



THE

457th BOMB GROUP ASSOCIATION



"THE FIREBALL OUTFIT"



750th
Squadron



751st
Squadron

THE 457TH BOMB GROUP ASSOCIATION NEWS

ESTABLISHED JULY 1971 - BENTONVILLE, AR

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Eleventh Mini-Reunion Peterborough, England

featuring...

Dedication of Our Contribution to Freedom
457th Memorial, Glatton, England

This memorial will honor the members of the 457th who served and sacrificed their lives in WWII. It will stand as a tribute to our generation and a reminder to future generations. That freedom today is a gift from the past.

MINI-REUNION
England
LET'S DO IT!!

MAY 29
thru
JUNE 1



THE PREZ SEZ...

The 457th Bomb Group Association has been quite busy of late. Perhaps the biggest effort has been to get the Glatton Memorial Monument in place. The Board approved this monument at its meeting in Rapid City on August 29, 2003. Will Fluman then did a great job organizing the production of the granite monument and Ray Pobgee waded through all the red tape to pin down a site on the Great North Road at the entry to our old base. We now have a fund raising effort underway to fully pay for this wonderful shrine. The dedication of the monument will be on May 30, 2004 during the mini-reunion. We are also so very indebted to Will Fluman who once again has made all the mini-reunion arrangements. I know it will be a big success.

Joe Toth did a great job producing a new membership directory. I use it almost daily to double check names, dates, etc.

And, what would we do without Hap Reese and his creation of our web site and CD Rom? The web site gets frequent "hits" from people seeking more information, or requesting permission to use some of the photos. And, the message board has been very popular. It saddens us now to know that Hap injured himself in a fall back in February. We all wish him a speedy recovery.

The 457th booth at the Commemorative Air Force's Veterans Day Celebration in Mesa Arizona was well received. An estimated 10,000 visitors went by the booth and many stopped to learn more about WWII. Two young students came by, took pictures and asked many questions for a school paper each one of them was preparing. It amazes me how the interest in WWII has increased so much the last few years.

Both Savannah, Georgia and Phoenix, Arizona were considered as possible sites for the 2005 reunion. It was put to a vote and Savannah won out.

I thank all the Board members and all of you for helping to accomplish all the things mentioned in this report.

--Don Nielsen

RETURN TO GLATTON 2004...ELEVENTH MINI-REUNION

May 29-June 2, 2004

BULL HOTEL PETERBOROUGH

Report by Will Fluman...

We look forward to this reunion as a very special event for our association. In addition to the activities which have made these reunions so successful in the past, this year we dedicate our new Glatton Memorial Monument.

As in the past, we will operate out of the Bull Hotel, with most of our people arriving on Saturday, May 29, and departing Wednesday, June 2. Our special room rate this year is 51 pounds single and 81 pounds double/twin per day. Of course, this includes a full English breakfast. You make your room reservations with me. No advance payment is required and you pay the hotel at check out. They accept major credit cards.

The costs of activities will be paid to me, in pounds, on Saturday at the Bull. I'm never sure of this amount until I get over there and find out current costs. In 2002, this amounted to 70 pounds per person. This year will be higher, likely in the 80 pounds range.

Sat., May 29 Check in at the Bull. Memorabilia Room open.

Sun., May 30 Visit our old Glatton Air Base
Memorial service in Conington Church yard
Lunch
Dedication of Glatton Memorial Monument

Ray Pobgee recently requested participation from the Royal Air Force at our Dedication Ceremony. We are honored and excited to report that the RAF has responded favorably.

Their response reads, in part,

"I am pleased to inform you that the Royal Air Force will participate in the event with the following: Flypast Hurri/Spit/Lanc."

--Headquarters Strike Command Royal Air Force High Wycombe

We are assuming this means that all 3 aircraft, Hurricane, Spitfire, and Lancaster, will be included in the flypast.

Mon., May 31 Memorial Service at Cambridge American Cemetery
Visit Imperial War Museum and American Air Museum

Tues., June 1 Peterborough Day...Mayor's Reception
Reunion Banquet this evening at the Bull

A number of people have already been in contact with questions and requests for reservations. I have made arrangements for 16 rooms and 23 people, including 7 men from Glatton. Others have not yet finalized their travel plans.

Our English Historians are doing a great job of arranging for this year's special event and I'm sure many of you will want to be there with us.

If I can help in any way, please contact me: Will Fluman (717) 258-3090

GLATTON MEMORIAL FUND

A recent mailing to all members of the 457th Bomb Group Association, as well as to members of the 8th Air Force, has produced an increase in donations to the Memorial Fund. We are delighted, but note that we are still a long way off the total amount needed to complete the project. So...if you have not had a chance yet to send in a donation, we encourage you to do so as soon as possible.

There has been a slight change in 'Donor Categories' allowing for more latitude in assigning donations. The change is as follows:

Guarantor	\$1,000 and up
Sponsor	\$500 to \$999
Benefactor	\$250 to \$499
Associate	\$100 to \$249
Patron	Up to \$99

Contributors to the Glatton Memorial Fund through March 11, 2004

The list will be updated in the next newsletter to reflect new donations.

GUARANTOR

Will Fluman in memory of
Phyllis Fluman
C. Craig Harris
Charles D. Osborne
Leon J. Zimmerman

SPONSOR

Anonymous
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Will Fluman, Jr.
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memory of Major
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of Bob Tangney
A Willard Reese
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Of Captain Ernest T.
Salzer and the crew
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of Bob Tangney
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Raymond J. Kristoff in
memory of Billy Hightower
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E. Christine Long in memory
of Walter W. Wagoner
James L. Long in memory of
Walter W. Wagoner
Clement H. Marsden
Frank A. Martin
Margaret M. McClane in
memory of Charles
J. McClane
Bobbie Miller
Lucille E. Mueller in memory
of Captain Louis G. Mueller
C. Edward Newmeyer
Dorothy and Bud O'Brien in
memory of Bob Tangney
Robert T. Payne
Diane E. Reese
Robert C. Reid
R. Melvin Stohl
Mr. And Mrs. William V.
Thompson in memory of
Bob Tangney
George A. Voris

NOTE FROM WILL FLUMAN...Some months ago, when the Peterborough newspaper ran an article on the Conington Church being featured in our Memorial Window design, we had a contact from the Ely Diocese. They have a monthly publication and wanted to include something on our window. Our window continues to get great "press".

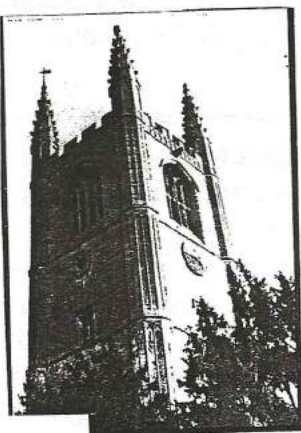
What follows are parts of the article and some pictures supplied by Ray Pobgee.

CONINGTON CHURCH SYMBOL OF A SIXTY-YEAR FRIENDSHIP BETWEEN TWO COUNTRIES

A village church, which was used as a landmark to guide American pilots to safety, has become an icon to the veterans who served in Cambridgeshire during the Second World War.

It is many years since American servicemen, returning from a bombing raid on Germany, looked down from their B-17 aircraft on to Conington parish church, near Sawtry, and knew that they were close to their airbase and safety.

The young airmen in the 457th Bomb Group, based at Glatton aerodrome, used the distinctive building with its tower and four spires, to navigate their way back home after their dangerous missions over Germany.



The war veterans return to Cambridgeshire every two years to share their experiences and strengthen the bonds they first forged during this unique period in world history. During their stay they re-visit landmarks such as the church in Conington.

"The four spires atop the Conington Church tower, highly visible from the air, were symbolic to those of us who flew from that air base," said Will Fluman, past-president of the 457th Bomb Group Association. "They were not only a reminder of our religious faith in those troubled times

but, as a pilot, they were a landmark indicating we were home again after long hours in the air."

Now nearly sixty years later, some of these old servicemen are getting too old to make the journey. So instead, they have recreated the distinctive beauty of the Cambridgeshire church in their own country to keep its memory alive in their minds. All Saints' Conington is featured in a stained glass window in the Chapel of the Fallen Eagles in Savannah, Georgia, which stands on the grounds of the Eighth Air Force Heritage Museum.

"When the Museum decided to build a replica of a small English chapel in their Memorial Gardens, the 457th was eager to sponsor and design one of the stained glass memorial windows," said Will Fluman. "The design team of three airmen from Glatton and one of our younger members incorporated those symbols which were most important to our Bomb Group. At the base of the window is a clear image of the Conington Church."

When the 457th left the base in 1945, a monument was erected in the churchyard to honour the airmen who had lost their lives in battle. Below the bust of an airman is a wreath with the Group motto "Fait Accompli" in its center.



FYI...one, two or all three of these aircraft will do a fly-past at the Dedication of our Glatton Memorial

Lancaster

Anxious to retaliate against German bombing raids on Great Britain, the RAF devised a strategic bombing strategy of its own. Sir Arthur Harris, Chief of the RAF's Bomber Command, stated: *"The Nazis entered this war with the rather childish delusion that they were going to bomb everyone, and nobody was going to bomb them...they sowed the wind, and now they are going to reap the whirlwind."* The **Avro Lancaster Mk. B.I.** heavy bomber, certainly one of the most important British aircraft of World War II, played a major role in the British retaliation. The 7,366 **Lancasters** which were produced completed 156,000 missions, and because of their large payload dropped a total of 608,612 tons of bombs. The **Lancaster** was operated by a crew of seven or eight, had a maximum speed of 286 MPH, and a range of 2,527 miles. **Lancasters** were heavily armed with either eight or ten 7.7 MM Colt-Browning machine guns, but they proved no match for the Luftwaffe's experienced fighter pilots, and the **Lancasters** were decimated during daytime bombing raids on Germany. The RAF responded by shifting to a policy of nighttime strategic bombing. As the war progressed Germany improved the effectiveness of its night fighter force and it was not uncommon for losses on any mission to be in the 5-10% range. The "whirlwind" was not without cost to the RAF. Very few RAF **Lancaster** crews successfully survived their tours of duty, and in 1942-43 the average life expectancy of a **Lancaster** aircraft was only 6-7 missions.

