



748th Squadron



749th Squadron

THE 457th BOMB GROUP ASSOCIATION



"THE FIREBALL OUTFIT"



750th Squadron



751st Squadron

THE 457th BOMB GROUP ASSOCIATION NEWS

ESTABLISHED JULY 1971

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FEBRUARY 1994

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50TH REUNION
45th England 45th
June '94 June
1-6 1-6

THE PRESIDENT SEZ:

Dear Fireballers:

Hope you all got home from the San Antonio Reunion safely and in good condition. Our three casualties, Marie Bejot, Sadie Bains and Art Fitch all report they are well.

You remember the GOALS we set in San Antonio: (1) A Memorial Bench marker at the Air Force Museum at Wright-Patterson; (2) getting our Children and Grandchildren active in the Association; and (3) placing a memorial marker at or near Glatton?

We have Number 1 on the road. Let me tell you about it. Dale Jeffers wrote and said the cost would be about \$2,700.00. We had over \$600.00 contributed to the Memorial Marker Fund in San Antonio in a voluntary collection. We had a surplus from the Reunion of \$2,136.13. With the permission of the board, we deposited the overage in the Fund. Those of you who came up to me in San Antonio and said "put the \$10 or \$20 you owe me for Champions Restaurant in The Bank" are contributors to this surplus.

I have appointed Dale Jeffers as Chairman of this project and have authorized him to obtain bids for the construction of the Bench. We will now get to work on the Glatton Marker. Will keep you posted on both projects.

Leon Zimmerman, Chairman of the 1994 Mini Reunion has been hard at work. He has made reservations at the Bull Hotel for June 1-6 and has set March 10 as a deadline for letting him know you are going. The 1992 trip was one of the highlights of my life. I encourage all of you to consider it ... especially if you have not been back. Leon has the details in this Newsletter.

#2 objective is getting our Progeny involved in our Association. I believe the first step would be to make them members and get them to read our great 457th Bulletins. I am going to buy memberships for my four Grandchildren.

The Board of Directors voted in San Antonio to hold our 1995 Reunion in Reno, Nevada, and appointed Past President Bill Siler as Chairman. It will probably be in October. We will keep you posted on the details.

I've saved the "Bad" for the last. Some of you have probably already guessed, our Squadron Pictures got Fowled up. I apologize. But we can work it out with your help. Will each of you who paid money, and have not received pictures, please write me and tell me which pictures you ordered?

Once again, thank you for the honor you gave me by electing me President of our 457th Association. I will do my best to fill the shoes of my outstanding predecessors. Please drop me a line if you have any suggestions.

very sincerely yours,
Billy Hightower

EPITAPH: I told you I was sick.

One GOOD TURN gets most of the blanket.

FLIGHT SURGEON REPORT: The latest cure for headaches is to have the sufferer wear tight shoes so there.

PAST PRESIDENT ROLAND BYERS

Dear Fireballers:

I wish to take this opportunity to express my sincere appreciation to those people who contributed their time and expertise to furthering the business of the 457th Bomb Group Association during my 1991-93 tenure as President.

Respectfully - Roland O. Byers

DON'T FORGET TO ORDER YOUR NEW ROSTER.

SEE PAGE 18

YOUR 1994 ROSTER [dated October 1993 - like automobiles] is FOR SALE. Please be aware ... We may only offer "revisions" to this Roster in the near future, so get your OFFICIAL roster now.

This photo was sent to us by Bernie Bains who took it, when he & Tom Goff visited-- at the Museum at Barksdale Air Force Base in La 1993. It is the original head, by LES FRIED, which was put on the old monument at Glatton in 1945. When it was re-placed, the old one was taken to Bernie's home and in turn Tom Goff made the necessary arrangements to have it flown back to the USA from Mildenhall.





In Memoriam



Gen. Doolittle buried as a B-25 dips wing over Arlington grave

ASSOCIATED PRESS

WASHINGTON—Gen. James J. "Jimmy" Doolittle, the aviation pioneer and World War II hero was laid to rest at Arlington National Cemetery on Friday in a burial service with full military honors.

Defense Secretary Les Aspin and Gen. Merrill McPeak, the Air Force Chief of Staff, stood side-by-side at the grave site and greeted the procession, which included Gen. Doolittle's son, retired Air Force Col. John P. Doolittle and his wife, Priscilla, as well as three grandchildren and five great-grandchildren.

Gen. Doolittle, who died at age 96 of a stroke Monday in California, is best known for leading "Doolittle's Raiders" in a daring bombing run on Tokyo and other Japanese cities in April 1942.

It made him a household name in America.

The 16 B-25 bombers were launched from the decks of the aircraft carrier Hornet about 650 miles from Tokyo.

Seventy of the 82 crew members survived and returned to the U.S., even though most had to bail out before reaching their landing zone in China. Some of the survivors attended the funeral.

Gen. Doolittle received the Medal of Honor, the nation's highest military decoration, in 1942 for "personal valor and intrepidity at an extreme hazard to life."

A highlight of Friday's service was the Air Force fly over, a ceremonial tribute marked by the appearance of a restored B-25 bomber that was brought in from Minnesota.

Four F-16 fighters streaked across the brilliant blue sky, followed by four F-15 jets in the "Missing Man" formation. They were trailed by a C-141 cargo plane, a B1-B bomber in a low-level fly by. Finally the B-25

soared by and dipped a wing, drawing a cheer from the hundred or so people in attendance.

Gen. Doolittle was given a 21-gun salute.



Ben Whitten, Sr.

Ben Whitten, Sr. born March 9, 1917, passed away September 11, 1993.

Born and raised in Rockwall, Texas; met and married Audine Guerry Whitten on February 8, 1940 while both were attending North Texas State University.

He served as a B-17 pilot during WWII, earning the Distinguished Flying Cross.

A long time resident of Arlington, Texas, he retired from General Dynamics in 1972 and moved to Wimberley in 1986.

Survivors include his wife Audine Guerry Whitten of Wimberley; son Ben Whitten and wife Diane of Wimberley; daughter Mary Franklin

BEN WAS RECALLED TO THE KOREAN WAR AND FLEW C54 FOR MATS.

From the EX-POW Bulletin - November 1993

B/GEN CLIFFORD A. UPTON, 73, U.S. Army retired, of Colorado Springs, CO, died Sept. 4, 1993. General Upton was a member of the Rocky Mountain Chapter of AXPOW. He served with the 751 BS, 457 BG, in Europe during WWII. He was a POW in Oflag 64, Dulag Luft, Stalag Luft IV, and Stalag X-IB. He was a life member of AXPOW.

LEO GANNON

by Marie Gannon 9-4-93

Leo Gannon passed away on July 4, 1993 at the age of 79. He had many health problems in the last 7 years. He suffered from cancer, bad heart, high blood pressure, poor circulation and kidney troubles. He had 11 surgeries and was on a lot of medication so when he had a stroke on June 30th, he had so many things against him he just wasn't able to survive.

ARTHUR B. WASHNESKI

by R. J. Smith - 11-1-93

I regret to inform you of the death of Arthur B. Washneski in September of 1993 at Anaheim, CA. Art was the Bombardier of our crew. He was a 2nd Lt. and we were in the 750th Squadron. Our crew was headed by 2nd Lt. Harlan J. Van Deilen and we were "late comers". We did fly 5 missions before the war ended. Art was 71 years old. Signed: R. J. Smith - S/SGT-R.O.G..



OBITUARIES

MARGUERITE OWSLEY

Mrs. Owsley, 78, died Friday evening, January 21, 1994 at Christian Hospital Northeast in St. Louis, MO. Born February 26, 1915 in Hannibal, MO, she was the daughter of the late Grover Benjamin and Rossie Hazel Gentry Dejamette. She was a 1933 graduate of Hannibal High School. She graduated from Hannibal LaGrange Junior College with an Associate Degree in 1935 and attended the University of Missouri-Columbia for one year. She taught in several schools in Iowa and Missouri for a number of years before settling in St. Louis, MO. She was united in marriage on September 30, 1950 in Hannibal, MO to Dee Kemp Owsley. From 1945 until 1960, she was a clerical employee in the offices of the Rexall Drug Company in St. Louis, MO.

Another reunion buddy gone, Marguerite attended the 1st one, missing very few. We shall miss her...a special-friend....Mickey B.

DECEASED-

Reported since last newsletter -----

Brittle, Kent	750	P	Capt	7-93
Durham, Milton	749			7-93
Edwards, Robert W			Radio TSgt	1990
Forbes, Jachin "Jock" M				10-93
			Reported-L. Bowers	
Frost, Garland G			KIA	3-21-45
			Reported-W Wagner	
Gilbert, George	748			4-93
Gorman, Lee	750			9-92
Ingraham, Ralph	749	G	Ssgt	
			Reported- Wagner. "Lonesome Polecat"	
Kern, Al	749		cancer	9-93
			Reported- O Koirtyohann	
Shumway, Orion-	750		Cancer	9-93
Thompson, Thomas III		CP	2Lt	1989
White, John	751	P	"Hamtramack	
			Mama" repored by L Zimmerman	

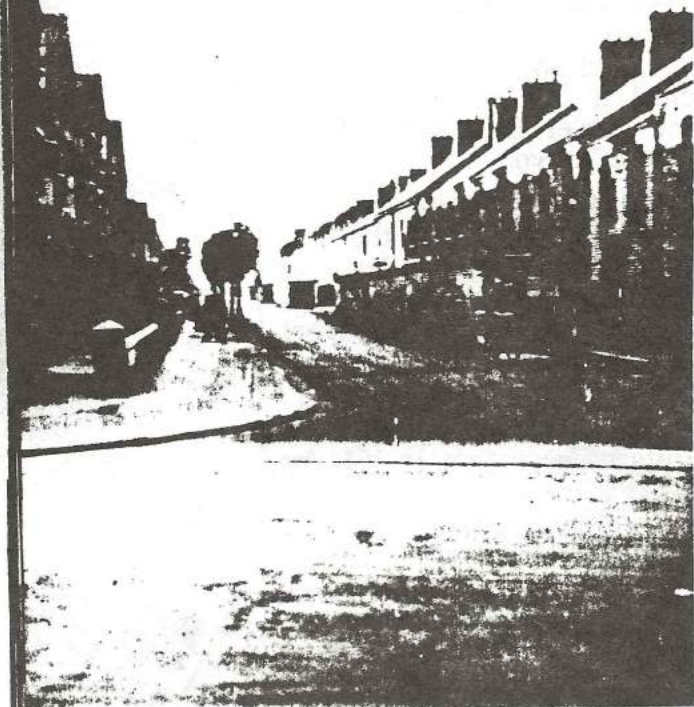
MISTAKE:

We apologize for listing a Gerald Bradley, -a mistake thinking he to be the father of of Gerald Bradley a Jr. The real story--- Gerald Bradley is actually the son of of Buster Bradley of Fulton Ky who died in 88

Gerald Bradley joined our Assoc, after a trip to Glatton, trying to find the field, and stopped to eat a bite at a Pub, at the next table, found Don Sellon and group. So he joined, he also attended the San Antonio reunion.



The dedication and unvieling ceremony of the original monument of the 457th in the churchyard at Conington. Col HARRIS E Rogner, Cpl Lester Fried and an unknwn officer saluting. Cpl. Fried designed & built the memorial & the ceremony took place on the 31st May 1945. Photo-Bernie Bains



Left: Cromwell Road, Peterborough. A typical Victorian row of terraced houses note the wartime air raid shelters in front of the houses. Photo-Bernie Bains

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.

NEW BOOKS

BEDPAN COMMANDO -

by June Wandrey

Bedpan Commr is a nurse's story of a man's war from Fort Custer to Dachau and all the bloody spots in between. Across North Africa and on to Sicily, Italy, France, Germany, Allach and Dachau, these women fought death, despair and exhaustion with humor, tears and guts. It is both funny and sad. Based from diary and letters, it has over 20 pages of photo's of never-before-published pictures. If you are interested in purchasing this book, send \$13.00 to Wandrey Books - 5240 Mapleridge - Portage, MI - 49008.

CREWDOG - by John Matt

The World War II Generation of Americans - It tells the story of this amazing generation as seen through the eyes of a young man who volunteers for flying duty with the U.S. Eighth Air Force to attack targets deep into Hitler's heartland. The Might Eighth suffered more combat deaths than the entire U.S. Marine Corps in WWII, but the young man lived to celebrate the great victory on V-E day in London. If you are interested in purchasing this book, please send \$28.95 plus \$4.00 postage to : Waterford Books - P.O. Box 669 - Hamilton, VA 22068.

"GUNS of PLOESTI"

by Leroy Newby - 8-27-93

Dear Mr. Briggs: I appreciate your nice write-up on my book, Into the Guns of Ploesti, in your January 31, 1991 issue. A number of your men purchased my book.

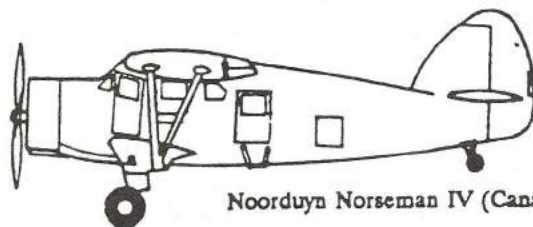
You may be interested in knowing STEREOVISION INTERNATIONAL INC. of Burbank, CA is now in the pre-production stage of making a movie based on my book, and I am the co-writer on it. It will be a true-story, full-length feature film of TIDAL WAVE entitled THE GUNS OF PLOESTI and will be filmed in 35 & 70mm in both 3-D & 2D. The film has been approved by the International Documentary Association, which means corporations desiring to help honor those who flew aerial combat in WWII may contribute to the funding with appropriate tax credit. Mr. Christopher Condon may be reached for details at (818) 841-1127. My book is still for sale to your members at \$14.45. Signed: Sincerely, Leroy Newby - 346 Pineview Dr. - Venice, FL 34293 or Tel. # (813) 494-6860.

THE FINAL CHAPTER ON GLENN MILLER

On Dec. 15, 1944, bandleader Glenn Miller took off in a single-engine Norseman D-64 to fly from England to France and was never heard from again.

Now, two RAF veterans say they fear bombs jettisoned over the English Channel after an aborted WW II mission may have accidentally downed the aircraft carrying Glenn Miller.

Victor Gregory, a pilot of a British Lancaster bomber, said two members of his crew reported seeing a light plane "curl over and plunge into the sea," knocked down by shock waves from jettisoned bombs on the day of Miller's disappearance.



Noorduyn Norseman IV (Canadian)

Gregory said the navigator, Fred H. Shaw identified the plane as a Norseman and the rear gunner saw it plunge into the channel. There were 138 Lancaster bombers on the flight, and some were carrying 4,000 lb. bombs called "cookies," designed to explode a few feet before impact to create a huge blast effect.

Gregory, 75, said in a telephone interview with the Associated Press: *The Air Force established that Glenn Miller took off on a line straight through our jettison area; he was in the air the same time we were. No other Norsemen were reported missing that day. To me, this is 100% proof that was Glenn Miller's plane.*

Shaw, who now lives in South Africa, saw "The Glenn Miller Story," film in the 1950s and it set him thinking. He checked his wartime logbook and realized that Miller's plane disappeared the same day the bomber flight had jettisoned bombs over the channel.

Gregory said the bomber crews were never debriefed because their raid on Germany was called off due to bad weather, and they would not have made a formal report of the downing of the light plane.

FAHS member Albert J. Altman, 911 Ave. "S" SE, Winter Haven, FL, 33880 was scheduled to fly Miller and his band to Paris that day in his four-engine aircraft. *I waited and waited for Glenn but the reports were that he was tied up in a meeting and that he would be making the flight over on a small plane later. The weather was bad; the Norseman was scheduled to make a mail run across the channel. It was common knowledge that Glenn was afraid of flying. I knew the pilot, Red -----. Both he and another passenger were also lost. I saw the band perform in Paris the next evening and noticed Glenn was absent. It wasn't until then that I realized he was missing.*

SEPT. 20, 1993

WITH THE D-DAY FESTIVITIES COMING SOON.
YOUR MEMBERS & THEIR FAMILIES MAY WISH
TO JOIN 8TH AIR FORCE SOC. MEMBERS ON
THE VISTAFJORD OR 9TH AIR FORCE ASSN.
MEMBERS ABOARD THE QUEEN ELIZABETH 2.

→ FOR DETAILS AND SPECIAL RATES PHONE ME
AT TOLL FREE: 1-800-223-1946.

A LIST OF WHO'S COMING AND WHERE THEY
LIVE IS ENCLOSED. THIS IS THE MOST
IMMEDIATE 'GROUP' SUCCESS WE'VE EVER
EXPERIENCED. THE REASON IS OBVIOUS!



CUNARD

Julian Menken JULIAN MENKEN, COORDINATOR

July 15, 1993

Homer Briggs
457th BOMB GROUP
811 NW B St.,
Bentonville, AR 72712

AUG. 20, 1993

WITH VIRTUALLY ALL HOTELS AND OTHER
FACILITIES IN THE AREA OF THE
NORMANDY INVASION FULLY BOOKED.
THE REMAINING "BEST SEATS IN TOWN"
ARE NOW ON THE QE2 AND VISTAFJORD.

