efforts that I had my story in the book.

\*\*\*

FRANK D. FURIGA, Deming 44-3 (26 Feb 1944) is the subject of an anecdote published in Roger A. Freeman's newest book, *Experiences of War, The American Airman in Europe*.



Frank D. Furiga

The incident relates Frank's being accidentally trapped on the catwalk of a B-17 while kicking out hung up bombs over the English Channel - the lanyard of his Mae West caught on one of the stanchions; inflated and trapped Frank between stanchions without interphone contact. He was rescued by the top turret gunner after a long 20 minutes.

Frank was previously written up in another Freeman book, *B-17 Fortress At War*. In this article, entitled "Navigator's Story", he related what had happened to him on his 25th mission—his last—when he parachuted and was taken POW.

Bombardier Furiga, who now resides in Broadview Heights, Ohio, had an unusual combat career as he flew ten missions as a bomb aimer with the 384th Bomb Group, eight as Tail Observer in the group lead aircraft and seven as a DR navigator.

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# Furiga Recalls World War II Experiences

by Marge Jones Palik

On December 7 this nation will observe the 50th anniversary of Pearl Harbor. Mixed memories will come flooding back to those who lived through that era.

Frank Furiga of Broadview Heights was a junior in high school when the first bombs fell. Before his senior year ended in 1943, he would enlist in the army to follow his dream of flying.

"Three of my brothers were in the service already," he said. "I told my parents I wanted to enlist in the Army Air Force."

Furiga's plan must have come as no surprise to them for his love of flying began when he was a small boy.

"I was always interested in aviation," he said. "As a boy I watched as rickety crates flew over our farm. I always had one eye on the sky."

As a youngster, his dreams of flying did not include baling out over Germany and spending time as a prisoner of war.

He describes his most vivid experience as a first lieutenant and bombardier and said, "Chicago gangster." A few Germans, speaking English, said, "For you, the war is over."

German soldiers protected Furiga from harm. He was picked up by a truck and taken to the mayor's office. The bombardier and co-pilot joined him there.

The engineer did not survive the jump.

It was 12 days before his leg was set. He spent 126 days as a prisoner of war in Reserve Lazarette ambulatory hospital staffed by British and American doctors.

"The Red Cross sent food and medicine to Germany, but it couldn't all be distributed because of war conditions and priorities. There was a lack of proper medicine and food, but it was not as bad as the prisoner camps."

On April 5, 1945 the 11th Armored Division of Paton's 3rd Army rolled into Meiningen, Germany and Furiga was liberated.

He later discovered that the plane from which he had parachuted was not damaged as badly as he thought. If not for the loss of communication and confusion, everyone might have stayed on board. The fire burned out; the pilot was revived by oxygen, and flew back to England.

Furiga does not regret his actions.

"You get philosophical after a while," he said. "Your life hangs by a thread and you have to make decisions."

After leaving the army and returning to civilian life, Furiga married, had a family, and became a pharmaceutical salesman. His interest in aviation has never ceased.

navigator, with the 384th Bomb Group of the Eighth Air Force as though it happened last year rather than 47 years ago. It was his 25th mission. The crew left their base in England and soared into the clouds on the mission to bomb oil refineries at Zeitz and Meuselwitz, Germany.

"I was in the nose with my regular bombardier," he said. "We lingered too long in the target area because the target was covered with smoke screens. We were hit by flak - got a direct hit in the middle of the ship and caught on fire. We lost communication with the pilot. We saw the engineer release the escape hatch; the co-pilot followed. The bombardier and I thought the plane was in bad condition and the pilot was holding it level so we could bail out. We parachuted from 25,000 feet."

Upon landing, Furiga broke his leg. He was soon surrounded by a mob of more than 250 civilians and military personnel.

"Some of the civilians got vicious," he said. "One lady came up and spat on me

In 1981, Furiga traveled to Europe and stayed with four Friends of the Eighth (FOTE) (an organization devoted to perpetuating Bomb Group memories and activities of the Eighth Air Force). He spoke at a local school about the war and American Indians.

After his return he spoke with the librarian at the Brecksville Library. She asked him to give a presentation about his experiences. He agreed; thus beginning a series of presentations. His talk "A Gathering of Eagles" fills a void by offering veterans an opportunity to communicate. It also provides knowledge about WWII aviation to younger generations.

Furiga's audiences are often made up of WWII veterans, their wives, children, and grandchildren. Often veterans of the Korean and Vietnam Wars stop in. His presentations include films and reminiscences of his experiences - both somber and amusing.

Several articles have been written about Furiga. One of his exploits was included in the book *The American Airman in Europe, Experiences of War*, by Roger Freeman.