Hawker Hurricane

The **Hawker Hurricane** was a major milestone in the evolution of British fighter planes. Monoplanes weren't new to the type, but the **Hurricane** set new standards of armament and performance in one stroke. When it appeared in 1935, with eight guns, it was the world's most heavily armed fighter, and it was Britain's first to exceed 300 mph. Delivery of the **Hurricane** to the squadrons began at the end of 1937, and in 1940, the plane went on to play a major role in the Battle of Britain. Although much of that glory must be shared with the **Supermarine Spitfire**, the **Hurricane** did the majority of the defensive work. There were 32 **Hurricane** squadrons in the battle (compared to 19 **Spitfire** squadrons), and the **Hurricane's** simple structure enabled damaged aircraft to be repaired more quickly. Its easy-maintenance features also reduced turnaround time. The **Hurricane** had a wingspan of 40 ft, length was 31 ft. 5 in., with a powerplant of one 1,030 hp Rolls Royce Merlin III. It reached a maximum speed of 316 mph @ 17,700 ft and had a range of 600 miles. Some 2,952 **Mark II**s and **IV**s were supplied to Russia during the War, and this produced quite an oddity. Hawker sold 12 **Hurricanes** to Finland in January 1940 during that country's first war with Russia, and by the time of the second, or "Continuation," war, the Russians also had **Hurricanes**. Further, in a reversed Lend-Lease operation, Britain supplied **Hurricanes** to American fighter squadrons that arrived in Europe and North Africa but were not yet equipped with American fighters.

Supermarine Spitfire

The **Supermarine Spitfire** remains one of the classic fighter aircraft of all time, and certainly one of the most instantly recognizable. In the United Kingdom it has become a part of folklore—the aeroplane that saved the United Kingdom in the Battle of Britain. The fact that reality tells a different story does not diminish the psychological impact it has had over the years. To some degree history has been rewritten by its success. In all, an estimated 22,579 **Spitfires** served in all spheres of the War and afterwards, and whenever a visual reconstruction has occurred of such events, they were generally rewritten to some degree around the aircraft available—almost entirely **Spitfires**. That admitted, there remains the fact that the **Spitfire** was one of, if not the (line up on your chosen side of THAT argument), most effective fighter of its time. As an act of engineering it was at the cutting edge of technology from the mid 1930's until nearly 1950, and was extensively developed. It encompasses in one aircraft type most of the major developments of the end of the piston-engined fighter era. For many people it is simply that the **Spitfire** is synonymous with the most effective aero engine of the War, the Rolls-Royce Merlin. On the 4th August 1938, only one year before the Second World War, the first production **Mk I Spitfire, K9789**, was delivered to 10 Sqn Royal Air Force at Duxford. Within twelve days the second aircraft was delivered and by May 1939 the squadron had a full complement of sixteen **Spitfires** and was fully operational. On the first day of World War Two the RAF had some 182 **Spitfires** in service, 150 of which were fully serviceable and ready for action. But it was not to prove its worth against the enemy until the 16th October 1939 when aircraft from both 602 and 603 Royal Auxiliary Air Force Squadrons were scrambled to meet a number of attacking Ju88's that were attempting to sink the naval ships off Rosyth. The three **Mk 1 Spits** from 603 Sqn all claimed to have hit and sent down the enemy aircraft that subsequently crashed in to the sea off Scotland's east coast.

*Douglas Bader was a British Royal Air Force ace during World War II. Bader lost both legs in an aircraft crash in 1931 and was invalided out of the service. With the advent of war and the shortage of qualified pilots, he was able to talk his way back into the R.A.F., flying **Spitfires**. He commanded the 242nd Squadron at Tangmere and had his initials "DB" on the side of his aircraft as an identifying mark. His call sign was "Dogsbody" and he is officially credited with 22.5 aircraft destroyed, becoming the third person to be awarded the bars of the Distinguished Service Order and the Distinguished Flying Cross. On August 9, 1941, an ME109 collided with him in the air over the continent, and he spent the rest of the war as a guest of the Germans. After several escape attempts (one of which was from Stalag Luft III, "The Great Escape" camp), he was imprisoned in Colditz Castle, a special prisoner-of-war camp for exceptionally difficult prisoners. Douglas Bader died in 1982.*

*Colditz Castle was a German prisoner-of-war camp officially designated Oflag IV C. It was located in Saxony, thirty miles south of Leipzig and was supposedly escape-proof. It was located on top of a rocky hill used to imprison the most difficult Allied prisoners. Ironically twenty people successfully escaped during the war—the highest number of any camp in Germany. One group of prisoners succeeded in constructing a glider for an aerial escape attempt but were liberated before it could be utilized. The glider is still entombed within the walls. This is fictionalized in a 1971 TV movie entitle *The Birdmen* (also called *The Escape of the Birdmen*).*

IN MEMORIAM



TAPS

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

The following are reported deceased since last newsletter.

GEORGE D. MCCURRY

September 1991

Reported by his daughter, Cindy McCurry
"George D. McCurry served in the Army Air Corp 457th Bomb Group 750 Squadron during WWII. He flew 35 missions as a co-pilot from Dec. 1944 to April 1945. He flew primarily with pilots Clyde Weid and Edward Foucke. After completion of his missions and on return to stateside, he declined separation as he had just heard his younger brother (a Marine) was missing in Okinawa. George volunteered to fly in the Pacific Theatre of Operations but his request was denied. He then learned his brother had been killed and decided to make the Army Air Corp a career. In late 1946, while assigned as a Basic Flying Instructor at the 2532nd Base Unit Pilot School at Randolph Field, he had a plane crash. This crash resulted in the loss of his eye and he was separated from the service on a medical retirement in 1947. He then went back to school at the Univ. of Tennessee to finish his degree. Then while traveling as a sales/technical support engineer for mining equipment, he met and married Geraldine Ferguson of Arkansas. They later settled and raised 3 children in Orlando, FL. George never retired but spent the last 20+ years of his life working for various contractors on the space program at Kennedy Space Center. He passed away of pancreatic cancer in Sept. 1991."

NOTE: George's three children have just joined as LIFE members of the 457th Bomb Group Assoc.

GEORGE MURPHY

October, 2003

Reported by Wally Hoffman (351st BG)

Wally writes: "I was advised that George Murphy died the other day. I believe he was part of the original group that formed at Ephrata, WA. He flew 30 missions as a top turret gunner."



IN MEMORIAM

WILLIAM R. KILPATRICK

July 6, 1999

Reported by his wife, Minnie

No other information received.

JAMES PAUL LaPAZE

July, 2001

Reported by his daughter, Jacci Crittenden

Jacci writes about her father: "I am the fourth and youngest, daughter of Lt. James Paul LaPaze of the 748th. One story I do remember him recalling was when he was shot down over the English Channel. Your narrative (on the 457th website) is accurate, however, the name of his plane was "*The Lady Margaret*". It was named for his mother. He flew two planes and named them "*The Lady Margaret*" and "*The Lady Margaret II*". I cannot recall my source, however I do recall hearing that the English Channel had been dredged recently and parts of my father's plane were recovered. I guess I remember this story the most because my father told me that notifying the families (via letters) of the loss of the crew members was the most difficult thing he ever had to do. He really took their loss to heart and remembered them every June 14th thereafter. It was always a solemn day around our house."

DEE KEMP OWSLEY

November 16, 2003

Reported by Dee's brother, Hoyt Owsley

Hoyt says of his brother: "He was awarded a Bronze Star for meritorious service as a Crew Chief from May, 1944 to April 1945. As a Charter Member and a Life Member of the 457th Bomb Group Association, he looked forward to all the reunions of the group."

Alan Morton reports: "Mr. Dee K. Owsley was an enlisted man with the 749th Squadron. He attained the rank of S/Sgt. and was an aircraft Ground Crew Chief."

Don Nielsen wrote to Hoyt: "As a Crew Chief, Dee was among the unsung heroes of the war. So often repairs were made outdoors at night when the weather was atrocious. I sometimes wondered when those fellows slept. But, the B-17 under Dee's wing had to be ready to go early the next morning and be in shape mechanically so that it could go on a mission and get back. Sometimes those planes didn't get back much to the sadness of men like Dee."

IN MEMORIAM



CARL E. GAMBLIN

May 12, 2002

Reported by Stanley V. Gray (751st BS)

Stanley writes: "Carl E. Gamblin, passed away in Auburn, CA at the age of 83. He was in the original group formed in Washington State in 1943 and was in the 751st Squadron. He was the co-pilot for Albert Sikkenga, but was shot down over the Cherbourg area on the 20th of April, 1944, while flying with the Walter Milne crew. He was captured and made a POW - Stalag Luft III."

SANTO MAIRA

March 22, 2003

Reported by George Radakovich

George writes: "Santo was a tail gunner on Duane Southwood's crew flying 35 missions."

AL (AUGUSTUS LEE) MOORE

June 2, 2003

Reported by his daughter, Lisa Moore

Lisa writes on the website Message Board:

"It is with sadness that I write that my father Al Moore passed away in Chattanooga, TN. He was a 2nd Lt., Bombardier with the 457th, 748 bomb squad and he was stationed in Glatton from March '45 until June '45. I believe he said he flew with pilot Gordon Robertson, from McComb, Miss. If anyone knew my father or even flew with him, I would love to hear from you! I have recently moved to the UK and I am hoping that one weekend soon I can get out to Glatton."

WILBUR S. "BILL" PURSELL

December 21, 2003

Reported by Will Fluman

Will writes: "We knew he was in very bad health, but hoped for the best. Bill flew his last mission as co-pilot with me. We both graduated from Penn State, went to work for the Bell Telephone Company of PA and saw each other often for many years. We both retired in the mid-eighties and had little contact after that time. I was surprised a few years ago to learn that he lived nearby. I then called him and, although we had a nice conversation, his health problems limited his interest in any social activities."



IN MEMORIAM

QUENTIN P. THOMPSON

June 10, 2002

Quentin's passing was originally published in a previous newsletter, but more information has come in from Bill Wagner, Radio Operator and Gunner. Bill writes: "Quent was originally part of our crew *"Lonesome Polecats"*, as co-pilot to pilot Craig Greason. We met in May of '44 at Westover Field, Mass., as part of a B-24 crew. We finished our training and went to Mitchell Field to wait for our plane. In early Nov. we flew the northern route to England and became operational in early Jan. '45. Our crew flew 22 missions together when Quent filled in as co-pilot on another crew. He was with that crew for no more than 2 missions before he was shot down. It was quite a coincidence that when we got our new co-pilot our 1st mission was Berlin 2/3/45, the same mission that Quentin was shot down. I tell this information because for almost all of Quentin's combat missions, and of course the crew training, we served together as part of the same crew, *"The Lonesome Polecats"*. Quentin's nephew might be interested in knowing that his uncle's name is listed with our entire crew in the Memorial gardens at the Museum in Savannah."