WE INVITE YOU TO CONTACT US NOW...
AND TO LEARN HOW WE CAN PROVIDE
SPECIAL RATES AND AMENITIES FOR
YOUR MEMBERS, THEIR FAMILIES AND
FRIENDS...AND FUND-RAISE FOR YOUR
ASSOCIATION AS WELL.

PHONE US AT TOLL FREE: 1-800-223-1946
WHILE WE CAN STILL OFFER THIS
OPPORTUNITY.

WE'LL HAVE OTHER IDEAS FOR YOU AS
WELL.

JULIAN MENKEN, COORDINATOR.
D-DAY COMMEMORATIONS

With the 50TH ANNIVERSARY OF "D DAY" coming up in less than a year...JUNE 6, 1994
...many military organizations are revving up for reunions of a lifetime.

One such is the 9TH AIR FORCE ASSN. See the enclosed for special arrangements
they have made with us. You might wish to come in under their 'rate and event'
umbrella.

Or you may wish to consider the VISTAFJORD Normandy Invasion Commemoration/Cruise.
This, too, may be available to your group at a 25% rate reduction privilege. Please
note that VIPs, celebrities and all features will be common to the QUEEN ELIZABETH 2
and VISTAFJORD.

Interested in forming your own group for the VISTAFJORD cruise (May 27-June 9, 1994)
with complimentary or low-cost roundtrip air transportation from the U.S.? You
would then be entitled to a 25% reduction off published rates.

Whatever you choose, you really must not miss that 'great hurrah'...including Bob
Hope, Edwin Newman, the Glen Miller Orchestra and, among others, leading military
figures of WWII.

We will help in every way! Simply phone us at TOLL FREE: 1-800-223-1946.

There really is not a moment to lose!

Cordially,

Julian Menken

Julian Menken
Liaison, Normandy Commemoration Cruises

JM:hs

Note: You can, as does 9TH AIR FORCE, charge a registration (e.g. -\$100 per person)
...payable to your association in compensation for its role in making such
arrangements.

Cunard Line • Cunard Sea Goddess • Cunard Hotels and Resorts
555 Fifth Avenue, New York, N.Y. 10017-2453
Fax: 212-949-0915 • Telex: 220436 • Tel: 212-880-7500



REUNION NOTICE

FOR SANTA ANA ARMY AIR BASE 19TH ANNUAL REUNION

APRIL 23, 1994, SANTA ANA ARMY AIR BASE 19TH ANNUAL REUNION AND
LUNCHEON, ORANGE COAST COLLEGE, COSTA MESA, CA. FORMER
S.A.A.A.B. PERSONNEL, CIVILIAN, MILITARY, AVIATION CADETS AND
GUESTS. CONTACT S.A.A.A.B. WING, P.O. BOX 1764, COSTA MESA, CA 92628.
TEL. (714) 631-5918, THURS 10 A.M.-3 P.M. OR 24 HR. ANS. MACH. LV. NAME
AND ADDRESS

PLEASE!!!

TAKE TIME TO FILL THIS IN AND MAIL TO- 811 NW
(EVEN IF YOU DONT JOIN) "B" ST, BENTONVILLE, AR 72712
THIS WILL GIVE US ACCURATE INFORMATION THAT WILL GO IN TO OUR HISTORY.
SOME INFORMATION WE HAVE ON RECORD IS IN CORRECT.

DATE: _____ NAME OF PLANE & # _____
NAME: _____ NICKNAME _____ WIFE: _____
ADDRESS: _____ SQDN NO: _____ OTHER NO: _____
TELEPHONE: _____ WWII RANK _____ RETIRED AF RANK _____
BUSINESS RETIRED _____ (IF FLYING CREW) PILOT NAME: _____
WWII JOB: _____ POW? _____

NAMES OF MEN & ADDRESSES YOU HAVE-THAT YOU KNOW WE DO NOT HAVE- SO
WE CAN PUT ON MAILING LIST. PLEASE LIST THESE ON BACK.

LIST NAMES AND INFO OF ANY DECEASED MEN THAT YOU KNOW THAT WE DO NOT HAVE
LISTED--OUR ROSTER BOOK.BE SURE YOUR INFORMATION IS CORRECT. IF YOU HAVE
SENT IT IN ALREADY DISREGARD, UNLESS YOU HAVE CHECKED WITH THE ROSTER.
THE ROSTERS ARE ON SALE \$7.50 MAILED. CONTACT DAVE SUMMERVILLE, 2035
CAMINO CANTERA VISTA, CA 92084 (CO EDITOR)

THANK YOU VERY MUCH FOR YOUR TIME IN FILLING THIS IN & MAILING
IT TO ME. HOMER BRIGGS. 811 NW B ST BENTONVILLE, AR 72712

PLEASE FILL IN THE FOLLOWING SLIP(unless you have already
done so) & mail to Homer Briggs at 811 NW :B" St. Benton-
ville, Ar 72712. If you know of a deceased 457th'er-not
listed with us, please send name, info & date if possible.
We will list in the next newsletter.
Mark Flight Crew or Ground Crew. attached unit # or name.

AIR/CRAFT # _____ NAME: _____
FATE _____ DATE: _____
FLIGHT CREW: _____ UNIT _____ Sqd# _____
GROUND CREW: _____ ATTACHED _____

MINI
REUNION!

Peterborough

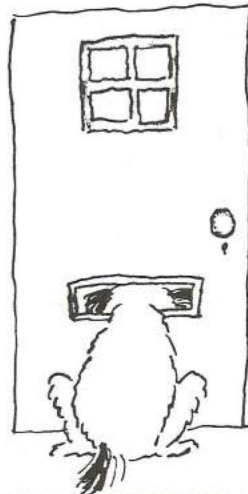
England

94

2 yrs. \$25.00

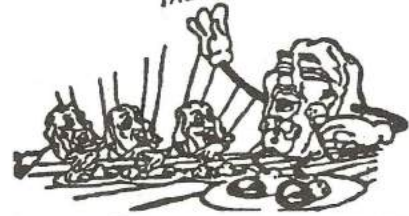
PAID YOUR DUES?

We looked everywhere...



Moving? Keep **AS** POSTED!

I HEARD IT
THROUGH THE
TALL TALES...



This One's Worth Sharing

Did you hear the story about the golfer whose tee shot was made on top of an ant hill? His first shot completely missed the ball, but it drove 500 ants out onto the fairway. The second shot was exactly the same as the first, sending 500 more ants onto the fairway, but leaving the ball behind. one of the ants remaining turned to the other and said, "Listen, buddy, if we really want to survive, I think we'd better get on the ball."

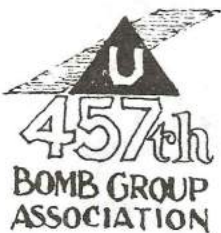
RENO!
FALL OF 95!
BOMB 457th GROUP
LET'S GO



"Hey, where is everybody? Wait a minute — do you suppose while we were up there flyin' around they closed the base?"

REPRINTED FROM "POOP FROM GROUP"

401st



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.



MEMBERSHIP CARDS:

A membership card is issued only when you first pay dues. Upon request for a new card, or you pay Life dues, another will be sent to. Your canceled check is your receipt.

We now have new signed membership cards on hand. Those receiving a very late --- card, please accept my apology. If you have paid dues and not received card in ten days, contact Homer Briggs 811 NW B Bentonville, Ar 72712 .

EIGHTH AIR FORCE HISTORICAL SOCIETY

Refunded to the 457th BG General Fund, \$115.00, arrived from a percentage of the 457'er that attended the 8AFHS 1993 reunion-who were early registrations.

This is done yearly,if our our mini re-union has been nationally advertised.

EIGHTH Air Force Historical Society Important Notice:

EFFECTIVE IMMEDIATELY, ALL NEW APPLICATIONS SHOULD BE SENT TO:

8AFHS
 P.O. BOX 340
 STRASBURG, PA 17579



8th AFHS MEMBERSHIP APPLICATION

NAME _____
First Name Middle Initial Last Name

ADDRESS _____

 _____ (Zip Code)

8th AF Unit _____ Dates of Service _____ To _____

Not in 8th. Sign me up as Associate Member ☐

If in Service-Dates of Service _____ To _____

Please use this form only for your initial application and for your first calendar year's dues (\$10 U.S. and \$15.00 non-U.S.). Send with your U.S. Dollar check (made out to 8AFHS) to _____ Your annual dues will be billed for subsequent years.

CAN YOU BELIEVE THIS ????

We are putting this in the Newsletter just as it appeared in the paper. We were afraid you would believe it if it was re-written. [Ed note: If you did not read the last Newsletter, this actual news-clipping is in reference to our \$200,000.00 claim against the U.S. Postal Service for losing a mail parcel containing stories and WWII Memorabilia of WWII last fall.]

Missing mail discovered near Little Rock

LITTLE ROCK (AP) — Still wondering why certain people didn't send you Christmas cards last year? Trying to figure out why you weren't invited to celebrate the inauguration with President Clinton? The answers may be in a just-discovered container of last December's mail.

Workers preparing a warehouse this week for an expected holiday crunch at a postal contractor's facility found a large air-cargo container with about 40,000 pieces of wet, moldy mail. The warehouse is at the former Eaker Air Force Base near Blytheville, about 155 miles northeast of Little Rock.

Most of it was postmarked around Dec. 23, 1992, and destined mainly for addresses in Tennessee and Arkansas.

Included in the container were Christmas packages and invitations to Arkansans to attend last January's inauguration of native son President Clinton, according to Sen. David Pryor, D-Ark.

A private contractor handling

holiday-season mail for the U.S. Postal Service last year apparently stashed the container in the warehouse and forgot about it, said Sam Bolen, a Postal Service spokesman.

"What we're doing is dispatching it so that it can be delivered as quickly as possible, and we apologize for any delays," Bolen said.

A different contractor is handling holiday mail for the Postal Service this year at the Blytheville hub, Bolen said.

DREW FIELD - 1944 - A TRAGIC STORY

by Robert Gable

In the spring of 1944, I was a 21-year old B-17 pilot in the last phase of operational training at Drew Field. Part of our training was "skip-bombing" which was to fly at an altitude of about 50 feet above the Gulf and release a dummy bomb 50 yards short of a target raft. The bomb would then skip along the surface of the water and hopefully hit the target. The plane would then sharply bank away, climb to 1000 feet and circle around to make another attempt. Usually there were about 4 airplanes in this circular pattern.

On this particular day in early April 1944, at about 18:00 hours, I was one of the pilots in this circular pattern about 20 miles west of Anclote Key. The pilot directly ahead of me released his bomb and started a sharp banking turn to the right. In doing so, his right wing touched the water with a tremendous splash and the 10 crew members scrambled from the sinking raft into two bright yellow inflatable rafts. The Gulf was bright and calm and the men were obviously unhurt as they waved and gave us the OK signal. We radioed Drew Control Tower of their situation and their position and in those days there were no helicopters and Drew Field had no rescue boats. MacDill Field had several rescue boats but they were reluctant to use them for a mile trip into the with darkness descending. We circled for about 30 minutes and then headed back to Drew Field. It was dark when we landed.

At dawn the next day, several Coast Guard boats and a Squadron of B-17's from Drew Field commenced searching for the men in the two rafts. We searched the first day in utter disbelief, and they were not where we had left them barely 12 hours earlier. We saw scores of giant sea turtles and schools of white sharks that looked like telephone poles in the shimmering Gulf. It was as if the men and their rafts had disappeared from the face of the earth. There was no reason for them to disappear ... men had survived from torpedoes and down planes for weeks in much rougher waters. After 2 more days of search by planes from MacDill and Drew, the search was called off.

A week later, we left for England still wondering about the fate of our airmen buddies. My wife remained in Tampa. Shortly after arriving at our new Bomb Group in England, I received a letter from my wife in which she had enclosed a small newspaper clipping that stated the torso of an airman, with dog tags still attached, had been found in the belly of a 16 ft. white shark by fishermen at Venice, Florida. The mystery was solved. We shutter to imagine the horrible fate of our comrades that night in the Gulf...[Ed Note: From the RAPA Newsletter.]

NEWSLETTER "PAYS OFF"

by James Cooley 10-3-93

I wrote you in August requesting any information you might have on Edmund Caruso, 750th BS, and a close friend of mine. Your reply stated that you would publish my request in your Newsletter .. and I am very impressed. Within two days after receiving your Newsletter, Bill Operson called me. Bill & I were mutual friends of Eddie Caruso. We were all together from induction, basic and Gunnery school. In addition to updating me about Eddie (who went down on a mission to Merseberg 11-2-44) we did much memory jogging about our common acquaintances. In addition, he led me to Bob Huels who was the Navigator on the crew and I called him in Ohio. All in all, it has been a very impressive and rewarding experience - a direct result of your help and the 457th Newsletter. I sincerely appreciate your help and would certainly like to see your Newsletter if you have an extra copy.

QUESTIONS

&

ANSWERS

Q - Are the wives of deceased Members allowed to stay on the mailing and receive the Newsletter?

ANS. - Yes, but they must request it from Mickey or they will be listed as Inactive and will not receive the Newsletter.

Q - What are the dues per year?

ANS. - Dues are \$12.50 per year but we request that you pay for 2 years at a time, which cuts Mickey's ledger time in half. Better still, consider becoming a lifetime member.

Q - Can an Associate Member become a Regular Member?

ANS. - Yes, by paying the bi-annual dues of \$25.00. At age 50, or any age after 50, a dues paying member is eligible for Life Membership upon paying (one-time) Life Member dues.

Q - How often is the Newsletter published?

ANS. - Good question. We would like to publish the Newsletter (4) times per year (once each quarter) but with the great amount of time it takes, plus relative intrusions, friends and illness's and time of year (like Thanksgiving and Christmas) it is a real challenge [and the pay is not the best, either, Ha!] so it ends up generally being less than four. We have considered cutting down on the size (a recent issue was 84 pages) and doing one about 12-16 pages 6 times a year ... but postage costs enter in to do that. We have considered smaller print which would offer a great reduction in paper, and postage but do you members really want that?

Let us hear from you as to what you want or prefer.

Q - Why wasn't General Doolittle's name read at our Memorial Service at San Antonio?

ANS. - It has always been our policy that only actual members of the 457th or active Associates be so recognized. To date, we have never announced wives ... or President's of the U.S.only those who have been, or presently are, Active within the 457th BG.

Q - In reference to the above type question, "if we don't like the way the Group is representing us, how can we change the procedure?"

ANS. - The 457th has a history of operating at the same standards consistently year after year. The procedure for change is very open to change or improvement. In fact, we welcome it. Simply contact one of the Officer's of the 457th and have that Officer place your proposal on the Agenda for Board Action. If the Board feels the request is within the by-laws of the group, they can act upon it immediately or if it is complex, refer it to the Business Meeting at the next Reunion. Please refrain from bringing up an issue as a complete surprise at a time when it cannot be discussed due to lack of preparation time.

Q - Where do you get your information regarding the death of a Member when they are actually still alive?

ANS. - You members inform us of the deaths that occur and if we receive "bad" information it can probably be termed a misunderstanding by the reportee, or a typist error. (We do try to keep the latter at a minimum. Ed)

Q - Do you rewrite (edit) the articles that we send in?

ANS. - We try to put it in the NL exactly as you have written it as by so doing, it express's your personality, to some degree. It is not our intent to rewrite your article, except for spelling, punctuation, etc..... PLEASE NOTE: We will not publish Military Documents that have been altered.

Q - When I sent in my whole crew list, why wasn't it published?

ANS. - Time, paper and postage. Occassionly we do print the names of a complete crew, but it is not standard practice unless it is associated with an article. The names we receive (for about the past 5 years) are being placed in the roster and you can perhaps find them there. You can always write Mickey & Homer and with their library, there is a good chance they will have it.

DO YOU HAVE A QUESTION FOR THIS COLUMN? IF SO, PLEASE SEND IT IN.

NEW FOUND MEN AND ADDRESSES SINCE LAST NEWSLETTER.

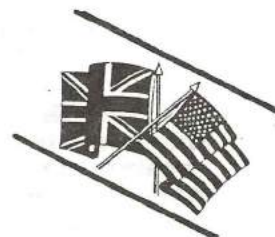
Terence T Camp..2805 Sappington Plance..Ft Worth, Tx 76116
Robert Christofferson...914 Michigan St Hibbing, Mn 55746
Jesse DeBoard.....13710 NE 8th,..... Choctaw, Ok 73020
Harold Franklin.....11422 Common RD... Warren, Mi 48093
James Howell.....14 E Front ST Marietta, Pa 17547
Frank Hronck.....5635 Jones St..... Omaha, NE 68106
Jack Landsman.....10883 Waterberry.. Boca Raton, Fl 33498
Enest R Mabe.....303 Chase Rd Cornelisa, Ga 30531
WAYNE S RICHMAN.....4581 Big Eagle Lane Redding, Ca 96003
LAWRENCE L SMART Jr.....7845N 53rd St..... Milwaukee, Wi 53223
W E Thompson.....70 Nottingham Way Greenelefe Resort Haines City, Fl 33844
Albert Williams.....30230 Rosebriar... St Claire Shores, Mi 48042

YOU KNOW YOU ARE GETTING OLD WHEN PEOPLE START TELLING YOU THAT YOU ARE LOOKING GOOD ... INSTEAD OF GOOD LOOKING?