While flying over the English Channel a couple of bombs got stuck in the bay and would not release. Furiga went back to force them off the shackles so they would fall into the sea. He opened the



*Frank Furiga in February, 1944 when he was graduated from bombardier school in Deming, New Mexico.*

bomb doors, and worked the bombs free. As he turned to go back to the flight deck, the lanyard of his Mae West caught on something and inflated. He found himself wedged between two stanchions. He had no communication with the pilot, so could not call for help. After a while the pilot sent the engineer back to see what was wrong. The engineer "laughed so much he darn near fell out the open bomb doors." Then he offered assistance.

Furiga hopes to return to England's East Anglica in 1992 when a reunion of the 384th Bomb Group will be held. It will be a time of nostalgia and rekindling of friendships.



2  
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## (EDITOR'S NOTE) :

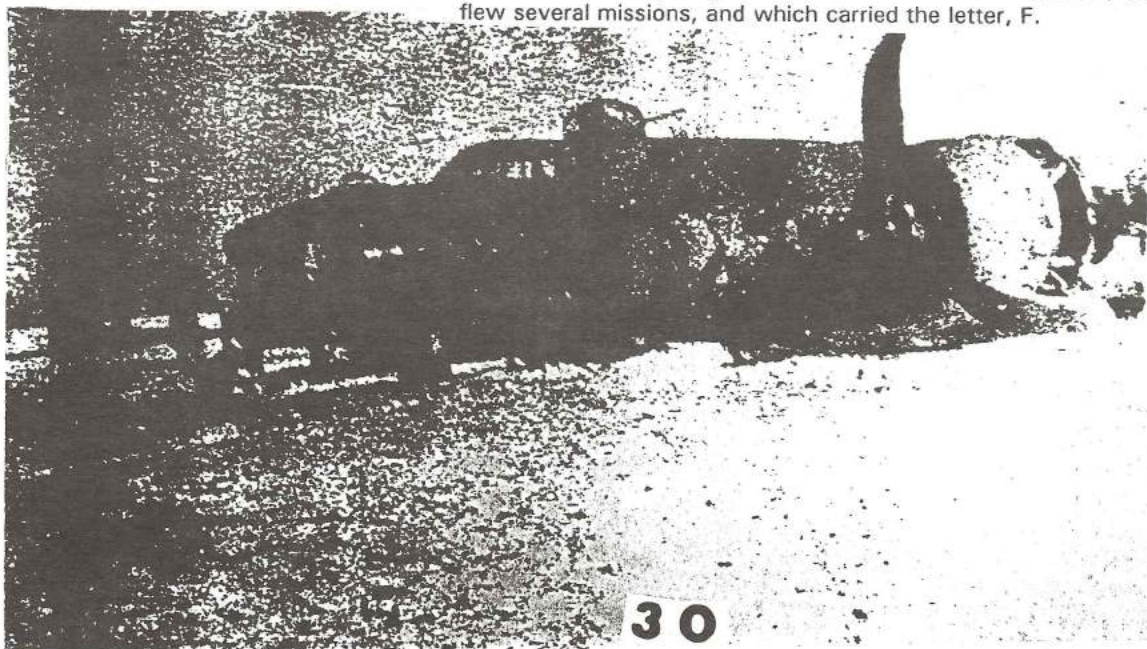
We received on May 14, 1993, a letter dated 10 May 1993 from Craig Harris, 2910 Welcome Dr..... Durham, nc 27705. Craig wrote to tell of his progress of compiling an improved 457th A/C list and the # and Name and other information. Helping him is Bernie Baines, England with his findings. Mickey Briggs has also researched, Along with crews lists ... with much researching on Craig's part.

One very interesting (A/C) story and confusing- just may have been explained. Craig Harris' May 10 letter to Homer and Mickey Briggs in part pertaining to this particular story and received May 14, 1993 - is as follows:

The last-3-digit confuser has struck again, not as spectacularly as the "Paka-walup" thing, but perplexing anyway. I was confused about "Calamity Jane II" as a name, because I couldn't find any evidence that there was a "Calamity Jane (II)".

I called O.B. Baskette (whom you know -- he and Cherrie were with you at the 1992 reunion in England)-- and he told me that the original "Calamity Jane" was lost very early (not even making it to Glatton), and that 060 was "Calamity Jane II". The list in the Dec. 1991 Newsletter shows 42-38060 as "Calamity Jane". The listing on page 20 of the May, 1992 newsletter shows 42-38060 under "Original B-17Gs Assigned at Wendover December 1943" on page 20, but also shows it "MIA 24 FEB 44" on page 18, which would make it the one A/C lost at Schweinfurt that date. This is confirmed by Blakebrough on page 18. That bothered me greatly because O.B. swore up and down that his ship, "Calamity Jane II", was not shot down on 24 Feb 44, the last 3 digits of the number were 060, and he went on to fly several missions in the ship!

