



THE 457th BOMB GROUP ASSOCIATION



"THE FIREBALL OUTFIT"



750th
Squadron



751st
Squadron

THE 457TH BOMB GROUP ASSOCIATION NEWS

ESTABLISHED JULY 1971 – BENTONVILLE, AR

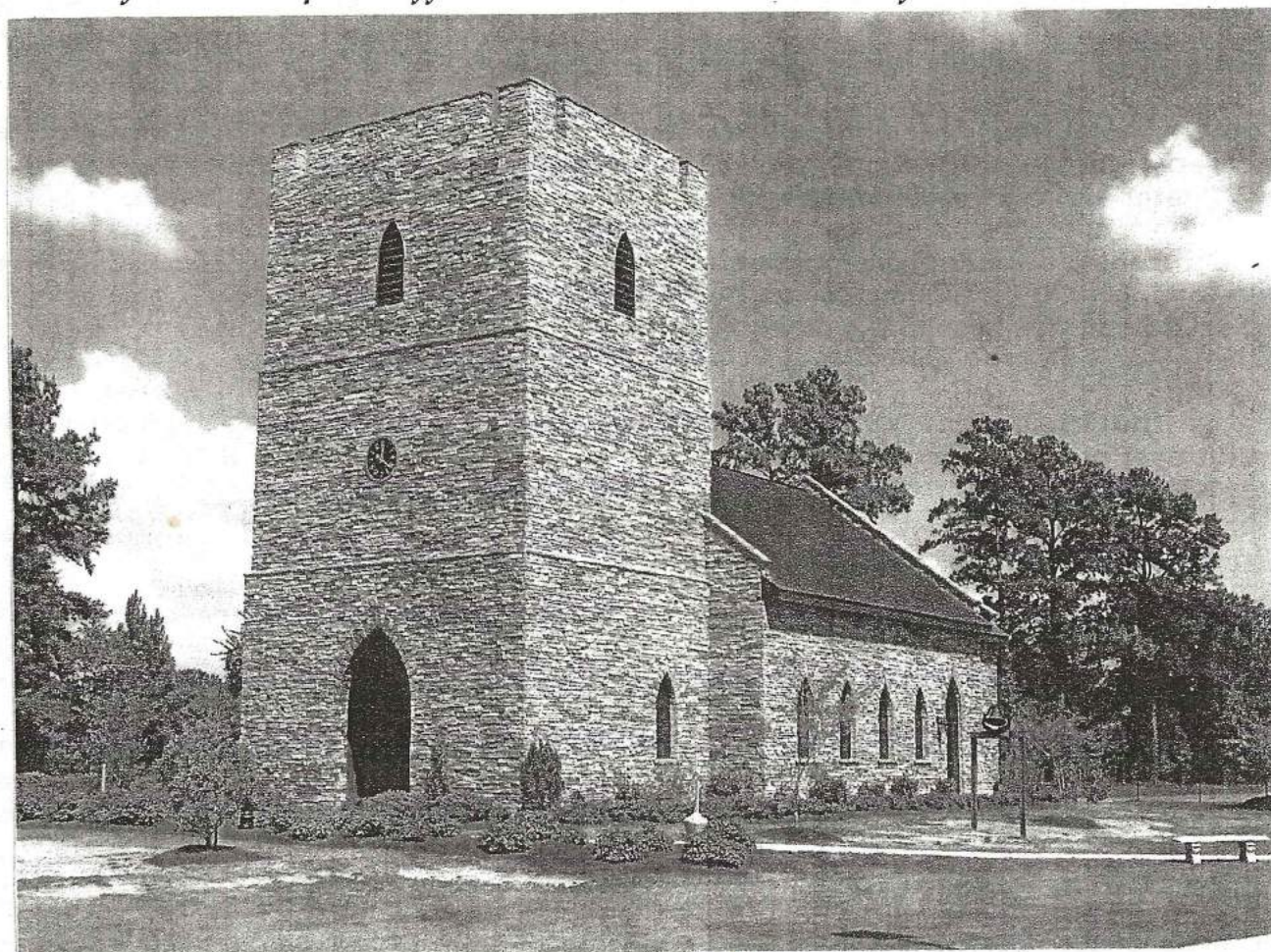
December 2005

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*16th stateside reunion of the 457th Bomb Group Association
deemed huge success by 200 attendees!*

*Many thanks go to Lori Barnett, daughter of Herb Paris
for her superb efforts and endless hours of dedication.*



Chapel of the Fallen Eagles at the Mighty Eighth Air Force Museum was the site of the Memorial Service where we honored 60 deceased members of the 457th Bombardment Group. For most of us, this was our first opportunity to see our stained glass window in the Chapel.



THE PREZ SEZ...

GREETINGS!!!