MINI-REUNION

PETERBOROUGH, ENGLAND



June 1 - June 6, 1994

Bull Hotel

This is a preliminary report by Reunion Chairman Leon Zimmerman issued 1-2-94. If you need additional information please contact me at 3782 Maidstone Road - Jackson, MI - 49203-5339 or call me at (517) 784-6947. Brit-Rail at 1-800-551-1977 will send you a real nice packet full of very good information on London and England ... FREE if you call.

Late May/early June is only five short months away. It is time I gave you the information that I have at this time along with a tentative schedule. The following is what I have worked out with Bernie.

Bernie has confirmed reservations for us at the Bull Hotel in Peterborough. The charge will be 28 Pounds (per person), tax and full English breakfast included. Duxford was 3.5 Pounds last year so should be about the same. The hotel Banquet will be 15 Pounds per person and these are all the firm costs we have at this time. Our transportation coaches will be charged for and collected over there.

My travel agent has indicated that the space available for airline travel will be limited because of the heavy D-Day Celebration planned for this time, so he suggests that you make your reservations ASAP.

June 1 & 2: Arrival at the Bull Hotel, Peterborough. Relax and meet your buddies, U.S., F.O.T.E. English Historians .

TENATIVE-DATES -- Change

June 4: Depart Hotel by coach for Duxford Airfield to visit the Imperial War Museum and the 8th Air Force U.S.A.A.F. Museum. Depart Duxford for U.S. Military Cemetery, Madingly, to attend the Memorial Services and lay a wreath on behalf of the 457th BG ... The triangle U.

June 4: Depart Hotel by coach to visit your old units at Glatton airfield. Brief Memorial Service at the 457th monument in the Connington Churchyard.... Lunch at an English Pub Visit nearby Historic Burghley House . This will allow more time at the old base.

June 5: Sunday, a day to relax. The 457th memorabilia will be on display and the Peterborough Cathedral can be visited. England has relaxed its shopping laws so that the shops will be open.

June 6: We hope to have the Mayor's reception in the morning and will have the Banquet at the Bull Hotel in the evening. Everyone will be introduced and short "war-stories" will be welcome.

With the above in mind ... I hope you will all come to Peterborough in 1994. To make the necessary plans for your Reunion, we must have your confirmation that you are planning to attend by March 10, 1994. Please send me the complete name of each person attending so that I can advise Bernie Bains. Am looking forward to seeing every one of you ... Leon Zimmerman.



43-37518 or 44-6518, anyone know? 33 missions symbols shown & some nice nose art,-- did the aircraft also have a name?



LIFE MEMBERS
see page 9
DUES...\$25.00 2YRS--

LAWRENCE SMART
writes:

Gentlemen: I received a copy of the 9-93 issue of the 457 BG Assn. News- which I very much appreciated & your efforts.

As a former member of the 750th Bomb Squadron ground crew, I was particularly interested in the article entitled Glatton on page 42. I'm enclosing a photo & write up of the 2-6-45 accident.

In addition, I Don't recall Lt. Carl Sundbaum's accident, on 12-24,44, as being the one I saw. However, I remember a B17 that on take-off evidently didn't get its landing gear up soon enough, as the wheels struck a pile of concrete rubble that had been left by engineers who'd repaired the runway. The crew of that crash all walked away safely. But a navigator & waist gunner refused to get on the standby B-17 & Both were court-martialed. The rest of the crew plus 2 replacements flew on the mission.

There were other tragic accidents one in which a young flight engineer tripped or fell into the inboard engine's propeller arc of the B17 that our ground crew was pre-flight testing. I vividly recall it even today 50 years later.

When I think of all the maintenance done under some poor weather conditions, inadequate tools (changing tires, replacing wing tanks), It's amazing that planes flew so regularly in spite of all adverse conditions and accidents which truly affected us all really quite deeply. Thanks for sending me your News issue.



748th
Squadron



750th
Squadron



749th
Squadron



751st
Squadron

1959
Milwaukee, WI.

457th Bomb Group Assn.
811 N. W. B St.
Bentonville, AR 72712

Gentlemen:

I was an aircraft mechanic who was in the 750th Bomb Squadron of the 457th Bomb Group from June, 1944 to May, 1945 at Glatton Station in England.

I was one of many who witnessed the demise of the new B17G bomber - S/N 44-8720 on February 6, 1945.

Our CO, Major William Doherty, and Captain Roy Kerr, Line Engineering Officer, asked several of us to go for a test flight. Some accepted, as all flyable bombers of the 457th had left earlier on a mission to Germany. They took off and were soon out of sight. None of us expected them back until after the mission returned.

About mid-afternoon, we saw in the distance the first group of combat planes returning from the mission. Apparently some were shot up with only 2 or 3 engines functioning.

Suddenly above to the West, we heard and then saw the new B-17G returning unexpectedly. The pilot obviously was going to try and beat the mission in-land ahead of the 17's that had been out there ten or eleven hours. He virtually stood the new B17 on its left wing tip as he made a risky, near vertical left turn to line up with the runway. Amazingly the big bomber responded, but it then fell sharply and sideslipped toward the ground. Abruptly, the plane's left wing tip struck the tops of two very tall trees surrounding the farm buildings Northeast of the runway. We all watched in frozen awe as the new B17 grotesquely cart wheeled tail over nose into the farmland beyond and exploded in a flaming inferno, settling finally, and incredibly, right side up. It burned rapidly as even the aluminum skin appeared on fire; a ghastly sight that, to me, left a terribly graphic marker of impulsive judgement and lives needlessly lost. We knew these men and were deeply shocked and saddened by this awful accident.

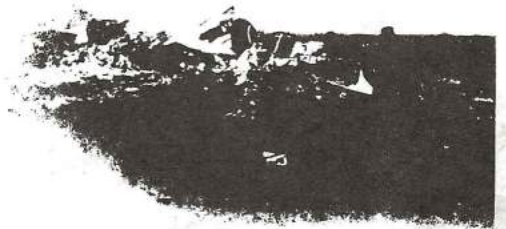
Lawrence L. Smart
A.S.N. 33,566,091

Feb 6, 1945 Photo
 Burned Wreckage of B-17G
 S/N 44-8720 at Glatton
 Station, England

This B-17 came equipped with
 a new Minneapolis-Honeywell
 pilot operated joystick control that
 from this single control linked
 all the ailerons, flaps & trim tabs
 to reduce operating fatigue.

Only one I ever saw.

Lawrence L. Smart, Jr.
 ASN# 33566091



MICKY BRIGGS writes:

Among the many great things,
 happening during the reunion, 1.
 seeing friends again, meeting new
 friends-2. Seeing all the new way
 of South Texas life-3 a highlight
 was a trip to Kelly Field-my dad
 was a flight instructor, 1919 --
 crashed, killing the student. My
 dad lived. Then on to the Lack-
 land Air Field (Our son, Jerry
 was stationed there in the 80's)
 The museum had a "Jenny" on the
 display. Having brought a picture
 of my Dad's plane with him and -
 his WWI buddies--I showed it to
 the curator, in turn he asked for
 a copy to go on display behind --
 the Jenny. I now am in process of
 getting a copy made to send.

In case anyone might visit the
 museum-- His name is Robert Roy
 Mickel---sitting on the very top
 front by the propeller. Sending--
 also nearly a complete set of the
 stitches (photos) in making the
 body of plane...

L. SMART
 The burned wreckage of the
 B-17 (Brand new from the States
 w/ new joystick Honeywell auto pilot)
 that tried to "Beat the Returning
 Mission" - did a wingover &
 lower left wing hit 2 tall
 trees and it cart wheeled into
 the ground killing all occupants
 and burning terribly.

NEWS AND
 MAGAZINES

NATIONAL
 HEALTH
 PLAN

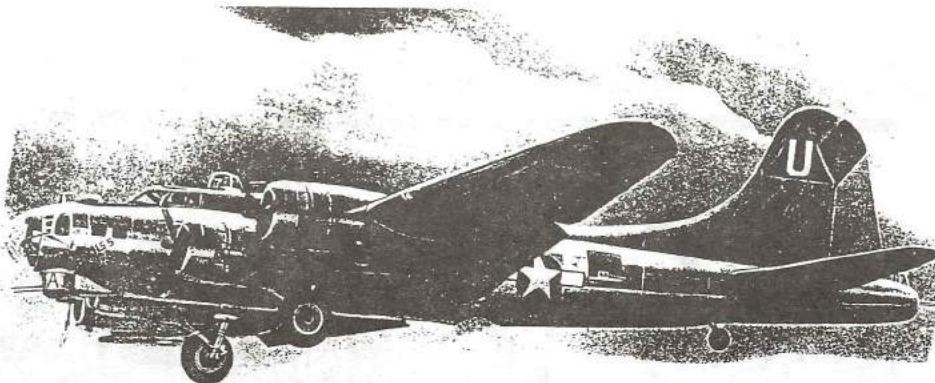


I HOPE THEY PASS IT
 SOON, BECAUSE ALL
 THE SPEECHES
 ABOUT IT ARE
 MAKING ME
 SICK!

THAVES 10-11

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The Men and Women of the 457th Operations Group
request the pleasure of your company at

Our Annual Spring Formal
"Days of Wine and Roses"

on Friday, the eighteenth of March
with Cocktails at 1830 - Dinner promptly at 1930
at the Officers' Open Mess
Altus Air Force Base, Oklahoma

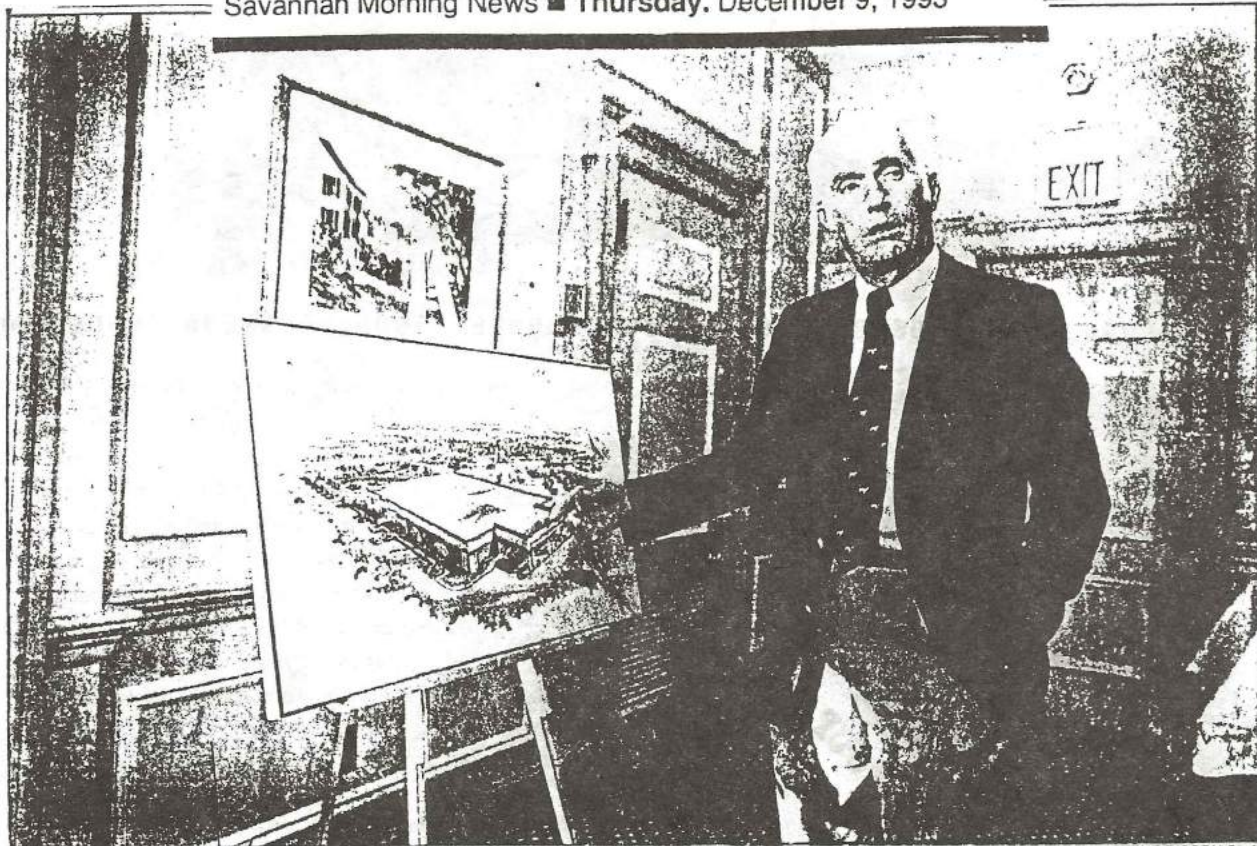
We will be dancing to the sounds of Top Flight

R.s.v.p. by 4 Mar 94
DSN 866-6096
(405) 481-6096

Dinner: \$15.50
Military: Mess Dress
Civilian: Formal Attire

THE 1919 U. S. ARMY AIR SERVICE FLYING REGULATIONS

1. DON'T TAKE THE MACHINE INTO THE AIR UNLESS YOU ARE SATISFIED IT WILL FLY.
2. NEVER LEAVE THE GROUND WITH THE MOTOR LEAKING.
3. DON'T TURN SHARPLY WHEN TAXING INSTEAD OF TURNING SHORT, HAVE SOMEONE LIFT THE TAIL AROUND.
4. IN TAKING OFF, LOOK AT THE GROUND AND THE AIR.
5. NEVER GET OUT OF A MACHINE WITH THE MOTOR RUNNING UNTIL THE PILOT RELIEVING YOU CAN REACH THE ENGINE CONTROLS.
6. PILOTS SHOULD CARRY HANKIES IN A HANDY POSITION TO WIPE OFF GOGGLES.
7. RIDING ON THE STEPS, WINGS, OR TAIL OF A MACHINE IS PROHIBITED.
8. IN CASE THE ENGINE FAILS ON TAKEOFF LAND STRAIGHT AHEAD REGARDLESS OF OBSTACLES.
9. NO MAN MUST TAXI FASTER THAN A MAN CAN WALK.
10. DO NOT TRUST ALTITUDE INSTRUMENTS.
11. LEARN TO GAUGE ALTITUDE, ESPECIALLY ON LANDING.
12. IF YOU SEE ANOTHER MACHINE NEAR YOU GET OUT OF ITS WAY.
13. NO TWO CADETS SHOULD EVER RIDE TOGETHER IN THE SAME MACHINE.
14. NEVER RUN MOTOR SO THAT BLAST WILL BLOW ON OTHER MACHINES.
15. BEFORE YOU BEGIN A LANDING GLIDE SEE THAT NO MACHINES ARE UNDER YOU.
16. HEDGE-HOPPING WILL NOT BE TOLERATED.
17. NO SPINS ON BACK OR TAIL SLIDES WILL BE INDULGED IN AS THEY UNNECESSARILY STRAIN THE MACHINE.
18. IF FLYING AGAINST THE WIND, AND YOU WISH TO TURN AND FLY WITH THE WIND, DON'T MAKE THE SHARP TURN NEAR THE GROUND. YOU MIGHT CRASH!
19. MOTORS HAVE BEEN KNOWN TO STOP DURING A LONG SLIDE. IF PILOT WISHES TO USE MOTOR FOR LANDING HE SHOULD OPEN THROTTLE.
20. DON'T ATTEMPT TO FORCE MACHINES ONTO THE GROUND WITH MORE THAN FLYING SPEED. THE RESULT IS BOUNCING AND RICOCHETING.
21. AVIATORS WILL NOT WEAR SPURS WHILE FLYING.
22. DO NOT USE AERONAUTICAL GAS IN CARS AND MOTORCYCLES.
23. YOU MUST NOT TAKEOFF OR LAND CLOSER THAN 50 FEET TO THE HANGER.
24. NEVER TAKE A MACHINE INTO THE AIR UNTIL YOU ARE FAMILIAR WITH ITS CONTROLS AND INSTRUMENTS.
25. IF AN EMERGENCY OCCURS WHILE FLYING, LAND AS SOON AS POSSIBLE.
26. IT IS ADVISABLE TO CARRY A GOOD PAIR OF PLIERS IN A POSITION WHERE BOTH PILOT AND PASSENGER CAN REACH THEM IN CASE OF AN ACCIDENT.
27. JOY RIDES WILL NOT BE GIVEN TO CIVILIANS.



STEVE BISSON/STAFF

SUCCESSFUL MISSION: Retired Air Force Lt. Gen. E.G. Schuler stands before a drawing of the proposed center.

'Mighty Eighth' Center Should Open In 1996

By ELISABETH L. VIELE
Staff Writer

Local fundraising efforts for The Mighty Eighth Air Force Heritage Center have reached \$750,000 and have cleared the way for selling \$11.5 million in bonds to build the center.

Retired Air Force Lt. Gen. E.G. Schuler detailed the fundraising success Wednesday during a gathering of members of The Mighty Eighth Air Force Foundation at The Chatham Club.