Then I looked one line farther down on the list, and asked: "O.B., what was the entire serial number of "Calamity Jane"?". After rummaging around in some photos, (as you know, he has difficulty reading -- legally blind) he came back with the answer: "Calamity Jane II" was 42-97060, was in the 749th and carried the letter, F. He was right about everything else but the letter, F, is not correct, as a crash photo (Neinburg mission, 5 Aug 44) he sent of "Calamity Jane II" clearly shows 060 to have the letter, Z. Almost certainly he got it confused with "Bad Time, Inc.", 42-31545, in which he flew several missions, and which carried the letter, F.





(EDITOR'S NOTE):

The following letter written May 3 arrived May 15 to Homer Briggs.

Christian Loop  
Walddorferstraße 47  
W-2000 Hamburg 70  
Germany

Hamburg, den 3.5.1993

Mr Homer L. Briggs  
811 NW B St.  
Rentonville  
AR 72712  
U.S.A

Dear Mr Briggs,

the Eight Air Force Historical Society has given me your address as contact to the 457th Bomb Group.

I am working on a documentation concerning the series of british and american air-raids in the time from 20th till 25th of February 1944 against the German Aircraft Factorys. I would like to know whether there exists a chronicle about the missions of the 457th Bomb Group and whether the BIG WEEK is mentioned there in. If that should be the case, I would be very happy if you send me a copy of the appropriate pages.

One mission of the 457th Bomb Group are of a special interest to me. On 24th February 1944 the Group attacked Gotha with fair effect. The 457th Bomb Group lost the bomber 42-38060. I have been able to locate the crash sites of them even found a eyewitness-report in Mücke-Flensungen (see photos).

Please contact me if you are interested on more detailed information. It would also be very nice if you give me some further information from your side.

Thank you for your help!

Yours sincerely

Christian Loop

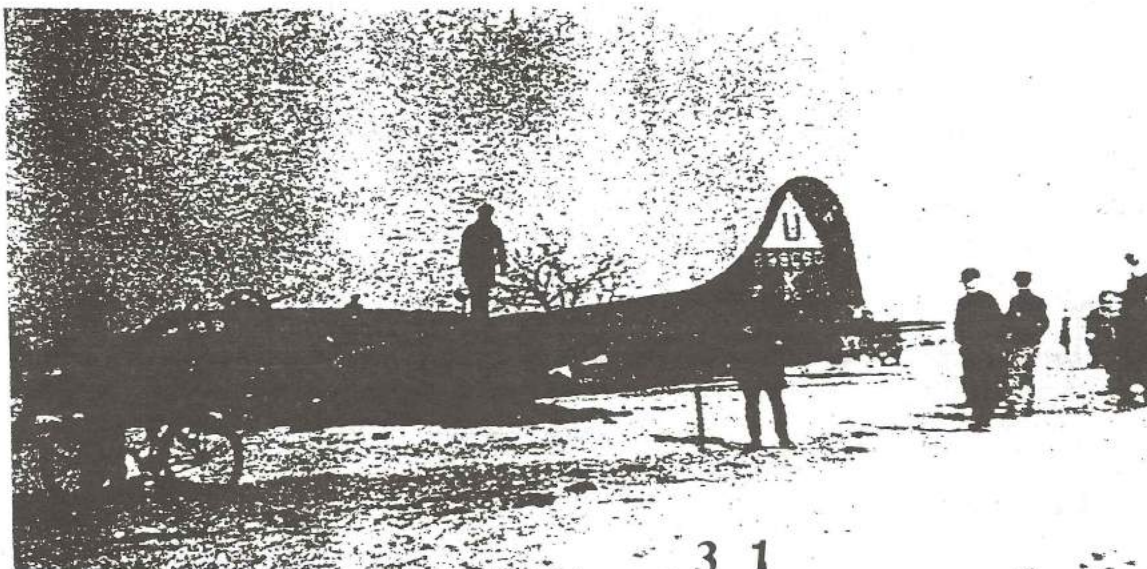
(EDITOR'S NOTE):

Recently, we have had several unexplained ..... stories, never told-until a letter comes from another European Historian..Sometimes they have the wrong facts and sometimes it is correct and clear up a mystery up for us.