LEONARD E. WOLFER

October 29, 2003

Reported by his wife, Emma
No other information received

BETTY HASTY...(sister of J. Hilty)

Reported by her loving husband.

* * * * *

He is not dead
But only flying higher,
higher than he's flown before,
and Earthly limitations
will hinder him no more.
So all you friends and loved ones, dry your eyes.
Yes, it is wrong that you should grieve,
For he would love your courage more,
and he would want you to believe he is not dead.
You should have known
that he is only flying higher,
Higher than he's ever flown before.

LETTER AND ARTICLE RECEIVED FROM OSCAR KOIRTYOHANN...749th SQD

"Please find enclosed a letter that was in our local paper. Would you please include this in our next newsletter so our members may respond if they wish to do so."

--Oscar Koirtyohann, New Haven, MO

Oral History Project on B-17 Air Crews

Dr. Vernon Williams, professor of history at Abilene Christian University, has announced plans for a new oral history project to begin this month, focusing on B-17 crews flying from bases in England during World War II.

Williams said he hopes to hear from anyone who served with a B-17 bomb group in England during the war.

"This will be an important study because we know little about the life they lived in these small English farming communities or the relationships that developed between the British farm families and their new American neighbors," Williams said.

Williams plans to spend the next several years interviewing these men and examining the World War II experiences of the air crews, their British hosts and the sense of community that held them together from 1942 to 1945.

During World War II, the United States established air bases in East Anglia in England's agricultural region. Throughout the area, small communities made way for the construction of the bases.

For his project, Williams asks that anyone who served in a B-17 bomb group in England during World War II--including air crewmen, ground personnel and medical staff--contact him.

"This will be a monumental project but one that must be done now," Williams said. "We are losing over a thousand World War II veterans per day now, and there is a sense of urgency about this work to save the history of these men and women of World War II."

Veterans interested in participating in this project should call Williams at 915-674-2150, e-mail him at vwilliams@acu.edu or mail details of their service to Dr. Vernon L. Williams, ACU Box 28130, Abilene Christian University, Abilene, TX 79699.

* * * * *

LET US NEVER FORGET...

*"Those who expect to reap the blessings of freedom
must undergo the fatigue of supporting it."*

Editor's Note: *This is from 457th member Frank Bernd. It is a letter written to Bob Green, a features columnist for the Chicago Tribune in 2000. He (Bob Green) wrote that 'the pilot of the B-29 that dropped the atom bomb did not know what he was going to drop until he was airborne'. You may agree with Frank after you read this that that it is hard to believe.*

Dear Bob Green,

I have been following your story about Col. Tibbets, his crew and the Atom Bomb. Your article of Sunday June 25th covers what was total security concerning the Atom Bomb during WWII.

As an Aviation Cadet going through Pre-Flight Training at Santa Ana, California, I was part of an unusual situation. Having a few minutes in our quarters before going to mess, a group of us were talking shop about bomb size, fuseing, delayed action fuses and related subjects. We were all going to Bombagator school (Bombardering with Navigation training). As we carried on with our talk, a cadet who was lying on a top bunk listening to us, swung his legs over the side of the bunk and really broke us up with laughter. He stated that the U.S. had a bomb with an explosive the size of a large grapefruit that could wipe out any large city - London - New York - Moscow, etc. I don't believe he mentioned "Atom" but that was 57 years ago. Anyway, the next day when we dragged ourselves into our barracks after a 12 hr. day, we found this young cadet missing. His bed was folded up and all personal effects were gone. This was great security since none of us said anything to anyone. As a matter of fact, we pretty much had forgotten the conversation.

Remember, this all took place in the Spring of 1943, when Col. Tibbets dropped the first Atom bomb and I heard about it over the radio. I remembered this young man who was smarter than all of us. He will always be in my memory. I often wondered what happened to him. They either put him in prison or he ended up with the people working on the bomb.

Frank Bernd

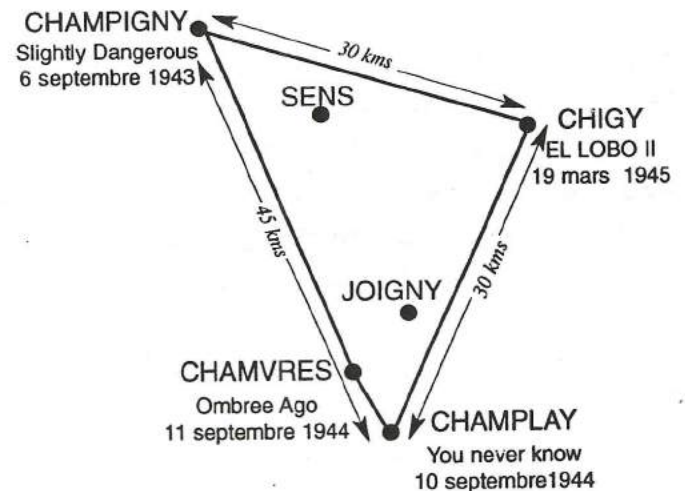
FYI: Paul Tibbets, Jr...U.S. Army Air Force colonel who flew the B-29 *Enola Gay* that dropped the atomic bomb on Hiroshima on August 6, 1945. He piloted the first B-17 to cross the English Channel and bomb German-occupied Europe in the Rouen-Sotteville Raid, which was the first mission of the Eighth Army Air Force of WWII. As a major, Tibbets flew General Mark Clark to Gibraltar so he could board the H.M.S. *Seraph* en route to secret meetings in North Africa. On November 5, 1942, he transported General Dwight Eisenhower to Gibraltar preparatory to the invasion of North Africa in a B-17 named *Red Gremlin*. Tibbets also piloted the first B-17 to bomb North Africa during the Allied invasion of November 1942.

FRENCH DEDICATION

On September 20, 2003, a Dedication ceremony took place in France to honor the four B-17s that crashed North of Yonne. The four planes crashed coming back from bombing missions over Germany as follows:

- 6 September, 1943, *Slightly Dangerous*, 388th Bomb Group, was shot in "La Chapelle Champigny" on return from a mission over Stuttgart, Germany
- 10 September, 1944, *You Never Know*, 457th Bomb Group, crashed in Champlay on return from a mission over Gaggenau, Germany
- 11 September, 1944, *Ombree Ago*, 100th Bomb Group, made an emergency landing in Chamvres on return from a mission over Rhuland, Czechoslovakia
- 19 March, 1945 *El Lobo II*, 457th Bomb Group, crashed in Chigy on return from a mission over Fulda Station, Germany

Association
"Les Amis d'El Lobo II et de la 8^{ème} US Army Air Force"



Editor's Note: INFORMATION AND PICTURES WERE INCLUDED IN THE NOVEMBER, 2003 NEWSLETTER...Since then, I have received more information and additional pictures, some of which is included here. I apologize that there isn't room for all the pictures I received. I hope that the pictures in the November newsletter gave you all a good variety and overview of the festivities.

The 457th Bomb Group Association is the only Bomb Group that was represented at the Dedication Ceremony in France.

continued next page

French Dedication continued:

Letter from Joan Shuff (widow of Morris):

We arrived in Chigy, France about 10 km from Sens for the dedication of the monument donated by "Les Amis d'El Lobo II et de la US Army Air Force". Pierre Colson was in charge and it took four years in planning.

The day was gorgeous--bright and shining. There was a very large group of people there--could be close to 700-800 people. The Honor guard, four handsome Marines from the Paris Embassy, carried the flags. A band followed the Honor Guard. A group of 40-50 people, each carrying flags came after the band. The flags were so colorful. The veterans, French freedom fighters (resistance) all wearing red berets marched in after the flag group. Four American jeeps, one hauling a howitzer followed them. The village trooped after the last of the group, which is a custom in France.

We were seated on a raised platform-various French dignitaries, and Col. John Parker gave speeches. The howitzer was fired three times and "*The Pink Lady*", one of two B-17s in Europe, flew over at 700 ft. in a salute to the Dedication. It was quite a sight! *The Pink Lady* was in pristine condition and stationed at Orly, Paris.

We all left the stand and headed over to the huge rock with the stele, still veiled. Wreaths and flowers were carried to the base and the marker was unveiled. The howitzer boomed three times again. It was quite a celebration!! Champagne and huge trays of hor'd'oerves were served to the people present.

Afterwards, we drove to a small village where a spectacular luncheon was served - at least 7-8 courses-with 3 types of wine. There were at least 300 people at the luncheon. It lasted from 12:30 to 5:00 pm.

Our group sat at the head table: Col. John B. Parker, Lt. Col Bill Siler, Mo and Ann Shields, Russ and Ella Karl and their friends from the Strasbourg area, Frances and Anne Muller. Pierre Colson and his granddaughter, Marina were seated with Stephane Muret and her husband. I was seated with my grandson, Cory Getz, across from Col. Parker.

Constant Goergen, President of the U.S. Veterans Friends, Luxembourg presented the Medal of Honor to Joan Shuff, Lt. Col Bill Siler and Russ Karl in a lovely ceremony. The medals were awarded for Recognition of dedicated services to promote Remembrance, Gratitude and Friendship for our American Liberators of World War II.

Joan Shuff

French Dedication continued:

The following information is from Pierre Colson, organizer of the event.

"This story of the B17 G bomber, *You Never Know*, is told by my friend, Russell Karl. He was radio operator on board *You Never Know* when it crashed in Champlay. Today, Russell Karl is still alive in the U.S. He lives in Illinois with his charming wife, Mrs. Karl. Russ flew 35 bombing missions over France and Germany between August 13th 1944 and January 1st, 1945. When the plane crashed, Russ was flying his 7th mission. The target was the Daimler-Benz Truck factory in Gaggenau, Germany. Due to battle damage, the plane crashed in France, in Champlay, in the region of Joigny, department of Yonne, not far from Sens. This flying fortress was piloted by the lieutenant Loren Hampton. The best way to tell this mission is to copy exactly as it was written by its pilot, Lieutenant Hampton, in his report dated September 20th, 1944. He writes...