With that financial assistance, the center groundbreaking should be in late February and the doors should open in early 1996, said Schuler, chief executive officer of the Heritage Center Board.

The 95,000-square-foot museum, vintage airplane hangar and memorial gardens will be situated along Interstate 95 in Pooler on land donated by the county.

"We owe these aviators a lot," foundation president John Carswell said, referring to the 26,000 crewmen killed over Europe in World War II.

Schuler estimated another 28,000 were held prisoner by Germans.

Schuler thanked the local group for the support for the center, which includes foundation co-chairmen, J.C. Lewis and

heritage center have reached \$802,000 in donations, personal pledges and pledges from veterans' groups, Schuler said.

"We're making excellent progress in that capacity," Schuler said.

Schuler said revenues from gift shop, catalog, admission and snack bar sales would repay the Chatham County-backed bond issue. The first \$750,000 raised already will be held as security money for the bond debt service in case revenues don't reach anticipated levels for the first two years of operation, he said.

Those serving with the foundation include: Frank Anderson, John Cay III, Merritt Dixon III, Richard Eckburg, Sis-

ter Mary Faith McKean, David T. Guernsey Jr., John Hagler III, James Hungerpiller, Robert Jepson, Andrew Labrot, Norton McLaver, A. Minis, Ed Morgan, William S. Morris III and Jack Shearouse. Serving in an ex officio role are: Alan Beals, Helen Head, Richard Knowlton, Chatham County Commission Chairman Joseph Mahany and Savannah Mayor Susan Weiner.

Promotional literature from the center states that the goals of the center include educating people on the mission of The Eighth without "glorifying the horrors of war."

The Eighth Air Force combat squadron, founded in 1942 in Savannah, has participated in every conflict since World War II, said Schuler, the Eighth's commander from 1988 to 1991.

The Eighth had more than 350,000 members, including ground crews, serve in World War II. The Eighth saturated the daylight skies over parts of Germany, and in doing so lost more than 7 percent of its personnel, more than any other branch of the service during that war.

It was formed following the decision that the "major U.S. effort to save Europe would be through heavy bombardment of the German heartland," according to literature provided by Schuler.



THE FOLLOWING LIST IS THE 1993 REUNION ATTENDEES. IF YOU ATTENDED AND YOU ARE NOT LISTED-- PLEASE
SEND YOUR NAME ALONG WITH THOSE THAT ATTENDED WITH YOU.

Registrants -- 457th Bomb Group Association 1993 Reunion, San Antonio, TX

Page 1

No squadron designated

Kapp, Harold .. Bettina	Gladwyne, PA
Peschen, George .. Nancy	Spring Hill, FL

486 Sub Depot

Kilpatrick, William	Stapleton, AL
Sanders, George .. Jenny	Rancho Cordova, CA

Murphy, George .. Clara	Burnsville, MN
-------------------------	----------------

854 AES

Falcone, Joseph .. Iris	Walpole, MA
-------------------------	-------------

HDO

Chandler, Clifton	Ridgecrest, CA
-------------------	----------------

Associates

Bradley, Gerald .. Susan	Gladwyne, PA
Keith, Sara, & Urhach Bradley, Borlynn Zienae	
Davidson, William N.	Watertown, MA

8th AF Historians

Bains, Bernice .. Sadie	Peterborough, ENG
Wilson, John	Peterborough, ENG

748th Bomb Squadron

Anderson, Clarence .. Vina	Payson, AZ
Ayers, Aaron .. Violet	Medford, OR
Bacon, Sidney .. Mary	Ft. Lauderdale, FL
Baker, Arthur E .. Doris	Litchfield Park, AZ
Barber, John	Phcenix, AZ

748th Bomb Squadron (con't.)

Bass, James L .. Erma	Carthage, TN
Bernd, Frank .. Evelyn	Naperville, IL
Berrier, Howard .. Frances	Valparaiso, IN
Roger Berrier, Frances Hart, Margaret Davidson	
Bolier, Earl	Minneapolis, MN
Brofft, Bob	San Antonio, TX
Burke, Rex	San Jose, CA

guest: Lynn V. McCarthy

Burkhart, Ken .. Janet	Denver, CO
Byers, Roland .. Elaine	Moscow, ID

Drache, Dr. Hiram .. Ada	Fargo, ND
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Erickson, Sidney .. Louise	Sauk Rapids, MN
----------------------------	-----------------

Fitzhugh, Dick .. Alice	San Antonio, TX
-------------------------	-----------------

Friedman, Dan .. Angeline	San Francisco, CA
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Gamboa, Frank .. Gloria	Boise, ID
-------------------------	-----------

Garland, Richard .. Ruth	N. Ft. Myers, FL
--------------------------	------------------

Gelvin, Samuel	Colorado Springs, CO
----------------	----------------------

Gunnells, James A.	Laurel, MT
--------------------	------------

Harris, Craig .. Bobbie	Durham, NC
-------------------------	------------

Hubard, Edmund (Bud)	Temple Hills, MD
----------------------	------------------

Jensen, Gordon .. Joyce	Ogden, UT
-------------------------	-----------

Gordon's sister, Carol Smith	Baton Rouge, LA
------------------------------	-----------------

Johnson, Bennie .. Mary Louise	Longmont, CO
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Krug, Eldon	Loyalton, CA
-------------	--------------

Larson, Lloyd .. Babe	Tecquesta, FL
-----------------------	---------------

Lee, Thomas E., Jr.	Leavenworth, KS
---------------------	-----------------

Lindholm, John .. Mildred	Ames, IA
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Marsden, Clem .. Ethel	Evansville, IN
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Marx, Shirley .. Lillian	
--------------------------	--

guests: Mr. & Mrs. Charles Hilder, 2 children

McDonough, Owen .. Marion	Altoona, PA
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Registrants -- 457th Bomb Group Association 1993 Reunion, San Antonio, TX

Page 2

748th Bomb Squadron (con't.)

McGibbon, Waldron .. Elizabeth	Coatesville, PA
McKelvey, Wm J .. Gladyce	Lyons, CO
McLeod, Donald	Shreveport, LA
Medica, John .. Rose	Charlotte, NC
Menard, Normand .. Irene	West Boylston, MA
Meng, Wm. .. Nancy Warda	Hampstead, NC
Moland, Vern M.	Spokane, WA
Moore, Wm. .. Betty	Sonora, CA
Nail, N. Ken .. Ethelda	Tupelo, MS
Nose, Daniel .. Jeanne	Baltimore, MD
Oeshier, James .. Betty	Conneaut, OH
Oglesby, Fred	Tulsa, OK
Oliver, William .. Maurine	Sterlington, LA
Overdahl, Curtis .. Helen	St. Paul, MN
Panaretos, Theodore .. Clara	Florence, AL
Patterson, Stan .. Allica Cork	Sistersville, WV
Reppa, Edward .. Nelda	Tucson, AZ
Reynolds, Edwin .. Camille	Howard Beach, NY
Rodcl, James .. Ardis	Eau Claire, WI
Rohde, Kenneth .. Marjorie	Ft. Myers, FL
Rossner, Raymond.. Sally	West Boylston, MA
Schwab, Del .. Helen	Rossford, OH
Seesenguth, Donald .. Betty	Chattanooga, TN
Sellon, Donald .. Jeanne	Aurora, CO
Sharkey, Douglas .. Sondra	Ogallala, NE
guests: Mark McQueen (son), Vivian McQueen	
Shields, T.J. .. Dolly	Garland, TX
Siler, Bill .. Ruth	Morro Bay, CA
Soenke, Leonard .. Grace	Olympia, WA
Spleth, Rita (widow of Lauren)	Houston, TX
daughter, Becky Howard	

Stateman, George .. Mildred	Oak Lawn, IL
Summerville, Dave .. Lillian	Vista, CA
Sykora, Richard .. Marian	Scottsdale, AZ
Tangney, Bob .. Margaret	Ft. Collins, CO
Utter, John	Marysville, CA
Walker, Morris .. Patricia	Beaumont, TX
Webster, Noble .. Annabeth	Orlando, FL
Welch, John .. Alberta	Rapid City, SD
granddaughter, Tiana Mateo	
Windham, Marshall .. Mary	Columbus, TX
Woodruff, Cecil	Overbrook, KS
Zeiler, Donald .. Marie	Pittsburgh, PA

749th Bomb Squadron

Apel, Joel .. Marcie	Sherman, TX
Baskette, O.B., Jr.	Decatur, GA
Bass, Alfred .. Barbara	Richmond, VA
Benson, Edwin .. Betty	Fort Myers, FL
Birchen, Paul .. Rhoda	Hastings, MN
Briggs, Homer .. Mickey	Bentonville, AR
Brusse, Joseph .. Corre	College Station, TX
Bunker, L. Bradley .. Dorothea	Franklin, ME
Burke, Lloyd .. Frances	Elsberry, MO
guest: Frances Humphrey	
Buxton, Reg .. Betty	Mesa, AZ
Clausen, Ras M.	Orlando, FL
Coakley, Robert	Flandreau, SD
Conover, George .. Phyllis	Williston, ND
Crockett, George .. Dorothy	Mill Creek, CA
Fitch, Art .. Jean	Westwood, MA
Gibbs, Richard .. Barbara	Vermillion, KS

749th Bomb Squadron (con't.)

Gray, Lloyd .. Hazel Gulledge	Amston, CT
Hearn, Walden .. Gray	Elizabeth City, NC
Hedrick, Ray (Dick) .. Wanda	Grafton, WI
Hertenstein, Paul .. Mary	Naples, FL
Kabine, Bill .. Ruth	La Porte, TX
Karl, Russell .. Ella	Peru, IL
Kempe, Gerald .. Helen	Houston, TX
Krise, Ken .. Ruth	Tucson, AZ
McCall, William .. Mary	Alexandria, VA
Millham, John O.	Richmond, VA
Morse, Wm. .. Erika	Lake Ann, MI
Papianni, Anthony .. Sarah	Syracuse, NY
Prisk, Robert .. Beverly	Sacramento, CA
Rothbard, Harold .. Nita	Royal Palm Beach, FL
Rurode, Ken .. Blanche	St. Joseph, MO
Sartor, Johnnie .. Delores	Starkville, MS
Schuller, George .. Jean	Leesburg, FL
Sitek, Bernard .. Elda	Feeding Hills, MA
Slate, Walter .. Clifffa	Big Spring, TX
Stein, Frank .. Jo	Columbus, OH
Stevens, Norman .. Delores	Hondo, NM
Stohl, R Melvin, Dr.	Yakima, WA

750th Bomb Squadron

Beason, Willard .. Ernestine	Florissant, MO
guests: Vickie Phillips, Clara Margaret	
Bejot, Clayton .. Marie	Ainsworth, NE
Blachley, John .. Maria	Santa Rosa, CA
Blakebrough, Ken .. Arden	Mission Viejo, CA
Capsalis, Aleck .. Bessie	Bloomfield Hills, MI

750th Bomb Squadron (con't.)

Chapman, Norman .. Barbara	South Easton, MA
Cobourn, Walter .. Irene	Port St. Lucie, FL
Day, Bob (James R.) .. Marjorie	Sandoval, IL
Dixon, James .. Louise	Bennetsville, SC
Dykes, Gordon W .. Margaret	Austin, TX
Fluman, Will .. Phyllis	Boiling Springs, PA
Goff, Tom .. Lillian Malkus	Glen Burnie, MD
Goss, Donald	Riverside, CA
Gustafson, Carroll .. Annie	Bellingham, WA
Hall, James .. Jean	West Union, WV
Hay, Ralph .. Veve	Aurora, CO
Hibbs, Joseph .. Marion	Toms River, NJ
Hightower, Billy .. Gladys	New Braunfels, TX
Hoelzel, Jerry .. Margaret	Killingworth, CT
Huels, Robert .. Florence	Versailles, OH
Jeffers, Dale	Fairborn, OH
Jenkins, James .. Jeannette	Carbondale, IL
Kaufman, Charles, bro. of Bob	Lancaster, TX
Kravetz, Frank .. Anne	East Pittsburgh, PA
Kristoff, Raymond ..	Coventry, CT
guest : Ken McCarthy, son-in-law	
Lambert, Johnny .. Christine	Trenton, GA
Marra, Crash (Franklin)	Scottsdale, AZ
Martin, Frank .. Dorothy	Oakdale, MN
guest: Edna Anderton	
McNamara, Edmond .. Marion	Blue River, OR
Morrow, Hiram .. Mary	Danville, IL
Morton, Alan	Fullerton, CA
Rogers, Charlie .. Ruthan	Carrollton, TX
guest: Joanne Hanes	

Registrants -- 457th Bomb Group Association 1993 Reunion, San Antonio, TX

Page 4

750th Bomb Squadron (con't.)

Schuchmann, Clarence .. Lois	Hawkeye, IA
Smith, Stan E .. B.J.	Dallas, TX
Tiedemann, Al .. Joyce	Lancaster, CA
Umoff, Paul .. Sandra Howell	Bacliff, TX
Weibel, Carl .. Anne	Savannah, GA
Wilde, Lawrence .. Claudia	Big Lake, AK
Windell, Ralph .. Vivian	Abilene, TX

BANQUET SPEAKER

Lt Col Keith Osborne, 457th Operations Group deputy Commander was our speaker.

Lt Col Osborne showed us a movie with the planes and told of their work all over the world, from their Altus Air Force Base in OK

Lt Col Craig D Christman, Commander of the 457th Operations Support Group also attended the reunion with Lt. Col Osborne.

They went away with a better understanding - of the B-17s 457th days.
We invited them to become members with our group. They have some pictures of us on display at Altus AF Base, Ok.

751st Bomb Squadron

Addison, John .. Mary	Mount Prospect, IL
Blake, Joseph	St. Louis, MO
Brice, George .. Grace	Hillsboro, OR
Campbell, Calvin D.	Watertown, MA
Day, William	Beaumont, TX
Doerr, James .. Jean	Gibsonia, PA
Franz, Norman .. William (son)	Delray Beach, FL
Girard, William .. Mary	Jacksonville, FL
Grimm, Preston .. Nancy	Pompano Beach, FL
Hedge, Willard .. Irene	Doctors Inlet, FL
Heekin, Frank .. Eleanor	Cincinnati, OH
Nechak, John .. Mary Jane	Canoga Park, CA
Sharrock, Gerard	San Antonio, TX
Smith, Frank .. Mickey	San Antonio, TX
Tredici, Thomas .. Margaret	San Antonio, TX
Whitman, Jerry .. Alice	Wadsworth, OH
Woodell, Morris	High Point, NC
Zimmerman, Leon .. Helen	Jackson, MI

THE SMOOTH WAY TO A GREAT RUNNING REUNION:

1. PRE-REGISTER-WHY?

TO BE ABLE TO PREPARE YOUR PACKET AND NAME TAG. HAVE A GOOD COUNT FOR MEALS-BUSES.

2. LATE REGISTRATIONS CAN THEN BE MORE EASIER TO ACCOMMODATE-BE ASSURED TO ATTEND EVERYTHING.

3. RESPECT AND BE PATIENT AT THE REGISTRATION DESK TO THE POSTED(ONLY) TIMES.

REMEMBER WE HAVE ONLY VOLUNTEERS IN OUR ASSOCIATION, THEY ALSO WANT TO ATTEND THE MEETINGS & ACTIVITIES, GET READY TO DO THESE THINGS.

MICKEY AND ALL THE OFFICERS WANT TO THANK ALL THE HELPERS, TO MAKE THEIR JOBS EASIER. WE THANK THE ATTENDEES FOR THEIR COOPERATION. REMEMBER WE ARE NOT PAID PROFESSIONALS & GOOF UP AT TIMES. SOME TIMES GOOF UP BIG. HA.
WE HOPE EVERYONE CAN ATTEND YOUR NEXT 457th BG ASSOCIATION REUNION IN RENO 1995. SEE YOU THERE.

HIGHTOWER'S SAN ANTONIO REUNION REPORT

Our Editors gave me the job of writing this report. So, as your Reunion Chairman, what can I say but good things.

First of all, I would like to Thank my waist gunner, Shirley Marx, for the excellent job he did on the Friday reception. I turned it all over to him. We were a little worried about the limited space, but it put us in a close and friendly proximity.

Dave Summerville did a masterful job on Sunday morning in conducting the Memorial Service for those who have passed on since our last Reunion. Dave works hard at keeping track of these names. He also had a new Roster for us at the Reunion. The "Alamo Room" turned out to be an impressive place for this service. Presentation of the Colors at the beginning by The New Braunfels Chapter, Sons of the American Revolution, added to it, as did the playing of taps.

Six big busses on Monday took us to Mission San Jose, a drive-by look at some C-35's at Kelly Field, the Lackland Field Air Museum, Fort Sam Houston, lunch at the VFW Hall in Schertz, The Mexican Market, and the Historic King William Area. Boy, did we have a full day. I REALLY appreciated Danny and Angeline Friedman, Johnny and Delores Sartor, Ron Byers and Gladys Hightower, for rising to the emergency of helping serve the food and getting that long Chow Line moving. It was looking impossible. Thanks to you six members, whose names have escaped me, who took the responsibility for the busses.