If you can answer this man's request, please do and also send the info along to the Editor. Thanks

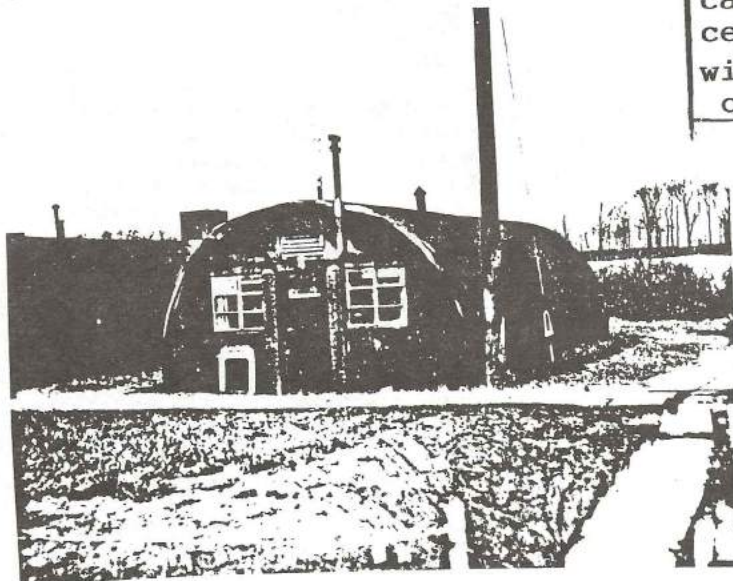
NEWLY FOUND MEN-CURRENT ADDRESSES

JOHN AIKEN 750 CLIFTON PARK, NY  
JOHN H BARNETT-ST. CLAIR SHORES, MI  
WILLARD F BEASON 750 FLORISSANT, MO  
ORION C BROWER E LANSING, MI  
JOHN K BRYAN  
LLEW BREDESON  
NEVA L CHAPMAN -DAUGHTER James C Hilty  
JAMES DOERR 751 GIBSONIA, PA  
JAMES C EVANS 75 FREEPORT PA  
GERALD R FINLEY HUNTINGTON BEACH, CA  
BILL FISHER, ASSOC-AR CHAPTER 8 AFHS  
LAWRENCE GALLAHER 750 ATLANTA, GA  
BETTY HASTY-SISTER OF JAMES C HILTY  
DON R HAYES-ASSOC-NL EXCH  
ROBERT S JONSTON HENRIETTA, NY  
OLIVER P KOLSTOE 751 LAGUNA HILLS, CA  
SAUL KUPFERMAN - 8thAFHS Ga Chapter ASSOC  
SAM KALMAN  
EDMOND McNAMARA 750 BLUE RIVER, Or  
PED MAGNESS, -ASSOC B17 NL EXCH  
JOSEPH MATKOWSKY 749 PHILADELPHIA, PA  
EDWARD MONASTER-SON OF ED MONASTER  
MARK A OSBORNE 748 POLAND, OH  
JOHN RICHARDSON 748 LAGUNA BEACH, CA  
TOM SIMPSON-WWII BUFF-ASSOC SCOTLAND  
GEORGE ZIELINSKI WAUWATOSA, WI  
DONALD S ZIGLER 751 NEWPORT, WA





Home in the E.T.O. A Nissen hut, living quarter for all. The location is unknown. B Bains.



42-97063 landing at Glatton, the date or Squadron unknown. Rose Court Farm can be seen in the background, I am certain everyone who served at Glatton will remember the farmhouse in centre of the airfield runways.



## RUMMAGING THRU THE ARCHIVES

*by James L. Bass*

On a recent visit to Washington, I went to the archives and made some copies of some of the OFFICIAL record regarding the 457th History. Due to age and the fact most of them were made on onion skin paper, the quality of the copies is not good. If you can use this material, let me know and I will take my copy and help you put it in readable form. I will be back in Washington in late March and will have the opportunity to go back to the Archives for more material.

[Ed note: And now .... Let us hear from the members. Due to my problems at home, I haven't gotten back to you, (Dave S. speaking) but I think we should run at least one of the missions in each issue.] If you agree, let the Board, Mickey, Jim or myself know and we will proceed accordingly. Of particle note: It just might be - that this is the record of the results of the very first mission the 457th BG made in February, 1944. I am sure thst we will hear Loud and Clear if it isn't (wasn't). Note: Crews are not included, but they are on later missions that Jim sent. I notice that the mission on September 13th mission to Lutzkendorf (with crews) is in the packet, but opted for what may be the Groups 1st official mission. I have also reduced the copies by 30%, thus darkening the print somewhat, and making them a bit more readable.

[Ed note: And for those of you who are not familar with who James is, this is to inform you that he is our Legal counsel, who did such an outstanding job on revising our By-laws. Jim is a great member and good member of the 457th, and we are grateful for all the good things he does for the Group - Dave S.]