'We were first hit by flak about 1 and a half minutes before bombs away but were able to stay in formation long enough to drop our bombs with the rest of the ships. Before bombs away we were hit by 3 bursts of flak. Just after bombs away #4 went out. The copilot hit the feathering switch, but the prop didn't feather. Also, the elevator trim tabs were shot out.

We lost the formation. The interphone was shot out, and not being able to hear the navigator, I took up a 270 degree heading, knowing that we were nearly due east of Paris and friendly territory. After things got a little settled and we were out of the flak, I switch to Command and followed the Navigator.

The ship was on auto-pilot, but due to the windmilling prop, we were losing altitude fast, even with full 2500 rpm and 45 inches on the good engines. Over Strasbourg we hit flak at about 21,000 feet. We took evasive action, and by the time we got out of it we were down to 17,000 feet.

We must have been hit about 5 or 6 times. That was when the navigator got his wound. Shortly after that I had him go back in the radio room in case we should make a landing. Since he thought his leg was broken, I thought it would be better for him if we crash landed. The bombardier took over the navigating.

Near Nancy, France, we were shot at again and the tail gunner was hit. He and the waist gunner bailed out. At that time we must have been about 4-6,000 feet. It was then that I made up my mind about what we would do.

French Dedication continued:

We began looking for a town which we were sure was in free land. At about 3,000 feet, I leveled out and flew at a speed of about 110-115 mph, still with full boost. We saw a small town in some hills, with a level field near it. It seemed a fair place for a landing, so I started to circle. Just as I started a left turn, they began shooting at us again. The hills ahead of us seemed higher and somehow we managed to climb enough to get over them. Sometimes the air speed dropped to 105 mph.

Over those hills, civilians shot at us with small stuff. During this time, we were throwing out some of the ammunition, etc. The bombardier was unable to pick up a definite pin point, so we kept flying, determined not to land in enemy hands and to make Paris, if possible. We had the gas out of #4 tank and our gas was running low.

At Joigny, France, the bombardier located himself definitely and at the same time 2 engine caught fire. We had only 150 gallons gas left for 3 engines anyway. Well, there was only one thing to do.

We landed wheels up about 4 miles south of Joigny, which is about 100 miles southeast of Paris. In about 45 minutes, the navigator was in the French hospital and his leg was being taken care of. The rest of us were uninjured and were drinking swell French wines and eating German canned rations which the Free French had captured.

That evening they took us to an American unit, a small Q.M. outfit, where I reported the accident. The next morning they took us to Paris where we got on a plane and came home.'

You Never Know had a crew of 9. Six of them, including Russ Karl, returned to their base in England 3 days after the crash landing. The Navigator, Robert Mattox, stayed in a hospital in Joigny, France, having his wounds tended to by the Free French. Glenn Seeber, the tail gunner was in the waist when he got wounded. He threw himself out of the waist door near Nancy, France, and was killed during the bail out. Right after Seeber bailed out, waist gunner Mike Pipock bailed out. He landed safely, was captured, sent to a concentration camp, and was executed in what is known as the Gaggenau Atrocity."

RUSS KARL TELLS WHAT HAPPENED:

"Mike Pipock was captured by the Germans and sent to the concentration camp at Schirmeck, France.

By November, due to the advancing Allied troops, the prisoners at Schirmeck were moved to the concentration camp at Rotenfels. The

French Dedication continued:

village of Rotenfels and Gaggenau are practically contiguous.

On November 25, 1944, Lieutenant Wunsch, commandant of Rotenfels, received orders to execute American and British prisoners at that camp.

Immediately, 10 American and British POWs, including Mike Pipock, along with 4 French priests were taken into the woods behind the Erlichwald Cemetery at Gaggenau where there were 2 bomb craters.

They were taken 3 at a time at 10 to 20 minute intervals, told to stand in one of the craters, and were shot. Those who were about to be shot were made to stand by the bodies of their dead comrades. Dirt was then shoveled to cover the crater.

Five days later 13 more French civilians, including a woman, all members of the Alliance de Bordeaux were taken to the adjacent bomb crater and similarly executed.

When French occupation troops arrived, they were informed of this atrocity by the people of Gaggenau. The 27 bodies were exhumed. Eight days later another French unit arrived and the identification of the bodies began.

Mike Pipock is now buried in the American cemetery in St. Avold, France."

The crew was made up of:

Pilot:	Loren G. Hampton	"Hamp"
Copilot:	Orville Hocker	"Hock"
Bomber:	Andrew R. Friesen	"Andy"
Navigator:	Maurice A. Diehl	"Tim"
Radio op:	Russell Karl	"Russ"
Ball turret:	Thomas V. Farrell	"Tom"
Waist:	Michael Pipock	"Mike"
Tail gunner:	Glenn Seeber	"Glenn"

The following is what Pierre Colson wrote about *El Lobo II*:

"Severely damaged by flak, a broken down motor, fuel running abundantly, the bombardier gave up following its formation. As he couldn't come back in Glatton, he made a belly-landing in our department, in Chigy. The Glenn Harris crew was uninjured but during the 113 missions of *El Lobo II*, the aircraft was several times damaged by the German fighters. Young men died on board of *El Lobo II*.

French Dedication continued:

In 1945, I was working at my parent's farm located in Pont-sur-Vanne, about 3 km from the American fortress which crashed in Chigy. My father was the Mayor of Pont-sur-Vanne.

The day after the crash, I went to Chigy and I penetrated into the cabin. It's a sad memory. I was really impressed.

The following days, the US Air Force came to dismantle the engine and the principal. Then they abandoned the wreck to its sad fate and finally it ended under the flame of the scrap merchant's blowtorch. Then the fortress was forgotten.

I swore I would make researches to know this plane, to know what its life was, where it came from. It is now 57 years since it happened.

In May 2000, with the encouragement's of friends from Haute-Saone and the help of a friend from Belfort who is history teacher and works on the internet, I began doing researches. I was also helped by friends from the region who gave me some photographs.

I learnt that the aircraft was made on January 24th, 1944 in the Boeing factory in Cheyenne. He was from the 457th BG, 748th BS from the Glatton base, England. It was coming back from a bombing mission over Fulda Plauen, Germany. Its name was *El Lobo II*. It had flown 113 bombing missions.

A person from Joigny advised me to direct my researches at the USA. Thus, I found several former veterans from *El Lobo II* as far as in Texas where Colonel Kinney Hellums lived. Hellums was the copilot in the first crew of *El Lobo* and *El Lobo II*. It was piloted by lieutenant Cornelius Woolf and copilot Hellums.

During the 10th mission on Brussels, the Woolf crew was on leave and the Lieutenant Chapman piloted *El Lobo*. On that day, the crew and the plane *El Lobo* disappeared in the storm. A few days later, Lt Woolf and crew got a new B17 bomber: *El Lobo II*. After 113 missions, *El Lobo II* crashed in Chigy.

Today, I know that four flying fortresses crashed in north of Yonne. All these B17 bombers were "brothers" during their bombing missions, side by side, against German fighters and flak. Everybody knew about Patton, however, we didn't know anything about what happened in the air of France, about flying fortresses from the 8th US Air Force that contributed to the whole destruction of Hitler's war machine.

It has been proved that we wouldn't have won the war without these bombardiers from the Royal Air Force and the United States Army Air Force."

Pierre Colson

French Dedication continued:

FINALLY...this from the Association des Amis d'El Lobo II et de la 8th
US ARMY AIR FORCE...

***Us, French People, who experienced more than four years of
German occupation:***

LET US REMEMBER

***Four years of humiliation and looting of all sorts,
deprivation of your liberty.***

***Our French soldiers taken prisoners in Germany during five
years***

***The Gestapo, arrests, tortures, fusillades, deportation,
Today, former prisoners can testify.***

YES, WE EXPERIENCED ALL OF THAT.

***Then on June 6th, the hope.
It came in the nick of time.***

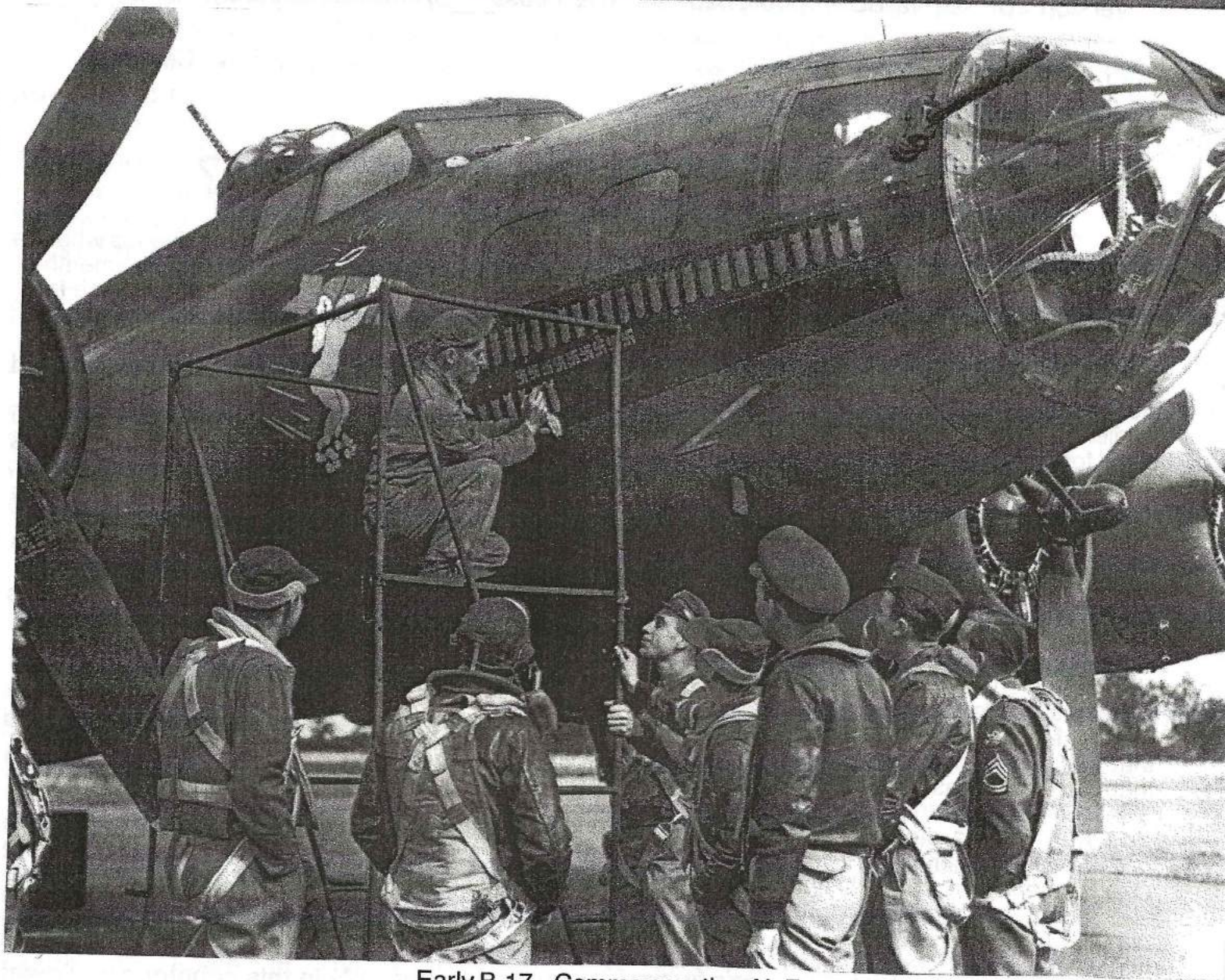
THE LIBERATION - THE PEACE!