Our Business Meeting on Tuesday morning was lively and productive. The exchanging of 457th war stories afterwards, in the Squadron meetings, really brought back some forgotten memories.

Our final Banquet on Tuesday evening, with Marriachi's and Mexican Folk Dancers adding a little San Antonio flavor, were terrific. The steak was good and the dance band was good. But the pictures were a little unorganized, for which I apologize. I told the Food Service people at the Menger we would have 292 people ... and we had 293. They made the extra meal complimentary.

Many commented on how much they enjoyed the historic Menger Hotel, the Riverwalk and the sights of San Antonio. It is easy to see why it is the number one town in the country for conventions. Special thanks goes to Mickey for all the work she did preparing for and running the registration. Al and Joyce Tiedman, Rex Burke, Lynn McCarthy were faithful helpers. Ras Clausen and Bill Morse did a great job running the memorabilia room, as did Erika Morse and Dorothy Martin in the PX.

We owe a big thanks to two more ... Dick Wyman for Printing the name tags, and Craig Harris for painstakingly constructing the Aircraft Roster. Everyone I asked to help did so immediately. Thank you all for being so understanding about the little bobbles. Kindest personal regards, Billy H.

**TIME FLIES: BUT REMEMBER, YOU
ARE THE NAVIGATOR.**

1994-1995 Officers

Newly elected at the 1993 Reunion are as follows:

PRES: Billy Hightower, Tx

V-PRES: Ken Blakebrough, Ca

SEC/T: Homer Briggs, Ar

1st Assistant Sec/T: "Mickey" Lourrene

Briggs

2nd Assistant Sec/T: Dave Summerville, Ca

Six year term Director : Craig Harris, NC

NOW HEAR THIS: AND RESPOND

by Dave Summerville

It would appear I have worn out the effects of the Peter Principle and Murphy's Law but here I go again!!!!

In publishing the NEW roster, I had given the "back-up" disk to the printer for his use. After returning from the San Antonio Reunion, I added several changes on the Computer that you members had given to me (on various sizes and pieces of paper) and up-dated the roster. On December 15th, my hard disk "CRASHED" and with it went nearly 2,500 names, address's, etc.. Those of you who know computers will say "No problem", not with a back-up disk. Right, but wrong. I went back to the printer to get the original back-up disk and he had written over it copying his own info using my disk. PANIC with no back-up disk I spent the next two weeks reconstructing the 457th Roster (with the aid of the new roster that had just been published.) BUT, I had discarded the several pieces of paper that some of you had given me in San Antonio ... so that info was definitely LOST. Now I ask you ... would those of you who gave me up-dates and roster changes in San Antonio, PLEASE send me the information (again) and I can again bring the Roster up to date. I assure you I will never let that happen again. But ... if it isn't that, it will be something else. Bear with me.

WEATHER

Again the north and east have ice & snow with below zero, as far south as Arkansas on to the east. The California earthquake so devastating. We know some of you have been in some of the areas, as we lived in Long Beach, Ca and experienced a few of the lesser ones. We hope that all of you are safe & have a home. We in Arkansas, - only had one week of the iced below zero weather.. Let know -when ever possible. Some may not get this issue until much--- later. [Editor].

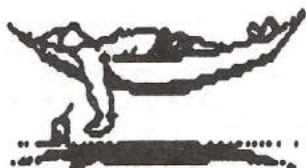
PAID YER DUES?



REUNION:

Anyone with brains knows better than to ask Mickey B-- Do you have anything to say? Of course - I had heard over-over I must be getting old (at the reunion) so I decided to help everyone to find out. With a little extra word here and there, leaving a line or so out-I gave them the following:

HOW TO KNOW YOU ARE GROWING OLD



Everything hurts, and what doesn't hurt, doesn't work.
The gleam in your eye is from the sun hitting your bifocals.
You feel like the day after, but you didn't do anything the night before.
Your little black book contains only names ending in M.D.
You get winded playing cards.
Your children begin looking middle-aged.
A dripping faucet causes an uncontrollable bladder urge.
You know all the answers but nobody asks you the questions.
You look forward to a dull evening.
You need glasses to find your glasses.
You sit in a rocking chair and can't get it started.
Your knees buckle but your belt won't.
Your back goes out more than you do.
You have too much room in your house and not enough in the medicine chest.
You sink your teeth into a steak, and they stay there.
You are wondering why this is written in such small print.

N.Y. STATE SOUTHERN WING CHAPTER

8TH A.F.H.S.

P.O. BOX 3994

RIDGEWOOD, NY 11386

We did indeed find all the 457'er are getting older. HA!

This poem was sent to me by Frank Spillane who found it in his 8th AFHS New York Chapter Newsletter. Thanks Frank for letting me wait so late to put it in ours.

Many asked for a copy so here it is.

A poem appearing in the 401st Bombardment Group Asso. NL, also had these lines:
Your mind makes contracts your body can't meet.

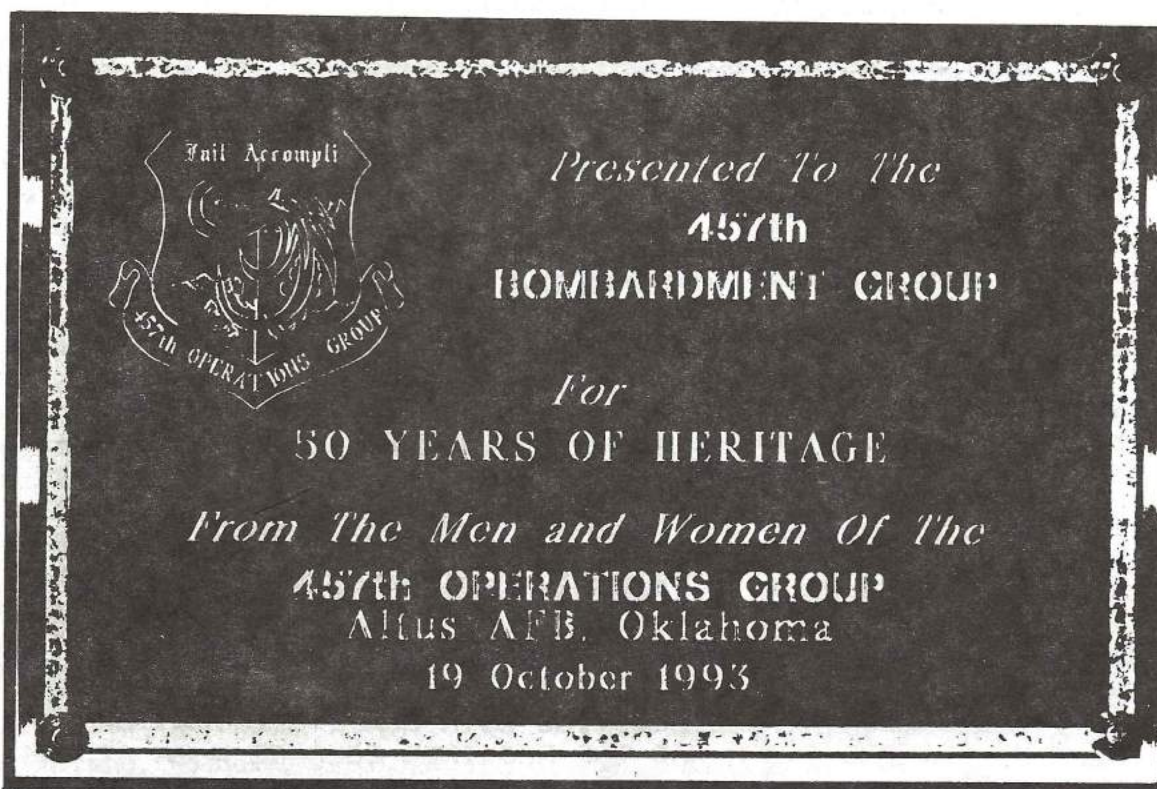
Your pacemaker makes the garage door go up when you see a pretty girl go by.
Your waterbed springs a leak & then you realize you don't have a waterbed.

REUNION HEALTH UPDATES

[Ed Note: The following is an update on two of the people who had a health problem while at the San Antonio Reunion.

From ART FITCH: (11-4-93) "Back home after the "mission" to San Antonio. Did not work out as I had planned but was thankful I was at least able to make it to the banquet. Always good to see all our friends of the 457th. In spite of several problems over the years, we have managed all seven reunions since Colorado Springs.

Also have made 17 8th AF reunions in a row since going to St. Louis in 1977. Just want to say that Jean and I thought the reunion went very well and I certainly appreciated all the concerns and prayers that all the fine people of the 457th showered on me." [Ed note: For those of you who might not be aware, Art was a Director on the 457th Board thru 1993 Also, I had an update on Art's health on 1/29/94 as follows: Since San Antonio, he has been admitted in a hospital 5 times and is currently undergoing the kidney dialysis treatment 3 days a week for 4 hours each session. He is at home and drives himself to/from home for his treatments. He sounded just great over the phone ... with the same



ACTUAL SIZE

THE 457th OPERATIONS GROUP PRESENTED A PLAQUE TO THE
457th BOMBARDMENT GROUP, DURING THE SAN ANTONIO REUNION.

wonderful attitude that he has always displayed at Group
functions. He says Jean is holding up fine under all the
stress.]

From CLAYTON BEJOT: (two notes) Just a few
lines to say that we really did enjoy the visit to San
Antonio, as a whole, in spite of having to detour to the
hospital for about 24 hours.

From Clayton Bejot re: Marie: "Just a few lines to say
that we really did enjoy our visit to San Antonio, and the
reunion as a whole, in spite of having to detour to the
hospital for about 24 hours. The reunion was well

planned, well run and at a nice location.....Later note in
December: "Marie's hip went out again here at home.
We had to make a midnight trip of 180 miles to get it put
back. She has a brace now that limits how far it will
bend. I am sure she will be O.K. now. [Ed note: Just
had a telephone conversation with the Bejot's and Marie
has had not major problems in reference to the above
problems ... but they say they are really forward to a
little warmer weather.]

**YOU CAN'T EXPECT AN EMPTY BAG
TO STAND UP STRAIGHT !!!!!**

751ST SQUADRON AT SAN ANTONIO '93

OUR TRIP TO SAN ANTONIO FOR THE 1993 REUNION WAS A GREAT EXPERIENCE. THE ALL DAY BUS TOUR OF RANDOLPH, KELLY, FORT SAM AND LACKLAND WAS ONE TO REMEMBER. IT PROVED TO BE A LONG DAY BUT THE SCHEDULED STOPS MADE IT WORTH WHILE. IT WAS INTERESTING TO NOTE THAT LACKLAND STILL HAS 8 OF THE TWO STORY BARRACKS USED WHEN IT WAS SAACC DURING THE WAR YEARS.

THE BANQUET ON TUESDAY EVENING WENT WELL AND THE BRIEFING BY THE NEW 457TH WAS VERY INFORMATIVE. THE BRIEFER MADE SEVERAL COMMENTS RECOGNIZING THE CONTRIBUTIONS OF THOSE PRESENT TO THE REPUTATION OF THE 457TH AND PLEDGED TO UPHOLD THAT SPIRIT AND DEDICATION. IT MAY NOT BE A BOMB GROUP (HEAVY) BUT THE 457TH IS ALIVE AGAIN. YOU ALSO REMEMBER THAT GLATTON IS STILL ACTIVE USING ONE OF THE ORIGINAL RUNWAYS (10/28).

THE MEMORIAL SERVICE IN THE ALAMO SETTING WAS WELL ATTENDED BY THE MEMBERS OF THE GROUP. IT MAY BE A LONG TIME BEFORE WE HAVE AN OPPORTUNITY LIKE THAT AGAIN. THIS FINE SERVICE AND TRIBUTE IS ALWAYS THE HIGHLIGHT OF OUR REUNIONS AND THIS TIME WE HELD IT WHERE 189 OTHER PATRIOTS ALSO FOUGHT FOR OUR FREEDOM. THEY KNEW THEY WOULD DIE THERE. DURING THE SERVICE OUR HEARTS WERE BURSTING WITH GRATITUDE THAT MEN OF THE ALAMO AND THE 457TH HAD THE REQUIRED COURAGE WHEN IT WAS NEEDED MOST.

THE PLANNING, AND SCHEDULING IN THE EVENTS PROGRAM, FOR SQUADRON MEETING ROOMS TO BE AVAILABLE ON SUNDAY MORNING FOLLOWING THE MEMORIAL SERVICE WAS A GOOD IDEA. WE HAD TWELVE FORMER MEMBERS REGISTERED, BUT AGAIN WE HAD THE LEAST NUMBER IN ATTENDANCE COMPARED TO THE OTHER SQUADRONS OF THE GROUP. WE HAVE A NUMBER OF MEMBERS THAT ATTEND EVERY REUNION AND IT WAS GOOD TO RENEW THESE ACQUAINTANCES. OUR SQUADRON MEETING WAS LIVELY AND EVERYONE PRESENT TOLD OF HIS ASSIGNMENT DATES AND OF EVENTS/MISSIONS HE REMEMBERED. SEVERAL OF THOSE PRESENT WERE THERE FROM THE BEGINNING TO THE END. EVERY CREW POSITION WAS REPRESENTED AS WAS ONE CREW CHIEF. IT WAS DECIDED TO MAKE SOME EFFORTS TO INCREASE THE NUMBER OF 751ST MEMBERS TO ATTEND FUTURE REUNIONS. NORMAN FRANZ, TELEPHONE (407) 498-9397, VOLUNTEERED TO BE THE CENTRAL POINT OF CONTACT FOR THIS SEARCH EFFORT. IF YOU CAN IDENTIFY A FORMER 751ST MEMBER THAT HAS NOT JOINED THE GROUP ASSOCIATION, OR IS A MEMBER THAT HAS NOT ATTENDED THE REUNIONS, PLEASE HELP IN THIS EFFORT TO INCREASE THE SQUADRON ATTENDANCE RECORD. WE ALSO GAINED SOME INFORMATION AS TO THE PROCEDURE FOR OBTAINING MILITARY RECORDS, HISTORY AND MEDALS EARNED BUT NOT AWARDED.

ALSO, 751ST MEMORABILIA IS IN SHORT SUPPLY IN THE GROUP ASSOCIATION ARCHIVES AND IN THE MEMORABILIA ROOM AT THE REUNIONS. IF YOU CAN SUPPLY ADDITIONAL ITEMS TO THE ARCHIVES THROUGH HOMER BRIGGS, BERNIE BAINS OR JOHN WILSON, PLEASE DO SO. YOUR PRIVATE COLLECTION WOULD BE OF GREAT INTEREST AT THE REUNIONS TOO.

FINALLY, WE COMMEND BILLY HIGHTOWER, AND ALL HIS HELPERS, FOR THEIR EFFORTS TO MAKE THIS REUNION THE OUTSTANDING EVENT THAT IT WAS. FROM ALL OF THE MEMBERS OF THE 751ST, WE SAY THANK YOU!

Members of the 751st Bomb Squadron, Armament Department and their home towns

Master Sgt. John Ayers, Alquippa, Pennsylvania
 Ken Lamppin, Baltimore, Maryland
 Tech Sgt. Charles O'dell, Shreveport, Louisiana
 Frank Oliver, Boston, Massachusetts
 Sgt. Leo Steele, Los Angeles, California
 Edgar O'Donnell, Atlantic City, New Jersey
 Sgt. Robert Fine, Butler, Tennessee
 Thomas Quinlin, Brooklyn, New York
 William Hardy, Boston, Massachusetts
 John Shiffbauer, Hopwood, Pennsylvania
 Ray Carter, Thomasville, North Carolina
 Shambaugh, Long Beach, California
 Ed Charlesworth, Aurora, Illinois
 Conrad Suerth, Chicago, Illinois
 Louis DiSanti, Springfield, Massachusetts
 Ed Szarek, Utica, New York
 John Glasscock, Dallas, Texas

Zwible, New York

John Golab, Des Moines, Iowa
 Oscar Esp, Billings, Montana

Grodinsky, Los Angeles, California
 T/Sgt. George Grahm, Jonesville, Virginia

John Hill, Knoxville, Tennessee
 Denver Harrington, Bryan, Ohio

Frank Huffman, Roanoke, Virginia
 Gene Monnot, Snoqualime Falls, Washington

Leslie Eckard, Carsons, West Virginia
 Wm. Ward, Alameda, California

Jocko Keegan, Brooklyn, New York
 Hill, Kansas City, Missouri

Matt Kempainen, Hancock, Michigan
 Weinstein, Brooklyn, New York

Cyril Kennedy, Rockford, Illinois
 Mervin Bristol, Oakpark, Illinois

Louis Miller, Yakima, Washington
 Brody, Brooklyn, New York

Talmadge D. Neal, Eagle Nest, New Mexico
 Friedeman, Akron, Ohio

Bert Schlommer (Slomer), Cheviot, Cincinnati, Ohio
 Butcha, Cincinnati, Ohio

Fred Beckman, Hamilton, Ohio

"The Fireballer's". The 457's own Dance Band. The picture dated 26-5-44, but the function or the occasion for which they were playing is unknown.

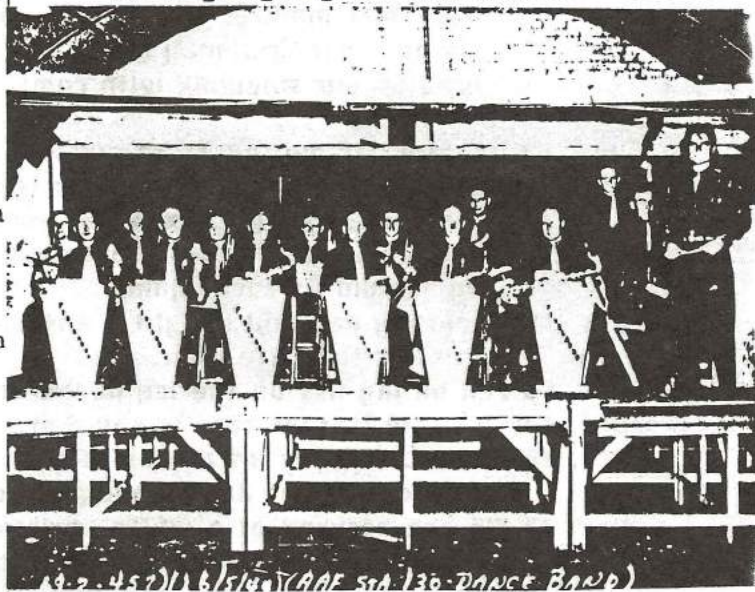


Photo Bernie Bains

ADDRESS CHANGE:

National President, WAC Veterans Association, 1340 Bayonne Ave. Whiting, NJ 08759

Sent in by Tom Simpson, who had written to her and recieved the corrected address. Tom Simpson is on our mailing list and is eager to learn anything about the War and the men who fought in it. his address is 19, Keir Hardie Crescent, GALSTON KA 4 8 JL, Ayrshire, Scotland

DID YOU HEAR ABOUT THE STORE IN OREGON THAT HAD A SIGN IN IT'S WINDOW THAT READ "TODAY'S SPECIAL". Below it says: "So is Tomorrow".

AIR FORCE GUNNERS ASSOCIATION

by Jay Ingle - Membership

The Air Force Gunners Association held its 4th Biennial Reunion in Bethesda, MD July 15-19, 1993. The Reunion was attended by approximately 325 members and guests. The members in attendance voted to have the next reunion in SAN ANTONIO, TX. This meeting will be scheduled during the spring of that year.

If you are not familiar with the AFGA, the group is made up of Enlisted Aerial Gunners that flew on Light, Medium or Heavy Bombers from the WWII era up through and including those who flew on the B-52's in the Persian Gulf war. If you would like more information please contact me at: 35469 Colossians Way, Shingletown, CA 96088 or call me at (916) 474-1632.

Dear Briggs:

Thought I'd share this description of a typical Minnesota December with you, no offense intended, but it is very graphic as is our winter season up here.

Really enjoyed the get to-gether in San Antonio and chance to see the people again,
Sincerely, Earl Bolier...6825 Quail Ave N.
Minneapolis, 55429-1657

MINNESOTA DECEMBER

- Dec. 8 6:00 P.M. It started to snow. The first snow of the season and the wife and I took our cocktails and sat by the window, watching the soft snow flakes drift down all over the area. It was beautiful!
- Dec. 9 We awoke to a big beautiful blanket of crystal white snow covering the landscape. What a fantastic sight! Every tree and shrub was covered with a beautiful white mantle. I shoveled snow for the first time in years and loved it. I did both our driveway and sidewalk. Later the snowplow came along and covered up our sidewalk with compacted snow from the street, so I shoveled it again.
- Dec. 12 The sun has melted all of our lovely snow. Oh well, I'm sure we will get some more before the lovely winter is over.
- Dec. 14 It snowed 8 inches last night and the temperature dropped to 20 degrees below zero. I shoveled the driveway and sidewalk again and the snowplow came by and did its trick again.
- Dec. 15 I sold my van and bought a 4x4 Blazer so I can drive in the snow. Bought snow tires for the wife's car.
- Dec. 16 Fell on my ass on the ice in the driveway. All that was hurt was my feelings.
- Dec. 17 Still cold (below zero in the A.M.) and icy roads make for very tough driving.
- Dec. 20 We had another 14 inches of white shit last night. More shoveling in store for me today. That damn snowplow came by twice.
- Dec. 22 We are assured of a white Christmas because 18 more inches of the white shit fell today, and with this freezing weather, it won't melt till August. Got all dressed up to go out and shovel (boots, jump suit, heavy jacket, earmuffs, gloves, etc.) and then I got the urge to pee!!
- Dec. 23 I was going to go ice fishing today but my worms froze, and I didn't want the fish to break their teeth on my bait.
- Dec. 24 If I ever catch the son-of-a-bitch that drives that snowplow, I'll drag him through the snow by his balls. I think he hides around the corner, waiting for me to finish shoveling. Then he drives down our street 100 miles an hour, hurling snow all over what used to be my lawn.
- Dec. 25 Merry Christmas! They are predicting 20 more inches of the white crap tonight. Do they have any idea how many shovels full of heavy snow 20 inches represents? To hell with Santa; he doesn't have to shovel that white shit. The snowplow driver came by, asking for a donation and I hit him over the head with my snow shovel.
- Dec. 26 We got 28 inches and then some. I must be going snowblind or have a severe case of cabin fever because the wife is beginning to look good to me.
- Dec. 27 Our toilet froze, so if you go outside, don't eat any brown snow.
- Dec. 29 I set fire to the house. Now that white stuff won't cling to the roof!

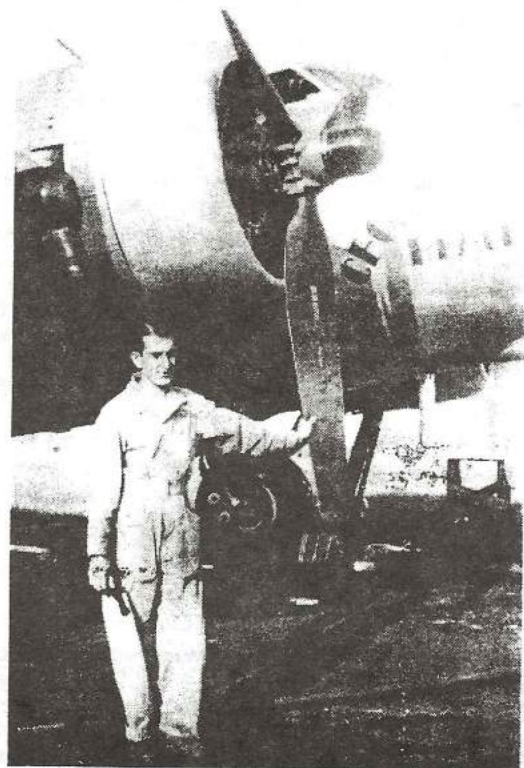
WEATHER QUIZ:

What is the U.S. snowfall record for one storm?

ANS: 189 inches at Mt. Shasta, CA - Feb. 13-19, 1959.



The 457th's 'Remember Me?'
 Lt Dale S Jeffers stands under chin turret;
 John Wilson is kneeling at left



'Sgt. Nick P Nicholas, crew chief to the 457th's
 'Georgia Peach' and prior to this 'What's Next?'



'Roger Demers (L) and Homer Hassell
 assistants to Sgt Nicholas'



'Return from Genshagen'
 (see 'Keep Em Flying' article)

[The following is the contents of a letter written by Donald Nielsen (751st Sq.) to John Wilson (English Historian & member of the 457th) dated: 11 November, 1993

Dear Mr. Wilson: "I am a member of the 457th and in their September (1993) issue was an item about the 457th fortress that flew the most combat mission. The 751st BS 42-97123 L-Love was shown as one possible plane.

This plane was assigned to our crew, and I was the pilot on the last mission to Freising on 18 April, 1945. That was the 110th mission for this wonderful ship. Enclosed is a copy of my old diary notes about that mission. Further, this plane never aborted a mission because of a mechanical problem. The men who kept this plane in such excellent condition were Crew Chief John Fischer of Omaha, NE and his assistant Vic Greene of the Bronx, NYC. I have lost contact with those men but I would certainly like to locate them so we could reminisce about all the whiskey we drank when we celebrated its 100th mission. Clyde Grimm was our Flight Engineer now living in Florida and we contact one another regularly. All of us felt very confident of this plane's ability but it had so many replacement parts and patches that instead of calling her "L-Love", we would call her "L-Lovely" and used to jokingly say that she was half Boeing and half Lockheed.

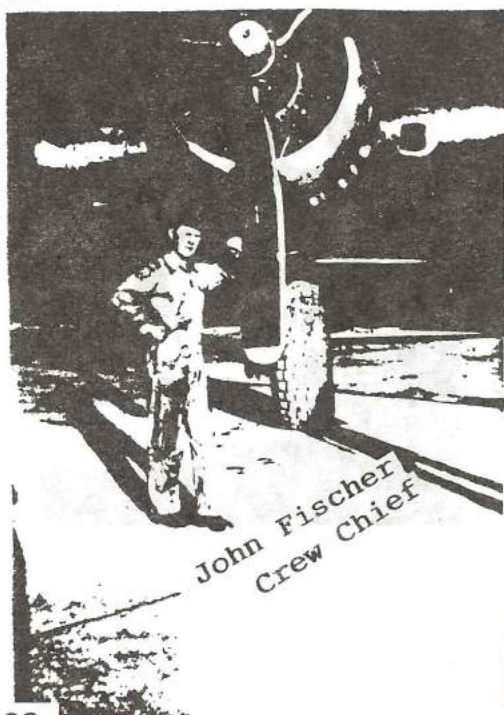
I am enclosing copies of photo's I took with my antique box camera during the war. I am sorry the pictures of Fischer & Greene are not clearer. On page 80 of the book, "The Fireball Outfit" a picture of the plane is shown on 5 March, 1945 on a mission to Chemnitz.

I would like to know if any other B-17's in the 457th had more missions.

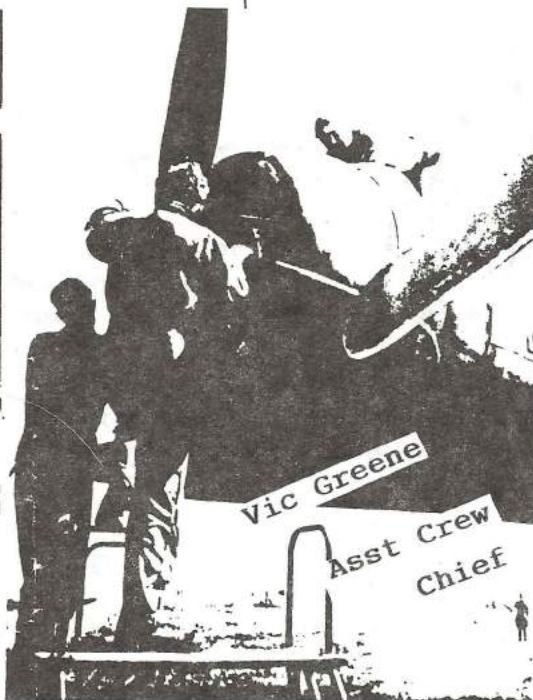
(signed; Don Nielsen - P.O. Box 10771 - Glendale, AZ 85318)

Our mission was just 15 miles north of Munich. Our squadron didn't drop the first time so we made 360 and came around again. Our squadron came back by itself and we landed at 7:05 P.M. IT was the 110th mission for ship 123. She flew better than she ever had before.

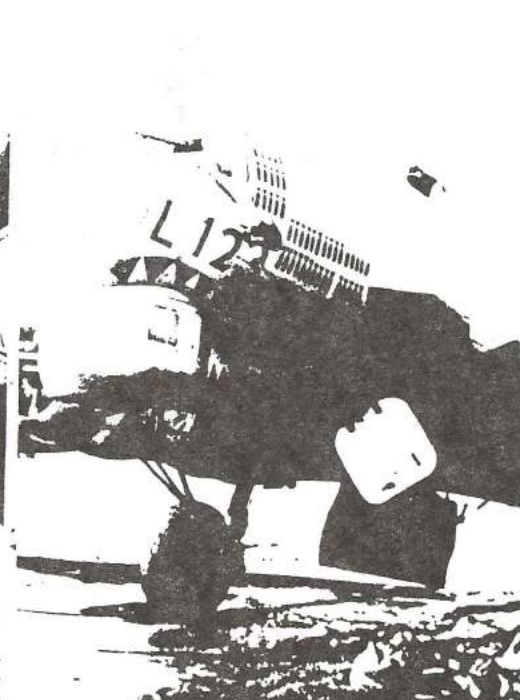
✓ Mission #34 - April 18th 1945
Target - Marshalling Yards at Freising
This was a long, long one. I had a variety of crew members for my crew. My co-pilot was a new pilot, riding on his first mission. Other guys were from other crews and the pool. Wroblecki, the tail gunner, was the only old crew member. We took off at 9:05 with 18 - 250 lb G.P. Bombs and maximum gas load. We assembled at 6,000'. We went at that altitude for quite awhile. We climbed to 18,000', which was our bombing altitude. We went south of Munich, over part of the Alps. IT was beautiful country. We were breited for no flak but we got a few bursts at the I.P. The Deputy ship pulled out in formation, four chutes appeared, and it roared off towards Switzerland. We didn't bomb the primary target which was 50 miles east of Munich, but went ~~to~~ to the above



John Fischer
Crew Chief



Vic Greene
Asst Crew
Chief



By RBWSW

NARA, Date 11/3/93

SECRET

HEADQUARTERS 457th BOMBARDMENT GROUP (H)
Office of the Operations Officer
AAF STATION 130

A P O 557
9 April 1944.

SUBJECT: Report of Operations Officer - Mission 9 April 1944 - Udynia.

TO : Commanding Officer, 457th Bombardment Group (H), A.P.O. 557.

1. General Narrative. The main 457th Group formation took off at 0742-0841 hours and proceeded to the Donathorpe Ditcher. The Group was nearly assembled over the Donathorpe Ditcher. At this point, weather and visibility became so poor Wing assembly was impossible to maintain. The Wing was then dispersed and proceeded individually to point "B", where assembly was completed at 2,500 feet below briefed altitude.

a. Division assembly was not completed at briefed time because of weather difficulties encountered. Division leader was also minutes late leaving point "B". The 94th Wing was travelling 2,000 feet below briefed altitude on course and ran into bad weather conditions which caused eleven aircraft of the Lead and High Boxes to leave the formation. Division assembly was completed at Mulligoland.

b. The route from the I.P. to the target was flown with enemy fighters harassing the Group throughout. Weather throughout the target area was GAVC and visual bombing was attempted; results were good.

c. Rally was completed without difficulty and the Group proceeded on the return route. The 94th Wing was pressed by fighters until recrossing the enemy coast. Over the North Sea, let-down was begun from 12,000 to 6,000 feet. Weather difficulties were again encountered about one hour off the English Coast. A little later the Wing leader told the Box Leaders to take charge of their Groups and proceed to base. The 457th Group formation landed at 1810 to 1834 hours. One aircraft landed away from base.

2. Aircraft Not Attacking. Twenty-one aircraft, including three spares, took off in the main 457th Group formation. Two spares - 42-97068 and 42-31633 failed to take off. They were replaced by two ground spares - 42-31073 and 42-32098 which returned to base as planned. Six aircraft - 42-31073, 42-97559, 42-97081, 42-31633, 42-32084 and 42-97587 returned to base before becoming dispatched. Spare A/C 42-38073 joined the formation; thus thirteen A/C were dispatched. Thirteen made ejections. Of these thirteen, one A/C returned to base; thus twelve were credited with attacking. Detailed reasons why A/C did not attack are given under a separate heading. One A/C of those attacking bombed with a group of the Third Division. One A/C was lost over the target area and was presumed to have bombed.

SECRET

By RBWSW

NARA, Date 11/3/93

SECRET

3. Lost Aircraft. A/C 42-97537 hit by anti-aircraft fighters at 1320 hours over target area. Ship was going down under control; five chutes were seen.

457th Composite

1. General Narrative. The 457th Group, flying the Lead and High Squadrons of the High Box of the 94th Combat Wing, took off at 0740 to 0804 hours and proceeded to Donathorpe. Poor visibility and cloudiness existed throughout the assembly area. The High Box formed at 0806 hours at 5,000 feet and formed with the 94th Combat Wing at 0810 hours at 5,000 feet. For additional information, attention is invited to narrative of the 457th Lead Box.

2. Aircraft Not Attacking. Twelve aircraft left the formation shown in the attached diagram. Two spares failed to take off. One aircraft 42-31630 returned to base before becoming dispatched. Thus eleven were dispatched and eleven made ejections. Eleven were credited with attacking. Two aircraft - 42-31629 and 42-97405 were last sighted over the target area. They were presumed to have bombed the target.

3. Lost Aircraft. A/C 42-31629 - causes unknown.
A/C 42-97405 - was seen to go down over the target area; two chutes were seen.