* * * * *

EDITOR'S NOTE: Tom Farrell, ball turret on the "You Never Know"
remembers the crew on the plane a little differently. His recollection
is as follows:

Pilot:	Loren G. Hampton
Copilot:	Orville Hocker
Bombardier:	Andrew R. Friesen
Navigator:	Robert Mattox
Engineer:	Maurice A. Diehl
Radio op:	Russell Karl
Ball turret:	Thomas V. Farrell
Waist:	Michael Pipock
Tail gunner:	Glenn Seeber

NEVER FORGET THE SACRIFICE



Early B-17... Commemorative Air Force

MEMORIAL DAY

HONORING AMERICA'S LEGACY OF FREEDOM

Memorial Day is still a couple of months off, but we want to take this opportunity to wish you and yours a 'thoughtful' one. This is an edited version of an article published in the *East Oregonian* on July 4, 2003. It was written by Leslie Carnes, executive director of the Pendleton Chamber of Commerce and was given as a speech at Skyview Cemetery on Memorial Day, 2003.

What does our flag stand for?

Since 1866, Americans have been observing Memorial Day, setting aside time to remember and honor the sacrifice of those who died in all our nation's wars... on Memorial Day we honor the ideals and values those airmen, soldiers, sailors and marines stood for and died defending.

I've seen the special camaraderie of a unit when they know they've not only met a tough challenge, but conquered it together.

And I know how my heart beats stronger when an entire roomful of people rise to their feet out of respect for our flag, each aware that the one beside them loves that flag as much as you do.

You ALL have a story to tell, and we are honored to listen. One I remember particularly was told about an American pilot bringing a crippled plane back to his field in the English countryside. A young witness, now an elderly gentleman, remembered that the plane couldn't make it and the pilot had a choice to make. He could have bailed out and survived, letting the plane crash on its own. But he chose to stay with the plane until the end to avoid its crashing into this man's village. No one in that village will ever forget that pilot's sacrifice. In fact, a monument stands in that village today in tribute to that brave American pilot.

Like that pilot, those who have gone before have left a powerful legacy that we who remember strive to live up to...What is that legacy? I believe part is:

THE ABILITY to see beyond our own needs, to realize that what I want may not be of any importance in reality, that sometimes the needs of others must come first. **THE WILLINGNESS** to sacrifice for a greater good. Although they're probably not remembered fondly by those who lived through it, I love the stories about rationing during WWII. About saving sugar coupons to make a special birthday cake, or gas coupons to take a trip. No nylon stockings. All the things ordinary people sacrificed in order to help not just the war effort, but their friends and loved ones serving over there. **THE FEARLESSNESS** to do the right thing, even if it's hard, unpopular and criticized. **THE STRENGTH** to put feet to our beliefs. **THE COURAGE** to hope, to look for the good in situations and in other people, and to work for a brighter future to pass on to the next generation.

All these things and more are symbolized in our flag. Every flag you see represents not just one person's sacrifice, but that of a mother and a father, a husband or wife, sons and daughters, sisters and brothers, aunts,

uncles and many friends who are left behind and remember. We're all connected. If one falls, all are touched.

How can we help others find more meaning in the flag?

- If we continue to tell the stories of our fallen friends and their courage,
- If we pray for the families left behind,
- If we remind people of the sacrifices made for us,
- If we encourage veterans to share their experiences,
- If we support our troops and praise them publicly,

--- perhaps we can help our friends and neighbors understand the deeper meanings of this day, Memorial Day, and our flag. Never underestimate the power of one person to make a difference. Just like that pilot who avoided the village, one person can influence many lives. **Be that one.**

We in this country owe a great debt of gratitude to those who served in the past and are doing so today so we can live free.



"This is the first of a few stories I am aware of about the 457th activities during WWII. None of which are mind-boggling, but since they haven't been mentioned in any newsletters or books, I feel they might jog a few memories here and there.

Included is a story concerning our 123rd Mission flown on 17 Sept. 1944 to a place called Eindhoven, (known as Nijmegen, holland or Cleve, Holland) on some records. It turned out to be my 30th and last mission on my tour of Duty in the ETO. Also, I include with this letter a copy of a correspondence I took the liberty to send to a Major Van Liebman who briefed us guys the day we visited the B1-B flight line on Ellsworth air Force Base. It reflects my thoughts as well as all those of our group who i talked to in Rapid City after that wonderful visit to EAFB. Everyone agreed these Airmen of today are doing a SUPERB JOB and I felt compelled to thank them from their service to the USA and their dedication to duty as members of the Air Force.

I have two other stories in the back of my mind which may be of interest. "Being a Duty Navigator" and "Why I Became a Navigator". If my memory stays clear enough, these stories will be sent later to put in he 457th Newsletter. It's been 59 years since WWII and things get fuzzier each year. That is why I find it such a joyful experience to go to the Reunions so I can reminisce with other guys like myself about how we fought the war."

MID-AIR COLLISION

--Norm Franz

As we look back at how all those many, many four engine planes flew over and around England most every day it is very surprising that more accidents didn't happen to us. There were a hundred different ways to get hurt or killed flying in WWII with the Mighty Eighth Air Force in the ETO. I think near misses occurred practically every day, but our Airmen were so busy doing exciting duties that the scary incidents got wiped out of our minds before any of them registered permanently. Here is one very scary event.

On Sept. 17th, the 457th flew its 123rd Mission to Nijmegen (Eindhoven), Holland. It was to be

a Tactical mission intended to clear out an area so paratroopers could drop to earth near Eindhoven. German tanks, guns and troops had to be knocked out to make it possible for allied soldiers to establish a Dutch-German front in Holland. The target area was a large rectangle of ground we plastered with anti-personnel bomb clusters and larger high explosive bombs to wipe out the Germans. (See page 125 of "Fait Accompli" by Homer Briggs and James Bass.) We bombed at 18,000 feet, a relatively low altitude, and as predicted there was only moderate resistance. No fighters at all.

Norm Franz's story continued...

The lead plane in the Lead Box was shot down, but as you remember, each of our boxes had a Lead ship and a Deputy Lead Ship to take over if need be so we continued the mission as planned. I was aboard as Navigator in the Low Box Lead ship with Capt. Bill Hoelzer as Pilot. The mission was quite successful in striking all areas of the planned target area and we felt good as we followed our exit plan after the bombing. As I recall we turned south then went to head for home. Everything was AOK to that point until the coastline passed below us.

When we crossed the coastline with the Low-Low Box flying beneath us we looked out ahead and saw in the distance specks that turned out to be about ten C47's flying abreast of each other dead ahead of us. Each C47 was loaded with Paratroopers, and towed a glider loaded with Invasion Paratroopers. It appeared that with both formations heading directly at each other, flying at the same altitude, and at a closure rate of over 300 mph, (that's 5 miles per min.) there was a mighty disaster about to happen. Combat box formations cannot change altitude or direction rapidly and so all the pilots in the Low box and the Low-Low Box just froze in their positions because we didn't know how or which way to go to escape the impending fatal

collision. I am positive all of us in the noses of those B-17's, who were aware of what was happening, were praying the Hardest-We-Ever-Prayed while in the ETO. Many religious guys I knew in combat attended a quick Holy Mass before each mission and our Chaplain, a Lt. Col. Sullivan, had had one for us that morning. A Massive Miracle happened because those ten C47's and the Gliders they towed, flew right through us between our Low Box and the Low-Low box without hitting a single plane in our formations. Thank the Dear Lord for preserving us from certain disaster that day.

Obviously, there was a serious lack of communications between the 8th AF and the Paratrooper outfit (British, I believe) about the B-17 formation exit route after the bombing and the planned Paratrooper entry route going in to drop their troops near Eindhoven. What caused us to be headed toward each other at the same altitude is still a mystery. I know that what caused us to MISS each other was the Good Grace of God, for we all froze in position and hoped for the best. A miracle, if you believe in miracles. I did then and I do now.

The surprising thing about this incident to me is that "NOT ONE SINGLE PERSON IN THE 457th HAS EVER MENTIONED THIS EVENT." Six men on each ship, because they couldn't see out the front as we

Norm Franz's story continued...

flew, didn't even know what happened until it was over. It only took about one single minute for this to occur from the time we saw the C47's until they were well past us. Capt. Hoelzer never mentioned it when we got on the ground, and so like I said, "so many exciting things happened to us, some events didn't get registered in our memories before they were replaced by other memories which took their place." My being in the Lead ship with that Plexiglas nose in front of me, giving me a clear view of what was about to happen, won't allow me to forget that memorable event of that memorable day, my last mission.



This is Norm's letter to Major Van Liebman...

Dear Major Van Liebman,

Other members of the 457th Bomb Group Association and myself want to extend our heartfelt thanks to you and your fellow B1-B flyers who were so courteous and accommodating to us senior citizens when we visited your flight line on Ellsworth Air Force Base last week. It turned out to be a most rewarding

experience for us veteran civilians. The depth of knowledge you have, the very positive attitude you display, and the dedication to duty evident during our brief conversation makes me proud to know that your team is on the front line protecting America and all that it stands for. Most of us who are not in the Military Service are aware you all are ready and willing to sacrifice yourselves for this great country, but we very seldom, if ever, take the time to thank you for the loyalty and commitment it requires. Therefore, we thank you now.

As our beloved nation keeps slowly getting more decadent due to the divisive factions of rabble-rousers, nay-sayers, and beatniks, it is particularly heartwarming to find Air Force Men like you who have good character, high intelligence, excellent training, and personal courage, who are more that willing to fight for the U.S.A. The Terrorist Age has arrived and we don't have a clue as to when it will end, but your willingness to carry the fight to THEM in THEIR backyard, rather than letting them destroy us in America, is the only way possible to save this country. I admire you and praise you for your efforts.

Thanks again for being so patient with us and answering all our questions. It has been an HONOR to have met you.

New, Updated ROSTER NOW AVAILABLE

New Format...Larger Print...New Information

129 Pages in 6 Sections:

Section 1..Active Members

Section 2..Memoriams

Section 3..Widows

Section 4..Pilots/Flight Crews

Section 5..Ground Personnel

Section 6..457th B-17 Aircraft

In addition...the roster contains extra pages and spaces to record new members as they appear in future newsletters.

Starting with this edition of your Newsletter will be a new feature listing address changes, and corrections to the Roster as received from members.

- ... \$18.00 for Roster and postage to mail in the U.S.
- ... \$20.00 for Roster and postage to mail to Canada
- ... \$26.00 for Roster and postage to mail overseas

WE WILL BRING ROSTERS TO THE MINI-REUNION...
SAVE POSTAGE COST AND GET YOUR ROSTER FOR JUST \$15.00

MAKE YOUR CHECK PAYABLE TO: "457TH BG PX"

WE ORDERED ENOUGH COPIES FROM OUR PRINTER TO COVER ALL THOSE WHO EXPRESSED AN INTEREST IN BUYING A ROSTER. WE HAVE MANY OF THOSE ROSTERS LEFT. IF YOU SAID YOU WOULD BE INTERESTED IN BUYING A ROSTER, PLEASE DO SO NOW. WE NEED TO PAY OUR PRINTING BILL.



Roster Changes

Order your Roster NOW and
make these changes directly
into it. See PX page for details.

- Page 6..... Correct address for Anthony D. Coluccio: 1042 Thrush Cir.
Barefoot Bay, FL 32976

The address shown for Harry Cornell is his winter address.
His summer address is: 22460 Klines Resort Rd. Lot 286
Three Rivers, MI 49093

Charles Crespi's wife's name is "Toni" and "Ordinance" should be
under 'Remarks'

- Page 7..... Correct address for Patricia Casey Davis: PMB 283,3101
SW 34 Ave #905
Ocala, FL 34474

- Page 9..... Correct address for Elmer Frank: 24868 W. Nicklaus Way
Antioch, IL 60002

- Page 13..... Correct address for Michael Jackson: 11 Whiston Grange
Moorgate Rotherham S60 3BG England

Correct address for Donald G. Karr: 375 W. Brannen Rd Lot #199
Lakeland, FL 33813

- Page 14..... Correct address for Daulton R. Kelly: 8000 Calmont Ave.
Apt #132--Fort Worth, TX 76126

- Page 15..... Correct address for Leonard V. Luchonoke: 6236 Colony Ct.
Rancho Cucamonga, CA 91739

- Page 16..... Correct address for Laymon H. Mahan: 40901 E 40 Rd.
Pawnee, OK 74058

- Page 17..... David Mills is the son of Luster B. Mills.

Correct address for Stewart Moody: 59 Encino Rd.
Lincoln, ME 04457

- Page 19..... Squadron for Herbert E. Paris should be 750. "Armorer" should be
in the "Remarks" column

- Page 20..... Street name for Tom Henry Parks should be "Dodge"

John Pearson is "Treasurer" of the 457th Bomb Group Association,
not Secretary.



Roster Changes, Corrections, and Additions

- **Page 21.....** *Correct address for Robert A. Reid: 1827 Sierra Ave.
Springfield, OH 45503*
Michael Rodgers' wife's name is "Marnie"
- **Page 22.....** *Correct address for Johnny Sartor: P.O. Box 35
Starkville, MS 39760*
Street name for Robert L. Schaaf should be "Mennonite"
*Correct address for David W. Schellenger: 1519 Greenway Lane SW
Olympia, WA 98513*
- **Page 23.....** *Correct address for Donald E. Sherman: 117 King St.
Wallace, ID 83873*
*Correct address for Bill Siler: 2661 Nutmeg St.
Morro Bay, CA 93442*
*Correct address for Robert E. Springer: 54 Mtn. Dr. #19
Greenbrier, AR 72058*
- **Page 24.....** *Correct address for Edward R. Stevens: 5937 Trophy Loop
Lakeland, FL 33811*
- **Page 25.....** *William Thomas's wife's name is Vivian*
*Correct address for Armen Topakian: 21 Jackson Rd
Cranston, RI 02920*
- **Page 54.....** *Correct address for Delores Crescio: 1168 So. Harrid Rd.
Ypsilanti, MI 48197*
- **Page 55.....** *Correct address for Helene Herbert: 1726 Brantley Dr.
Charleston, SC 29412*
Correct street name for Norma Hetrick should be "Earl"
*Correct address for Gladys Hightower: 5000 Lake Shore Dr.
Waco, TX 76710*
*Correct address for Beth Kincaid: 1218 Hickory Lane
Zionsville, IN 46077*
- **Page 56.....** *Correct address for Ruthann Rogers: 12271 Coit Rd. Apt 2301
Dallas, TX 75251*

***Roster* corrections, and Additions**

--continued

- Page 56.....Correct address for Mary Lou Smullen: 1303 W. 1st Ave
Lenoir City, TN 37771

Add the following Widows to pg 57:

<u>Lydia Brines</u>	1500 Cedar Ave. Canon City, CO 81212
<u>Helen Kilpatrick</u>	24170 County Rd 87 Robertsdale, AL 36567
<u>Patricia Bredeson</u>	406 Frost Woods Rd. Monona, WI 53716
<u>Betty Capozzi</u>	11171 Oakwood Dr. # G301 Loma Linda, CA 92354
<u>Margaret Robertson</u>	206 Halcyon Cir. Greer, SC 29650

<u>Deceased</u>	Page 4:	<u>Thomas Brines</u>	Page 19:	<u>Fred Oglesby, Jr.</u>
	Page 11:	<u>Betty Hasty</u>		<u>Dee. K. Owsley</u>
	Page 14:	<u>William Kilpatrick</u>	Page 20:	<u>James Pedine</u>
	Page 15:	<u>George Langowski</u>	Page 27:	<u>Leonard Wolfer</u>
	Page 18:	<u>Dominic Muscato</u>		

EDITOR'S NOTE: There are still several corrections to make in other sections of the ROSTER. Watch the next newsletter for these corrections. If you have or know of corrections that need to be made in the ROSTER, please let Nancy know. There will NOT be another printing of the ROSTER, so please make these corrections in your copy.

If you need to buy a roster, see pages 24 and 38 of this NL.



**Your Web Site on the Internet:
The 457th Bomb Group Association**

<http://www.457thbombgroup.org>

WEB MASTER: WILLARD "HAP" REESE

A few of you may already be aware of Willard's mishap...for those who haven't heard...

Willard had a fall...breaking his fingers on one hand and getting cuts, scraps and bruises on his face and breaking his glasses. He has a cast on his right arm and lots of facial swelling. Willard is the primary caregiver for his wife, Edna. He isn't supposed to be doing much of anything, especially typing on the computer. So...if you notice that the web site isn't "cleaned up" as much as usual, this will explain that.

We will use his page of the newsletter to remind you of the CD Rom of the 457th Bomb Group Association.

***AVAILABLE ON CDROM...
Your 457th Bomb Group Website***

\$25.00

plus S&H...

\$5.00 USA and Canada

\$10.00 outside North America

Make your checks or money orders payable to the "457th Group Association"

***Mail to:
Joseph DeLuccia
214 Cambridge Avenue
Saddle Brook, NJ 07663***

FYI.....FYI.....FYI.....FYI.....FYI.....FYI.....FYI.....FYI

SAVANNAH IN 2005

Lori Barnett is our Hostess.

She is already hard at work putting together
one FANTASTIC reunion.

- CHECK THE NUMBERS AFTER YOUR NAME ON THE MAILING LABEL OF THIS NEWSLETTER.

IF YOU SEE THE NUMBERS "03" YOUR MEMBERSHIP HAS EXPIRED.

THIS IS YOUR LAST NEWSLETTER

UNLESS YOU PAY YOUR DUES RIGHT AWAY.

Please Note:

Checks for dues should be made out to: 457TH BOMB GROUP

Send to: John Pearson, Treasurer
1900 Lauderdale Dr #C-315 Richmond, VA 23233

Make checks for the Glatton Memorial Fund out to: 457TH BOMB GROUP

with a notation to the "Glatton Memorial Fund"

Send to: John Pearson

Make checks for PX items, including a Roster out to: 457TH BG PX

Send to: Joe Toth
449 Sunset Lane Pueblo, CO 81005

Make checks for Loading Lists out to: JOE TOTH

MEMBERS WHO UPGRADED TO LIFE MEMBERSHIPS

Add to your Roster:

Owen S. O'Rourke, Jr...748th SQ
Waist & Tail Gunner
for Pilot John Weber
3812 Hilton Drive
Mobile, AL 36693

Donald E. Polen...749th SQ...Armor
Gunner Waist for
Pilot Raymond Wolf
3745 Shannabruck Ave.
Canton, OH 44709

Frederick G. Smithson...748th
SQ...Pilot
1506 Gordon Cove Dr.
Annapolis, MD 21403

James Stevenson...Brother of Robert L.
Stevenson
1895 Mango St N.E.
Palm Bay, FL 32905

NEW LIFE MEMBERS...