STATISTICAL SUMMARY

	MAIN	COMPOSITE
Number of A/C Taking Off	21	12
Unused Spares	2	0
A/C Taking Off Less Unused Spares	19	12
Number of A/C Dispatched	13	11
Number of Sorties	13	11
Number of A/C Attacking	12	11
Number of A/C Not Attacking	1	0
Lost Aircraft:		
To Flak	0	0
To Fighters	0	0
To Flak and Fighters	1	1
Unknown	0	1
Total	1	2

LEROY H. WATSON, Jr.,
Major, A. C.,
9-3

SECRET

REF ID: A61150

NINA, Date 11/3/193

SECRET

HEADQUARTERS 457TH BOMBARDMENT GROUP (H)
Office of the Operations Officer
AAF STATION 130

E-2-1

A P O 557
9 April 1944.

SUBJECT: Group Leader's Narrative - Mission 9 April 1944 - Ogryla.

TO : Commanding CGC, out, 457th Bombardment Group (H), A.P.O. 557.

1. Take-off and assembly. The lead Group took off on time and proceeded by individual aircraft to designated bunnies, where rendezvous was to be made. The Group was nearly assembled between two layers of overcast when these layers began to merge. At this time, Low Group and High Group Leaders were in position and nearly assembled. The weather soon became so bad that it was impossible to maintain even a group formation, so the Wing became dispersed. Weather ship recommended assembly at point "B". This recommendation was taken by the Wing Leader. Each group of the Wing subsequently formed over point "B" well ahead of the briefed time for point "B". However, the Wing was below strength. Assembly was thus completed 2,500 feet below briefed altitude at point "B".

2. En Route to I.P. Proceeding to point "B", the Wing travelled below 5,000 feet speed, and the stringers joined the three groups. The Wing left point "B" two minutes late, on course and up to strength. Division assembly was not accomplished, since the bad weather caused the other Wings in the Division to be quite late. A transmission on VHF Channel "B" by the Division leader indicated he was nine minutes late leaving point "B". The Wing, travelling 5,000 feet below briefed altitude on course, soon ran into severe weather, causing eleven aircraft of the lead and High Groups to fall out, and an unknown number from the Low Group. The Wing was blown about twenty miles south of course, and after recontacting to the north in the vicinity of Heligoland, the Wing got into Division formation. Only part of the High G.B.W. and High Composite G.B.W. were observed at this time. The briefed route was flown without incident except that the last Combat Wing appeared to deviate slightly as severe weather fell on Germany, and the 9th G.B.W. went directly to the vicinity of the I.P. Little ADF and no enemy fighters had thus far been encountered. Weather was CAVU, announcing the visual bombing ended, the Wing leader turned so as to pass over the I.P. on course. The other two groups took interval properly.

3. Bombing Run. The bomb run was approximately nine minutes long, since the D.L. heading to the B.R.L. was taken before reaching the I.P. The enemy by this time had put up a fairly effective smoke screen over Ogryla. Enemy fighters, approximately twenty strong, increased the Group on its way to the B.R.L. ADF was light and moderately accurate. Bombs were salvoed from the eleven aircraft left in the Group at this time. Strikes were observed on the P-W plant. However, camera revealed that the actual H.P.L. was over 1,000 feet from the assigned H.P.L. The Group headed away to the left since a W/T call from Division had previously directed the Wing to return on the same course that it went out. Rally was effected without difficulty about ten minutes after leaving the B.R.L. at altitude of

12,000 feet.

4. Return to Base. Enemy fighters made numerous attacks which were not well coordinated though in many cases made with determination. These fighters were mainly Me110's. Enemy fighters appeared to be inexperienced for the most part. The Wing took evasive action, and gunners accounted for approximately thirteen airplanes. At one time, Jabo's rising below the lead Group were seen to turn and attack the Wing following the 9th home. Four P51's and three fighter controllers comprised the only fighter support seen by the Wing leader. Request was made to "Denver" for fighter support, without success, and W/T call was made to Division for fighters. On crossing the Danish coast line, the special supply of draft carried by each aircraft was used. Little damage was received from this ADF. On crossing the North Sea, the Wing descended from 12,000 feet to 6,000 feet. A few enemy fighters continued to attack rear elements at this time. Proceeding on course at 2,600, a W/T call from Division indicated the Wing should stay below the over the English coast. A W/T weather report announced conditions as seen and that low-lying bad weather would be found near the friendly coast. Soon the weather became so bad that Wing Leader ordered Box Leaders to take charge of their groups. Groups began penetrating the weather in a dispersed formation. The remainder of the journey home was uneventful. Three aircraft of the 9th G.B.W. Lead and High Boxes were lost. The Wing had thirty-seven planes as it neared the English coast on return.

Comments: It is believed that the weather conditions existing at Denmark were too poor to permit expectation of a successful assembly there and weather over the North Sea was so bad that Wing Leaders who did abort are believed by the undersigned to have made a reasonable decision.

HENRY B. WILSON,
Lt. Col., A.C.,
Group Leader.

SECRET

SECRET



BOMBARDIERS

INCORPORATED

500 Jackson St., No. 1407
Daphne, AL 36526-7029

NOV 4 1993

DEAR EDITOR OF VETERAN'S PUBLICATION:

The primary purpose of this mailout is to ask you to publish, as soon as is practical for you--if you will--notice that we now have our history book for sale. In return I pledge to run similar notice of sale for your history publication, in our March 1994 issue of *CROSSHAIRS* if you will furnish me raw information.

However, capitalizing on this mailing, if you are distributing your next publication issue before 1 March 1994, may I ask if you would consider including a notice of our recently changed 9th Reunion? Again, if you will publish such notice, I, too, will respond by publishing notice of your next reunion in the appropriate future edition of *CROSSHAIRS*!

Camera ready notice for our recently changed reunion is:

BOMBARDIERS, INC. MOVES REUNION TO ALABAMA

The IXth annual reunion of BOMBARDIERS, Inc., has been changed to a new date and place: 27 Feb- 4 Mar 1994 on shores of Mobile Bay. Contact Ned Humphreys, 500 Jackson St, Apt 1407, Daphne, AL 36526-7029, Tel: 205/626-3920-Rush reply!

Thanks for any favorable consideration for publication given!

Fraternally,

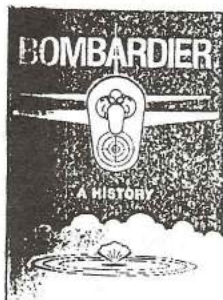
Ned Humphreys

E.C. "Ned" HUMPHREYS, JR.
Founder and Executive Director



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Please post this on your bulletin board, or publish in your newsletter. Many thanks.



NEWS YOU CAN USE ... ?

HOW MANY B-17's WERE BUILT?

ANS: Boeing built 6,981 B-17 bombers in Seattle out of the total of 12,731 built collectively by Boeing, Douglass and Lockheed. Boeing's Plant TWO rolled out 16 B-17's every 24 hours.

HOW DID THE "FLYING FORTRESS" GET IT'S NAME?

ANS: A reporter covering the June 28, 1935 roll-out of the first plane at Boeing in Seattle, WA, who upon seeing its formidable battery of machine guns, dubbed the giant "a 15-ton Flying Fortress".

WHAT ARE THE B-17F SPECIFICATIONS?

ANS: SPAN 103' 9"; LENGTH 73' 10"; TOP SPEED 325 mph; GROSS WEIGHT 56,500 lbs.; CRUISING SPEED 160 mph; NORMAL RANGE 2,200 miles; SERVICE CEILING 37,500'; FUEL CAPACITY 2,520 gals.; POWER (4) 1,000 hp Wright R-1820 Engines; ARMAMENT (11) 50 Caliber machine guns.

1994

PETERBOROUGH
England

MINI-REUNION

THE STRANGE CASE OF THE IMPOSTER AIRCRAFT

OR

Sometimes Things Are Not As Simple As They May Seem

By C. Craig Harris & Edward J. Reppa

The generation of the list of B-17 aircraft of the 457th Bomb Group (now included in the current Membership Roster) spun off several interesting stories, particularly with regard to the fates of individual aircraft, heretofore unknown. Not the least of these may be the fascinating tale of an aircraft that was destroyed, but appeared to "return from the dead" to be lost on a subsequent mission.

This story begins at the San Antonio 1993 457th BG Reunion, where Ed Reppa discovered in the list of B-17 aircraft this entry:

SERIAL NUMBER	DATE	TARGET/[fate]	KNOWN NAME	SQDN LTR
42-97458	* 10-SEP-44	Gaggenau-Karlsruhe	salvaged	F

Reppa protested vigorously to Harris, compiler of the list, that the entry simply could not be correct, because he and his copilot, Aaron Ayres, crash-landed that aircraft on 25-Feb-44, and it was damaged so badly that it could not have been restored to service. Harris promised to look into the matter upon return home, which he did, and an excerpt from the resulting letter to Reppa from Harris is given here.

"...I am quite grateful for the feedback on the aircraft list regarding 42-97458, even though it made me feel a bit stupid for messing up the fate data. I felt even more stupid when I got home and began to look into the matter, and discovered that, for purposes of the list, I had ignored (forgotten) the articles you (and Aaron) had written for *Black Puff Polly*.

"I suppose that what I did was to place all the fate emphasis on the last item in the 42-97458 entry in the latest version of Reference 10, Project Bits and Pieces, which is as follows:

297458 F
 22 11 43 AI 19 01 44 AOS 29 01 44 G
 27 02 44 Dethling RG ?
 18 08 44 2SAD RG ?
 10 09 44 FTRLOC SAL

"Translation: Aircraft added to AAF inventory, 22 NOV 43 ; aircraft assigned overseas, 19 JAN 44; gained by 457th 29 JAN 44; moved to Dethling (identified to me by John Wilson as a repair site) 27 FEB 44 (2 days after the 25 Feb Augsburg mission); regained on unknown date; at 2nd Strategic Air Depot (near Blackpool) 18 AUG 44; regained on unknown date; failed-to-return landed-on-continent 10 SEPT 44, salvaged. This last date was the one I used in the list.

"The question is, how good is this information? The gain date is consistent with the dates of the flight from Wendover. Ref. 5, page 19 shows it assigned at Wendover, also notes "Dam on Op Miss 25 Feb 44 (29 Feb 44)", indicating some kind of fate after 25 Feb. At this time, I do not have enough data to challenge the Ref. 10 data, which have been otherwise pretty accurate. I remember in San Antonio your remark that "we buried that airplane". QUESTION: DID YOU LITERALLY BURY THAT AIRCRAFT??? This is critical. If your remark was figurative, meaning you believed the bird to be destroyed, that is one thing. If, however, it literally was "pronounced dead", then that's another matter, and the end of the story."

End of quote.

MOVING? Keep As POSTED!

THE STRANGE CASE OF THE IMPOSTER AIRCRAFT

page 2

Well, it **wasn't** the end of the story. The following is from Reppa's Nov. 15, 1993 reply to Harris.

"...After receiving your letter, I have been doing some thinking. That letter did deepen the mystery of B-17 aircraft 42-97458 but there must be an explanation and I have it! (Probably, maybe !)

"The second B-17 42-97458 is an imposter! Here is probably what happened and why I make the statement.

"1. 42-97458 died 25-Feb-44. It was totalled that day. Impossible to repair it as the same aircraft.

A. Witnesses:

Aaron J. Ayers, copilot
George Stateman, bombardier
Steve Billisits, top turret gunner
myself.

B. Pictures of crash showing aircraft in ditch, nose completely caved in, broken back, part of wing left in tree. (See pictures at right)

C. Attached letter from Melvin Wicks, Wrotham, Kent, England regarding information re buried aircraft.

D. Knowledge that the airplane was still at crash site when we were picked up to be returned to 457th BG, 4 days after our crash-landing.

"2. The following scenario is probably how a second 97458 came into existence.

A. Another B-17 had made an emergency landing at the same site as we did except it was on another runway under construction.

B. The order to try to salvage 97458 was enacted before the order to salvage the other B-17.

C. Salvage crew either didn't see my plane, or realizing it was unsalvageable, picked up the other B-17. The paper work for 97458 went with it. In those days, paper work correctness wasn't so important as getting the job done -- and the job was to reclaim aircraft.

D. At the repair site, the other aircraft was re-numbered 97458 to correspond to order papers. Upon repair it was sent to Glatton under the guise of being the original.

"And that is the story that seems most plausible to me. I know the original never flew again. Or should I say that in my mind I am certain of that fact."

End of quote.

These Reppa photos from *Black Puff Polly* are reprinted with the kind permission of Roland O. Byers.



Lt. Edward Reppa's A/C No. 42-97458 crash landing



B-17G, No. 42-97458 with a 'broken back'



The following is from the 1992 letter from Melvyn Wicks, Wrotham, Kent, England to Ed Reppa:

"Dear Mr. Reppa,

" A few months ago I read Colonel Byers book Black Puff Polly and with some interest read yours and Mr. Ayers's story on February 35th mission to Augsburg. My interest was because you crashed on the Headcorn airfield at EGERTON which was being made ready for a Thunderbolt group. There were two airfields near the village of Headcorn, the other being Lashenden Field which is still a very active grass field in daily operation now.

" Three years ago in the spring of 1989 myself and several other members of the Lashenden Air Warfare Museum (LAWM) were looking for the dump area at Egerton as we had been told of a lot of equipment being buried after the American (362nd) Fighter Group had left for France. We were also told of a B-17 which had crashed and was just pushed into a pit and buried so maybe this could have been your aircraft. Do you know what was done to the wreckage of your aircraft (or) if by some chance it is still there? I would like very much to have another go at recovering the remains.

" This year is the 50th anniversary of the Eighth Air Force in Europe. If you are one of the many returning and would like to visit the site where you crashed as well as looking around our small museum I would be happy to act a guide.

"Yours sincerely, Melvyn Wicks, Vice Chairman, L.A.W.M."

Conclusion --

The real end of the story will not be told until LAWM or someone else disinters the remains of 42-97458, but it appears that when Ed Reppa told Craig Harris that the aircraft was buried, that was the literal truth.

The fate data from the excerpt from Project Bits & Pieces, kindly furnished by Paul Andrews, cannot be ignored; these data have, in general, been reliable. The mention of operational damage to 42-97458 on 25-Feb-44 in Ref. 5 (May 1992 Newsletter) appears to be sound information. The acute condition of the aircraft immediately after the crash-landing attested to by Lt. Reppa and his crew and proved by photographic evidence is impossible to ignore. Also critical is the first-hand knowledge of the Reppa crew that 42-97458 was still at Headcorn 2 days after "42-97458" was logged in at Dethling.



Another view of 42-97458. It is unlikely that this aircraft was ever moved to a repair depot. (Reppa photo)

Some scenario must exist in which all of these pieces of credible evidence can be accommodated.

The circumstances hypothesized by Ed Reppa meet this criterion. They cannot be proved totally until the remains of 42-97458 are dug up, but the idea was logically developed from a plausible analysis of the known events stated above. Until someone disproves it, we choose to believe that any "42-97458" regained by the 457th Bomb Group sometime after 29-Feb-44 and lost on 10-Sep-44 was the "other" B-17G that crash-landed near Egerton, and therefore had to be an "imposter"!

DUES?

△

S/SGT. Robert J. Gunther
by Mrs. H. M. Vogel 12-21-93

After watching the 8th Air Force Show on Television A & E, I contacted the 800 number listed on the screen after the show. They in turn sent me a folder regarding the 8th Air Force and they also gave me your name so I could try and get some information regarding our brother Robert Gunther. He was in the 457th BG .. the 751st Squadron .. and his serial # 35789336.
We know from his letters that he made one mission over Germany safely, but believe he was reported "missing in action" on his second trip. We would like you to help us with the following questions: (1) Names of Crew Members & their positions; (2) Their last mission Destiny; (3) Did anyone make it back?; (4) Date of Burial in Arlington National Cemetery. We have always wondered if he bailed out or stayed with the plane. We thank you very much for whatever help you can give us. Signed Mrs. H. M. Vogel; 3619 Lakewood Drive; Cincinnati, OH - 45248.

1944. In answer to your letter:
We believe the crew and his flight record to be the following. Also we believe a picture that we have of a B17 plane has "The Mission Maid" written beneath it, might be his. His letters and his diary he wrote: September 30 1944 2:00 AM left Ireland for England.
Diary also states: Oct 27 Made Staff Sargent Briefed on Mission- Mission scrubed. Oct 28 Briefed and completed mission to Munster, Ger -many Destroyed railroad yards & city....
These were his last entries. Maybe it will help someone in your group remember any thing. Thanking you for your help. I am Sincerely, Mrs Vogel

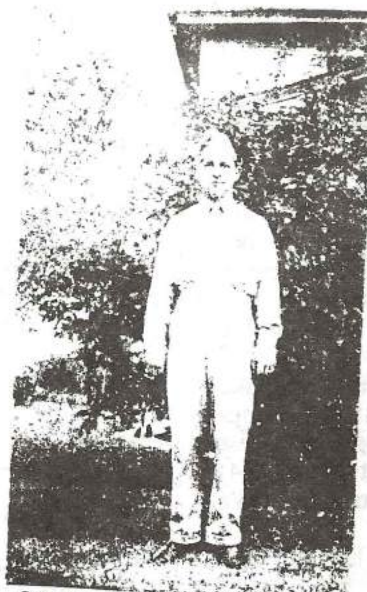
[Co-Ed: Listed in Flak Dodger - 2 Nov 1944 Merseburg. Nine A/C Lost A/C #43-37532, Pilot 2/Lt James B Corriher, was not observed at the time it departed from the formation. The crew: CP-Jeremiah J Healy, N-Earl L Hill, B--- Harold A Doerr, AEng-George P Levassauer, RO-Harry F Gormley, LW gunner-Gail E Schatz, BT Gunner-Daniel M Willis, T Gunner- Robert J., Gunther. The Roster A/C lists the A/C with 7 KIA 2 POW...Our roster only lists- Harold A Doerr KIA and buried in BELG- Others not mentioned so far.] Anyone out there that can give any info to Mrs Vogel???