Add to your Roster:

William C. Goldsborough...Armor and
ball turret for pilot Roy
Allen...749th SQ
20 Brigantine Court
Nottingham, MD 21236

Pamela Kabine...Daughter of William
R. Kabine...749th SQ
2601 S. Broadway #57
LaPorte, TX 77571

NEW LIFE MEMBERS...cont

Cindy McCurry...Daughter of George
McCurry (dec) copilot/pilot,
750th SQ
3123 Thomas Drive
Lafayette, IN 47909

Eric McCurry...Son of George McCurry
(dec) copilot/pilot, 750th SQ
615 Sullivan Ave.
Ocoee, FL 34761

Melinda McCurry...Daughter of George
McCurry (dec) copilot/pilot
750th SQ
5306 Statemeyer Drive
Orlando, FL 32839

Andrew R. Reeves...Copilot in 750th SQ
2324 Rolling View Drive
Spring Hill, FL 34606

NEW MEMBERS...

Add to your Roster:

Marcella "Marcy" Adams...Daughter of
Charles L. Stewart (dec),
749th SQ...tail gunner on
"Black Puff Polly"
207 Todd Lane
Bryant, AR 72022

Kenneth Ankeney...Ball turret gunner
for pilot Glen Adams
751st SQ
P.O. Box 1806
Borrego Springs, CA 92004

Patricia Bredeson...Wife of Llewellyn
Glenn Bredeson (dec)...Pilot
406 Frost Woods Rd.
Monona, WI 53716

NEW MEMBERS...cont

Herbert E. Dollar...Gunner for pilot O. Burgess...749th SQ
5480 Via Verano
Yorba Linda, CA 92887

Anthony S. Giacobbi...Flight engineer top turret on "Duchess" for pilot Buetner, 750th SQ
9 West Street
Sharon, MA 02067

William R. Henson...Son of Leonard Henson who was a waist gunner for pilot Roy Allen 750th SQ
RR #2 Box 378
Cisne, IL 62823

Sheila Ann Holtzen...Daughter of a fireballer...748th SQ
522 Pine Ave.
Kenai, AK 99611

Lucian Klejbuk...Radar Tech, 749th SQ
4 Todd Circle, Apt. 4E
Carlisle, PA 17013

Bobbie Miller...Daughter of Evert B. Heins who was Engineer-Gunner for pilot Donald Snow on the "El Lobo II" 748th SQ
1052 Road 130
Emporia, KS 66801

Mark W. Nelson...Reserve Officer and Historian of Hill AFB, Utah
7013 S. Quince Circle
Centennial, CO 80112

Jim Peterson...Friend of Charlie Rodgers (dec) and Wally Nicholson...in the 751st SQ
8620 Glenmont
No. Richland Hills, TX 76180

Kristine M. Shook, USMCR...Daughter of Don Nielsen, President 457th Bomb Group Assoc. 751st SQ
110 LongPointe Drive
Mary Esther, FL 32569

Edward A. Thornton...son-in-law of a Fireballer
15609 E. Hamilton Pl.
Aurora, CO 80013

Editor's Note: Several of the new members have actually been members for almost a year. They joined just before or just after the May/June 2003 Newsletter was sent out. The next newsletter, November 2003, did not include any new members. This is the first opportunity to publish this list of new members. We sincerely welcome you. We are glad you have joined us.

In the last newsletter, I made a plea for members to notify me of address changes. It has been a major problem with the numbers of newsletters returned and the money we were spending on return postage. You have responded in a very positive way...the numbers of members who have heeded this request has helped tremendously. Please continue to help us save money by remembering to notify me of address changes.

This especially includes those of you who have more than one address depending on the seasons.

Thanks for your consideration.

Nancy Henrich, Editor

The following article is Part II in a series from the National D-Day Museum in New Orleans. It is reprinted here with permission. Part I was in the last newsletter dated November 2003.

America Goes to War

December 7, 1941—A Day That Will Live in Infamy

America's isolation from war ended on December 7, 1941, when Japan staged a surprise attack on American military installations in the Pacific. The most devastating strike came at Pearl Harbor, the Hawaiian naval base where much of the US Pacific Fleet was moored. During a two-hour attack, Japanese warplanes sank or damaged 18 warships and destroyed 164 aircraft. Over 2400 servicemen and civilians lost their lives.

America's Reaction

"No matter how long it may take us to overcome this premeditated invasion, the American people in their righteous might, will win through to absolute victory." President Franklin D. Roosevelt, December 8, 1941

Though stunned by the events of December 7, Americans were also resolute. On December 8, President Roosevelt asked Congress to declare war against Japan. The declaration passed with just one dissenting vote. The days later, Germany and Italy, allied with Japan, declared war on the United States. America was now drawn into a global war. It had allies in this fight—most importantly Great Britain and the Soviet Union. But the job the nation faced in December 1941 was formidable.

Joining the Military

The United States faced a mammoth job in December 1941. Ill-equipped and wounded, the nation was at war with three formidable adversaries. It had to prepare to fight on two distant and very different fronts, Europe and the Pacific.

America needed to quickly raise, train, and outfit a vast military force. At the same time, it had to find a way to provide material aid to its hard-pressed allies in Great Britain and the Soviet Union.

Meeting these challenges would require massive government spending, conversion of existing industries to wartime production, construction of huge new factories, changes in consumption, and restrictions on many aspects of American life. Government, industry, and labor would need to cooperate. Contributions from all Americans, young and old, men and women, would be necessary to build up what President Roosevelt called the "Arsenal of Democracy."

In the months after Pearl Harbor, the nation swiftly mobilized its human and material resources for war. The opportunities and sacrifices of wartime would change America in profound, and sometimes-unexpected ways.

Recruitment

The primary task facing America in 1941 was raising and training a credible military force. Concern over the threat of war had spurred President Roosevelt and Congress to approve the nation's first peacetime military draft in September 1940. By December 1941 America's military had grown to nearly 2.2 million soldiers, sailors, airmen, and marines.

America's armed forces consisted largely of "citizen soldiers", men and women drawn from civilian life. They came from every state in the nation and all economic and social strata. Many were volunteers, but the majority, roughly 10 million, entered the military through the draft. Most draftees were assigned to the army. The other services attracted enough volunteers at first, but eventually their ranks also included draftees.

Barracks Life

Upon their arrival at the training camps, inductees were stripped of the freedom and individuality they had enjoyed as civilians. They had to adapt to an entirely new way of living, one that involved routine inspections and strict military conduct, as well as rigorous physical and combat training. They were given identical haircuts, uniforms, and equipment, and were assigned to Spartan barracks that afforded no privacy and little room for personal possessions.

America Goes to War (cont)

“Make it Do or Do Without”

War production created shortages of critical supplies. To overcome these shortages, war planners searched for substitutes. One key metal in limited supply was copper. It was used in many war-related products, including assault wire. The military needed millions of miles of this wire to communicate on battlefields.

To satisfy the military's demands, copper substitutes had to be found to use in products less important to the nation's defense. The US Mint helped solve the copper shortage. During 1943 it made pennies out of steel. The Mint also conserved nickel, another important metal, by removing it from 5-cent coins. Substitutions like these helped win the production battle.

“Do With Less, So They'll Have More”

The military needed more than guns and ammunition to do its job. It had to be fed. The Army's standard K ration included chocolate bars, which were produced in huge numbers. Cocoa production was increased to make this possible.

Sugar was another ingredient in chocolate. It was also used in chewing gum, another part of the K ration. Sugar cane was needed to produce gunpowder, dynamite, and other chemical products. To satisfy the military's needs, sugar was rationed to civilians. The government also rationed other foods, including meat and coffee. Local rationing boards issued coupons to consumers that entitled them to a limited supply of rationed items.

“Save Waste Fat for Explosives”

Ammunition for rifles, artillery, mortars, and other weapons was one of the most important manufacturing priorities of World War II. A key ingredient needed to make the explosives in much ammunition was glycerine. To help produce more ammunition, Americans were encouraged to save household waste fat, which was used to make glycerine. Other household goods, including rags, paper, silk, and string were also recycled. This was a home front project that all Americans could join.

“Salvage for Victory”

Canteens are a standard part of military equipment. Millions were produced during the war. Most were made of steel or aluminum, metals which were also used to make everything from ammunition to ships. At times, both metals were in short supply.

To meet America's metal needs, scrap was salvaged from basements, backyards, and attics. Old cars, bed frames, radiators, pots, and pipes were just some of the items gathered at metal “scrap drives” around the nation. Americans also collected rubber, tin, nylon, and paper at salvage drives.

“Share Your Cars and Spare Your Tires”

America's military needed millions of tires for jeeps, trucks, and other vehicles. Tires required rubber. Rubber was also used to produce tanks and planes. But when Japan invaded Southeast Asia, the United States was cut off from one of its chief sources of this critical raw product. America overcame its rubber shortage in several ways. Speed limits and gas rationing forced people to limit their driving. This reduced wear and tear on tires. A synthetic rubber industry was created. The public also carpooled and contributed rubber scrap for recycling.

“Dollars for Defense”

To help pay for the war, the government increased corporate and personal income taxes. The federal income tax entered the lives of many Americans. In 1939 fewer than 8 million people filed individual income tax returns. In 1945 nearly 50 million filed. The withholding system of payroll deductions was another wartime development. The government also borrowed money by selling “war bonds” to the public. With consumer goods in short supply, Americans put much of their money into bonds and savings accounts.

America Goes to War (cont)

The Draft

By late 1942 all men aged 19 to 64 were required to register for the draft, though in practice the system concentrated on men under 38. Eventually 36 million men registered. Individuals were selected from this manpower pool for examination by one of over 6,000 local draft boards. These boards, comprised of citizens from individual communities, determined if a man was fit to enter the military. They considered factors like the importance of a man's occupation to the war effort, his health, and his family situation. Many men volunteered rather than wait to be drafted. That way, they could choose their branch of service.

Potential servicemen reported to military induction centers to undergo physical and psychiatric examinations. If a man passed these exams, he was fingerprinted and asked which type of service he preferred, though his assignment would be based on the military's needs. After signing his induction papers, he was issued a serial number. The final step was the administration of the oath. He was now in the military. After a short furlough, he reported to a reception center before being shipped to a training camp. New recruits faced more medical examinations, inoculations, and aptitude tests.

Training

The training camp was the forge in which civilians began to become military men and women. In the training camps new servicemen and women underwent rigorous physical conditioning. They were drilled in the basic elements of military life and trained to work as part of a team. They learned to operate and maintain weapons. They took tests to determine their talents and were taught more specialized skills. Paratroopers, antiaircraft teams, desert troops, and other unique units received additional instruction at special training centers.

The Home Front

"I need not repeat the figures. The facts speak for themselves.... These men could not have been armed and equipped as they are had it not been for the miracle of production here at home. The production which has flowed from the country to all the battlefronts of the world has been due to the efforts of American business, American labor, and American farmers, working together as a patriotic team." --President Franklin D. Roosevelt, Navy Day speech, October 27, 1944

Raising an armed force was just part of America's war effort. That force had to be supplied with the uniforms, guns, tanks, ships, warplanes, and other weapons and equipment needed to fight. With its vast human and material resources, the United States had the potential to supply both itself and its allies. But first the American economy had to be converted to war production.

The war production effort brought immense changes to American life. As millions of men and women entered the service and production boomed, unemployment virtually disappeared. The need for labor opened up new opportunities for women and African Americans and other minorities. Millions of Americans left home to take jobs in war plants that sprang up around the nation. Economic output skyrocketed.

The war effort on the "Home Front" required sacrifices and cooperation. "Don't you know there's a war on?" was a common expression. Rationing became part of everyday life. Americans learned to conserve vital resources. They lived with price controls, dealt with shortages of everything from nylons to housing, and volunteered for jobs ranging from air raid warden to Red Cross worker.

"Food for Victory"

To conserve and produce more food, a "Food for Victory" campaign was launched. Eating leftovers became a patriotic duty and civilians were urged to grow their own vegetables and fruits. Millions of "Victory gardens," planted and maintained by ordinary citizens, appeared in backyards, vacant lots, and public parks. They produced over 1 billion tons of food. Americans canned food at home and consulted "Victory cookbooks" for recipes and tips to make the most of rationed goods.

America Goes to War (cont)

Mobilizing the Economy

America's economy performed astonishing feats during World War II. Manufacturers retooled their plants to produce war goods. But this alone was not enough. Soon huge new factories, built with government and private funds, appeared around the nation. Millions of new jobs were created and millions of Americans moved to new communities to fill them. Annual economic production, as measured by the Gross National Product (GNP) more than doubled, rising from \$99.7 billion in 1940 to nearly \$212 billion in 1945.

Production Miracles

In industry after industry Americans performed production miracles. One story helps capture the scale of the defense effort. In 1940 President Roosevelt shocked congress when he proposed building 50,000 aircraft a year. In 1944 the nation made almost double that number. Ford's massive Willow Run bomber factory alone produced nearly one plane an hour by March 1944.

To achieve increases like this, defense spending jumped from \$1.5 billion in 1940 to \$81.5 billion in 1945. By 1944 America led the world in arms production, making more than enough to fill its military needs. At the same time the United States was providing its allies in Great Britain and the Soviet Union with critically needed supplies.

Civilian Defense

Many Americans volunteered to defend the nation from enemy bombing or invasion. They trained in first aid, aircraft spotting, bomb removal, and fire fighting. Air raid wardens led practice drills, including blackouts. By mid-1942 over 10 million Americans were civil defense volunteers.

Though America's mainland was never invaded, there were dangers offshore. Several Japanese submarines were spotted near the Pacific coast, and German U-boats patrolled the Atlantic coast, the Gulf of Mexico, and the Caribbean Sea. At least 10 US naval vessels were sunk or damaged by U-boats operating in American waters.

Unemployment Disappears

The war virtually ended unemployment in America. The need for workers led manufacturers to hire women, teenagers, the aged, and minorities previously excluded by discrimination from sectors of the economy. Plentiful overtime work contributed to rising wages and increased savings.

Military and economic expansion created labor shortages. To fill the gap, government and industry encouraged women to enter the workforce. Though most working women continued to labor in more traditional employment like waitressing and teaching, millions took better-paid jobs in defense factories.

African Americans and other minorities also took high-paying industrial jobs previously reserved for whites. In 1941, black labor leader A. Philip Randolph threatened to organize a protest march on Washington, D.C. if the government didn't bar racial discrimination in defense plants with government contracts. Faced with this threat, President Roosevelt banned such discrimination and created the Fair Employment Practices Commission (FEPC) to investigate bias charges.

Millions of women, including many mothers, entered the industrial workforce during the war. They found jobs in especially large numbers in the shipbuilding and aircraft industries. "Rosie the Riveter" became a popular symbol of patriotic womanhood. Though defense jobs paid far more than traditional "female" occupations, women were still often paid less than men performing comparable work. Moreover, at war's end, women were expected to leave the factories to make way for returning male veterans.

Part III of this article, "D-Day, June 6, 1944" will be in the next newsletter, mid summer.

MISSION LOADING LISTS

- Loading Lists show the date, airplane number, and the crew of missions flown by the 457th Bomb Group.
- Here is a partial list so you can see what it will look like.

751ST BOMBARDMENT SQUADRON					
Office of the Operations Officer					
			7 June 1944		
Crew No. 407			Ship No. 131		
P	1st Lt.	NORMAN A. ERBE	0-407238		
CP	2nd Lt.	ROBERT J. SHAFFER	0-816602		
N	2nd Lt.	ROBERT A. CARSON	0-699924		
B	2nd Lt.	RUSSELL H. AUTEN	0-753121		
AEG	S/Sgt	Richard N. Cochran	16046775		TT
ROG	S/Sgt	Richard M. Kirkland	14174689		RO
AG	Sgt	Wayne A. Taylor	31281360		BT
AG	Sgt	William L. Egri	13088881		TG
AG	Sgt	Paul (NMI) Frank	32704713		WG

- Loading Lists are available for nearly all missions.
- Use the order form below to order copies of your mission loading lists.

TO ORDER MISSION LOADING LISTS:

Name: _____ Squadron: _____

Date of 1st or last Mission: _____

Total number of Loading Lists requested: _____ @ \$1 per mission = _____

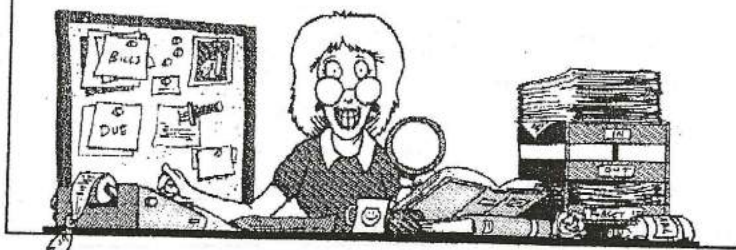
+ postage and envelope \$2

Total Amount Due = _____

ATTACH CHECK TO THIS ORDER FORM.

MAKE CHECK PAYABLE TO: JOE TOTH

Address: _____



Secretary's Station 130

* * *

ROSTERS...

Please order yours
now. It is unlikely we
will ever reprint, and
there are a limited
number left.

* * *

Back in stock in the PX...

The Air Force Blue Pens

457th Enameled Tac Pins

Patches for all Squadrons
and Group Patch

If there is interest, we will reorder
license plate frames

* * *

Helen Schwab, Del's dear wife, has
been very ill...hospitalized for several
months. Thought you might want to
know.

* * *

WE RECEIVED THE FOLLOWING LETTER FROM
JIM ERSKINE, CHAIRMAN OF THE EIGHTH AIR
FORCE HISTORICAL REUNION IN KANSAS
CITY, MO.

To all Unit Associations:

Please notify your members who are going to
the Eighth Air Force Historical Society reunion in
Kansas City, Mo that the cutoff date for registering is
Sept. 2, 2004. To be eligible to get a free hospitality
room, Unit rebate and the Historical Society room rate
they must register by that date. This date is inflexible.

Your Unit will be eligible for the \$5.00 rebate if
there are at least 10 people registered for the Unit by
the cutoff date. The rebate checks will be mailed to
the President of record soon after the reunion. The
Armed Forces Reunions, Inc., will be the judge as to
who registered on time and for what Unit. Be sure
that your members register for your Unit by number
or name. In the past, there have been some people
who registered by their squadron number instead of
the group number or by the wrong group number.

Also, your members do NOT need to be
members of the Historical society to attend the
reunion and partake in almost all of the doings. The
only thing nonmembers of the Historical Society may
not do is vote at the general membership meeting. If,
however, they join the Historical society at the
reunion, they may vote at this reunion.

Jim Erskine, Chairman (419) 382-8595
568 Colima Dr. fax (419) 382-4242
Toledo, OH 43609 email: jimjake@juno.com

* * *

PLEASE LET NANCY KNOW IF...

- ☐ YOU HAVE NOT RECEIVED A MEMBERSHIP CARD,
OR A LIFE MEMBER CARD
- OR--
- ☐ YOU HAVE RECENTLY JOINED OR HAVE
UPGRADED TO A LIFE MEMBERSHIP AND WE
HAVE NOT PUBLISHED YOUR NAME IN A
NEWSLETTER

* * *

THE EDITOR'S PLIGHT

The typographical error is a slippery thing and sly;
you can hunt it 'til you're dizzy, but somehow it will get by.
'Til the pages are off the press, it is strange how still it sleeps;
it shrinks down in a corner, and it never stirs or peeps.
That typographical error is too small for human eyes,
'til the ink is on the paper, when it grows to mountain size.

THE 457TH BOMB GROUP -- VITAL STATISTICS 2003-2005 OFFICERS & APPOINTMENTS

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MIKE JACKSON, HISTORIAN - 11 WHISTON GRANGE - MOORGATE - ROTHERHAM S60 3BG - ENGLAND TEL: 44 1709 371547

457th Bomb Group Association
453 Sunset Lane
Pueblo, CO 81005-1140

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Strange and interesting facts about WWII...

Black Thursday

Nickname given to the third day of the Battle of Britain, August 15, 1940, when a sudden improvement in the weather over England allowed the Luftwaffe to launch over 2,000 aircraft of all types against the British.

Black Thursday

Name given to the October 14, 1943, daylight bombing mission of the Eighth Air Force against Schweinfurt, Germany. Of 220 bombers in the attack, sixty were shot down and sixteen others were so severely damaged, they were beyond repair. It was the largest percentage of aircraft lost on a single mission by the U.S. in World War II.

ADDRESS SERVICE REQUESTED

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680 Edgewater Trail
Atlanta, GA 30708