Jan 23, 1994.....
I was very happy to hear from you regarding by brother, Robert J Gunther, who was killed on 2nd mission over Germany on Nov 2,

INDIVIDUAL FLIGHT RECORD
(1) SERIAL NO. 35789336 (2) NAME GUNTHER ROBERT J. (3) RANK Sgt. (4) AGE
(5) PERS. CLASS (6) BRANCH 8 1st Div. 94 457 751 (7) STATION #130 APO 557
(8) ORGANIZATION ASSIGNED AIR FORCE COMMAND WING GROUP SQUADRON DETACHMENT
(9) ORGANIZATION ATTACHED AIR FORCE COMMAND WING GROUP SQUADRON DETACHMENT
(10) PRESENT RATING & DATE AROG
(11) ORIGINAL RATING & DATE
(12) TRANSFERRED FROM
(13) FLIGHT RESTRICTIONS
(14) TRANSFER DATE
(15) TRANSFERRED TO
(16) DO NOT WRITE IN THIS SPACE
(17) MONTH 1944
Table with columns: DAY, AIRCRAFT TYPE, MODEL & SERIES, NO. LANDINGS, FLYING INST. (INCL. IN 1ST PIL. TIME) S, COMM. PILOT C, CO. PILOT CP, QUALIFIED PILOT DUAL QD, FIRST PILOT DAY P, NIGHT P, RATED PERS. NON-PILOT, NON-RATED OTHER ARMS & SERVICES, OTHER CREW & PASS'GR, INSTRUMENT 1, NIGHT N, INSTRUMENT TRAINER, PILOT NON-MIL AIRCRAFT OVER 400 H.P., UNDER 400 H.P.



LIEUT HAROLD DOERR



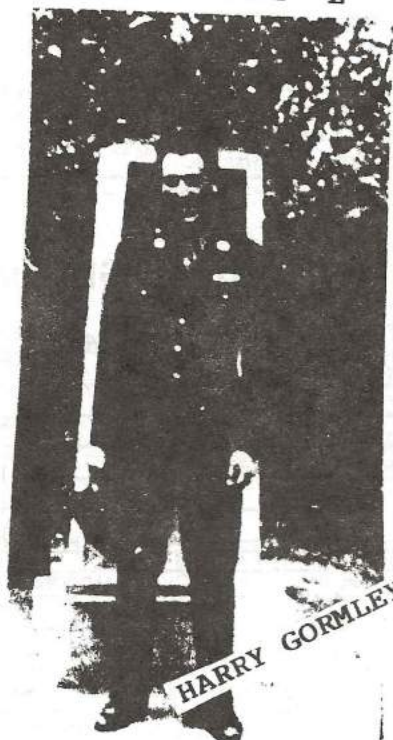
GAIL E SHATZ L



LIEUT JAMES B CORRIHER



PEARL HILL



HARRY GORMLEY



LIEUT JERRY HEALEY



BOB GUNTHER



GEORGE LEVASEUR



DON WILLIS

FLAK DODGER

A STORY OF THE 457th BOMB GROUP (H) DURING WORLD WAR II



ROLAND BYERS
LT. COLONEL USAFR (RET.)

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BLACK PUFF POLLY

AND OTHER FLIGHTS TO ETERNITY



Edited by
ROLAND BYERS
LT. COLONEL USAFR (RET.)

U
457th
BOMB GROUP
ASSOCIATION

The stories of 40 men, shot down during WW II while flying as crew members in the B17G 8th AF, 457th BG. Most were POW by Germans others escaped with help from French and Belgian underground.

REUNIONS

EIGHTH AFHS: Oct 4-9 1994 San Diego, Ca. Town and Country Resort.

THE 457 BG: Mini reunion each yr at the Eighth AFHS Reunions. Register with 8th AFHS for these.

1994 Mini reunion in England-



"I think he should at least try to lie at attention."

"I think he should at least try to lie at attention."

by Bill Mauldin, Reprinted in The Stars and Stripes Courtesy of Bill Mauldin

SOME PEOPLE CAN WALK IN THEIR SLEEP, SOME PEOPLE CAN TALK IN THEIR SLEEP...



United Feature Syndicate, Inc.

Georgia Chapter
The Eighth Air Force Historical Society
P.O. Box 73 - Tucker, GA 30085-0073



7-12

REMEMBER? If at first you don't succeed ... The answer now is: "Try reading the instructions."

LET US
KNOW
BEFORE
YOU GO

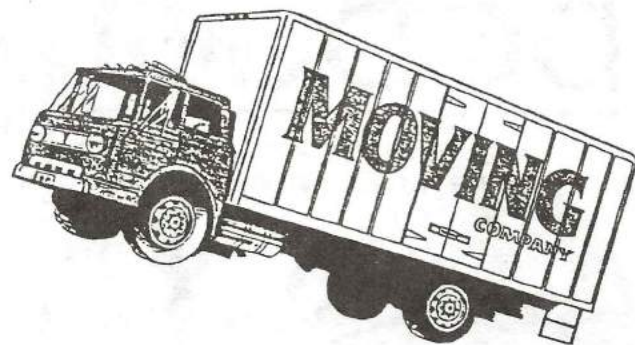
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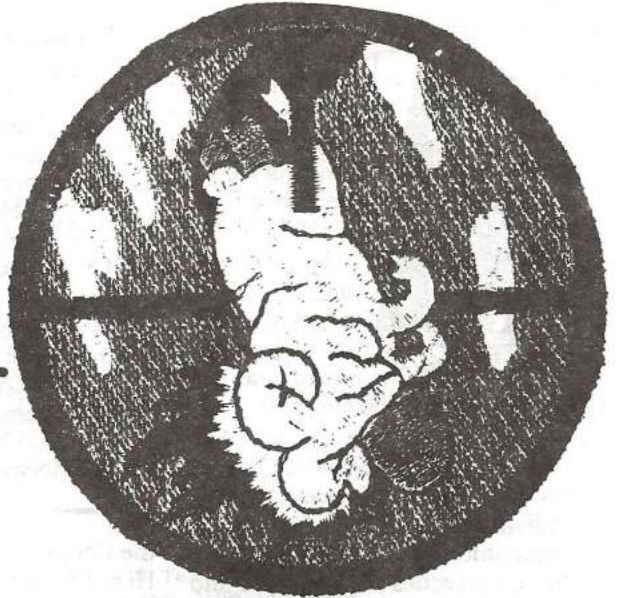


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* <u>NEW</u> HATS L-blue--Royal blue		\$5,50 mailed add 25 each hat		
Address Book		\$1.00+ STAMP		
NEW !! PATCHES 748 749 750 751 457 Group When ordering more than one 1 stamp for each 2 patches		\$5.00+ Stamp		
WHEN ORDERING ADDRESS BOOKS& PATCHES A SPEEDIER RETURN SEND SELF ADDRESSED STAMPED ENVELOPE.		TOTAL AMOUNT OF ORDER		

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45.00 EACH

ACTUAL SIZE

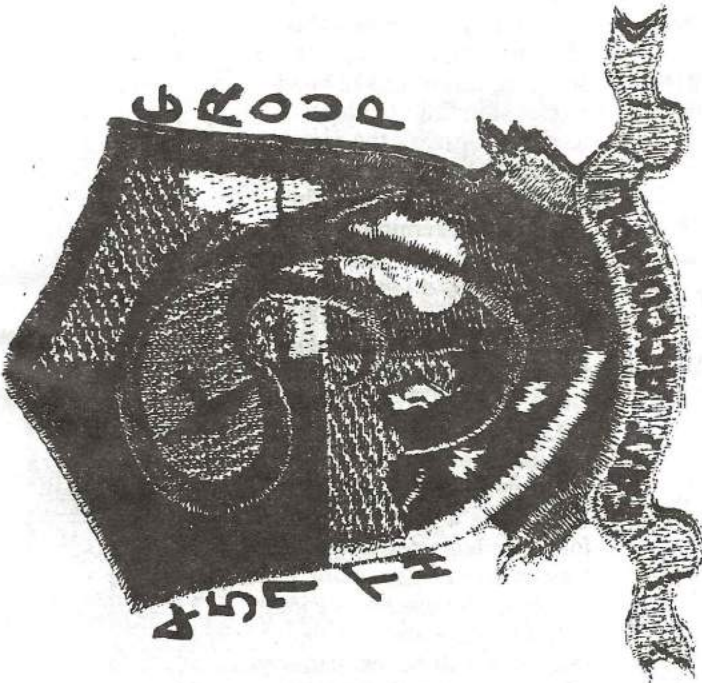
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457 TH

A memorial to U.S. prisoners of war

By Carl Runge

If war is hell, as Gen. William Sherman remarked, some 80,000 Americans can attest to it. They endured the agony of being held prisoner on foreign soil since the beginning of World War II.

To these ex-prisoners of war, the Andersonville National Historic Site in Georgia will be a memorial to their sacrifices.



Carl Runge

Being captured by the enemy is usually a stroke of misfortune, not heroic but not dishonorable.

Combat comes to an end with capture, but often a worse fate awaits the POW. Disease, deprivation and death are constant companions. POWs often face forced marches in bitter cold and stifling heat; murder by sword, bayonet and firearms; and bombardment by friendly forces.

Tossed into a strange culture, strange faces and a strange language, a feeling of doom and despair often overcomes prisoners. Contact with comrades and family comes to an abrupt end. Solace lies only in the fact that life has not.

But the POW story is also one of hope — the triumph of the human spirit over hardship and adversity, a test of courage and endurance that is not without moments of heroism.

No finer example of that triumph exists than Adm. James B. Stockdale, for 7½ years a POW in Vietnam. Stockdale was awarded



For information about the memorial, write to:

Fred Boyles

Superintendent,

National Park Service

Andersonville National Historic Site

Andersonville, Ga. 31711

Or telephone 912-924-0343.

To contribute to building the memorial, send donations to:

POW Memorial

Andersonville National

Historic Site

Andersonville, Ga. 31711.

the Congressional Medal of Honor for exceptional leadership, an inspiration and tower of strength to his fellow captives at the Hoa Lo POW camp — the infamous "Hanoi Hilton."

Stockdale and other Americans who were captured by the enemy in wartime deserve a place of honor in our nation's history. The living customarily return from America's conflicts and are greeted by accolades and ticker-tape parades — they are conquering heroes with monuments erected in their honor. And rightly so.

POWs usually return to their families as reminders of the wreckage and miseries of war, often sick and emaciated, living testimony to the inhumanity that nations periodically inflict on

each other.

It is to remember our POWs that the National Park Service and The Friends of Andersonville, a volunteer group, are working to build a world-class museum at Andersonville, designated by an act of Congress in 1970 "to provide an understanding of the overall prisoner-of-war story . . . to interpret the role of prisoner-of-war camps in history, to commemorate the sacrifice of Americans who lost their lives in such camps and to preserve the monuments located within the site."

It is only fitting that this memorial be located at Andersonville, where 12,912 headstones standing shoulder-to-shoulder mark the graves of Americans who died at this POW camp in the Civil War. The graves are a reminder of the tragedy and disgrace shared by North and South in the Civil War, when an estimated 26,000 Confederates and 30,000 Union troops died in each other's camps.

On these historic and hallowed grounds, now serenely beautiful, an often forgotten group of Americans will be remembered for their dedicated and silent service to our country.

The new museum — a joint national, state and private project — will be the primary educational source for telling the POW story throughout our history and a memorial that all Georgians and all Americans can view with reverence.

Carl Runge, an American POW in World War II, is president of The Friends of Andersonville. He lives in Roswell.

ANDERSONVILLE P.O.W. MUSEUM!

This is a short report on the fund raising project. A listing by state showing contributions by Departments, Chapters, and individuals shows Georgia with a total of \$27,724.16 — the largest contributor in the nation. Oklahoma is 2nd with \$19,630.97, Florida is 3rd with \$16,361.99. These three states account for about 1/3 of the grand total which is \$172,588.60 at the present time. This is a very worthy project and should be supported by all veterans.

From Ex-POW Bulletin, Oct. 1993



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ENGLISH HISTORIANS (OF WHICH SOME ARE ALSO FOTE MEMBERS)

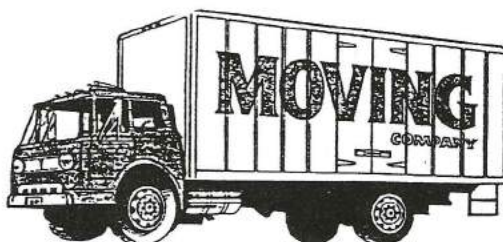
Bernard Baines.....Peterborough.....67888
Eric Brumbry.....Peterborough.....41821
George Townsend, ..Sawtry Hunts, Ramsey830044
Gordon Townsend.....Peterborough.....
John Walker.....Peterborough.....
John Wilson.....Peterborough.....310232
Many more on our mailing list.

PAST PRESIDENTS

1973-1975.....William Wilborn.....OK
1976.....Howard Larsen (D).....KS
1977-1979.....William Siler.....CA
1980-1981.....Edward Reppa.....AZ
1982-0183.....Daniel Graham.....IN
1984.....William Good, Jr (D)...FL
1985.....Dave Summerville.....CA
1996-1987.....Clayton Bejot.....NE
1988-1989.....Donald Sellon.....CO
1990-1991.....John Welch.....SD
1992-1993.....Roland Byers.....ID

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A.F.AERIAL GUNNERS ASSN: CMS Fred C Arthur, ret 453 Plaza Circle Bossler City, La 71111
MEMBERSHIP-CHAIRMAN: Jay E Ingle 35469 Colossians Way Shingletown, Ca 96088 Phone916-474-1632
AIRFORCE ESCAPE & EVASION SOCIETY: David Clayton C-19 Oak Ridge Pond, Hannibal, Mo 63401
AVIATION CADET ALUMI ASSOC: White, Bob Major 54 Seton Trail Ormond Beach, FL 32174
BOMBARDIERS: (flew combat missions) Inc: Humphreys, Jr Co Ned 500 Jackson St Apt 1407, Daphne, AL 36526
EIGHTH AIRFORCE HISTORICAL SOCIETY APPLICATIONS: P.O. BOX 340 Strasburg, Pa 17579
"BLACK PUFF POLLY" "FLAK DODGER" Author- Byers, Roland Paw Paw Press- PO Box 9191 Moscow, Id 83843
MEDALS OR DECORATIONS: National Personnel Record Center, 9700 Page Blvd St. Louis, Mo 63132
MIA: Your own report to National Military archives, Washington National Record Central Bldg, Washington DC 20409. Include name, rank, serial #, squadron & Group #, UK Station #. Type of A/C target, name, MIA date, pilot's name & where you left the formation. A fee will be charged.
POW MEDALS: For info cll Tel 1-800-873-3768
POW STALAG, LUFT IV -VI: Rose, Leonard E 8103 E 50th St Indianapolis, in 46226 (Yearly reunions)
POW & INTERNEES : (Medical Benefits-under PL 100-322) Dept of Vet's Benefits, Veteran Adm. Washington, DC 20420. Request DVB Circular #21-88-5 (Revised 14 July 1988)
RECORD OF INTERNED: Status of American POW-National Archives Military Records Branch, Washington, DC 20408 (No Charge)
VETERANS COURT OF APPEALS: AAttorney John Sawyer, contact Homer Briggs For Info.
VETS; REUNIONS INFO--American Legion Access 1-900-737-Vets....Veterans of Foreign Wars Access 1-900-933-
FINDERS/SEEKERS Service will help locate 'missing' veterans. \$5.95 OPERATIONS CENTER 1809 Vandiver Dr Columbia, Mo 65202-1916.
Veterans Medical Rocrds: National Veterans Affairs Box 12346 Raleigh, NE 27605
THE MIGHTY EIGHTH AIR FORCE HISTORICAL SOCIETY: 8AF 14th AFG 135 Pennsylvania Furnace, Pa 16865 Tel-614-234-17

457th England 457th
June '94 June
1-6 1-6

TO HELP SPEED
YOUR RECOVERY,
I WANTED TO SEND YOU
SOME CHICKEN NOODLE SOUP!



A get-well card received
from England.

BUT THE
STUPID CHICKEN
HASN'T LAID
A SINGLE NOODLE!



Anyway,
Hope You Get Well
Really Soon!



"How many times have I told you, if you take a walk, leave the chewing gum home?"



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moments of heroism.

No finer example of that triumph exists than Adm. James B. Stockdale, for 7½ years a POW in Vietnam. Stockdale was awarded

wreckage and miseries of often sick and emaciated, living testimony to the inhumanity that nations periodically inflict on

Friends of Andersonville in Roswell.

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