The association's 2005 Reunion is not history and we can proudly point to another successful mission. The 190 plus in attendance created an upbeat atmosphere throughout the meeting. Coupled with the cooperation of the personnel at the hotel and the hospitality of the staff of The Mighty Eighth Heritage Museum, the meeting gets high marks. Many events are worthy of mention, one being the Memorial Service which was conducted within the reverent walls of The Chapel of the Fallen Eagles. The stained glass window presented by the Association is one of the more impressive windows in the Chapel. You may recall the placement of the window was made possible by your generous donations.

A great amount of the credit for the meeting goes to Lori Barnett, the meeting coordinator, and those volunteers who assisted her with the details. Lori is one of our second Generation members and our appreciation is extended to her for all the work done to ensure the success of the meeting.

The board has selected Pensacola Beach, Florida, as the site of the 2007 meeting. The dates are November 2nd to 4th. Mark your calendar now. Meeting coordinator, George Grau, is planning some interesting activities.

Meanwhile, plans are underway for the 2006 Memorial Day Weekend mini-reunion in Peterborough, Glatton/Conington. Again, Past President Will Fluman is the meeting coordinator and full details will be announced in early 2006. Mark your calendar now.

I recently attended the reunion of the 81st Fighter Squadron. The 81st, a P-47 Squadron, primary mission was to provide tactical support for the ground troops in the Great Crusade in the march eastward. As the battle lines moved eastward so did the 81st. At war's end the Squadron was located on the east banks of the Rhine River.

As the excitement of the 2005 reunion fades into pleasant memories, the enthusiasm of the Association continues at a record high. The Spirit of "Fait Accompli" lives on.

--James Bass

The Memphis Belle has been relocated from Memphis to the Air Force Museum in Dayton, Ohio. The relocation was completed in early October when the Belle was disassembled and shipped by truck to Dayton, where it will be refurbished and placed on display at the Museum.

The Belle had been in Memphis over a half century under the care of the Memphis Belle Memorial Association and had been on display on Mud Island, located in the Mississippi River. More recently it had been removed to a hanger at the Millington (Tennessee) Naval Air Station where it was undergoing repairs. The move will place the Belle permanently at the Museum.

The family of Cecil Elgar is seeking to make contact with some members of the group that served with him. If you knew Cecil, please contact James Bass.

Veteran's Day November 11

Although the day we set aside to
honor our nation's veterans has already
passed by this year, we want to take this
opportunity to

Thank You for the sacrifices
you made for us, for our futures, the
futures of our children, and for our
country.

MY DAD IS
My Hero



*The world has many heroes
Who have won a world of fame
Heroes who have given their all
To win in life's great game.*

*But of all the famous heroes
That our changing world has had,
There's not a one I look up to
Or admire more than my dad.*

*To me, my dad's a hero,
Though he'd turn away from praise.
He's heroic in his quiet strength
And his gentle, giving ways.*

*He may not make the headlines
You won't see him on TV.
But I think my dad is everything
A hero ought to be.*

*He always keeps his promises,
On that I can depend.
He's loyal to me, no matter what,
And he'll always be my friend.*

*So when I think of heroes
And the great things that they've
done,
I feel the way I've always felt—
My dad's the greatest one.*

**Dads, we appreciate you,
we love you,
and we are very proud of you!**

***Happy Veteran's Day to all the
guys of the 457th Bomb Group
from a grateful bunch of kids.***

**If it weren't for you, we would be reading
this in German.**

Editor's Note: For me, the best part of putting a newsletter together is being able to include YOUR own stories and experiences. KEEP 'EM COMIN'!

WARTIME EXPERIENCES OF NORMAN H. FRANZ
1ST LIEUTENANT – U.S. ARMY AIR FORCE
751ST SQDN, 457TH BOMB GP (H), 94TH COMBAT WING, U.S. 8TH AIR FORCE

In June, 1941, I graduated from Buffalo Tech High School in Buffalo, NY and luckily got a job in the elevator industry where I worked for 17 months. (Otis, Warsaw, Haughton, Westinghouse and the Buffalo Fire Door Co.) It was a job I loved and was good at because it was usually hard work which required common sense, technical knowledge and respect for you fellow workers. I liked just about everyone I worked with, for they all seemed very competent and willing to help a new "green-horn" like me. December 1941...WWII began when Japan bombed Pearl Harbor. It frightened everyone I knew and no matter who I talked to, people excitedly spoke of how many battles we were losing in the Pacific area.

Recruiting was going on everywhere. "Join the Army", "Join the Coast Guard", "Join the Air Corps", etc., etc., etc. Our country became united-in-spirit like it has never been before or since. Thus, most of us young, healthy men kept getting the urge to join a military unit and go to see what we could do to help turn the tide of the war so the U.S.A. could win a few battles. Our outlook on the world was pretty bleak and somber. Then in 1942, Gen. Doolittle and his group of B-25s bombed Tokyo and other parts of Japan. They really didn't damage much strategically, but it raised a gigantic cheer all across America, giving us the feeling we might win the war if we tried hard enough. It forced Japan to fortify their homeland much more than they had done before the raid. It was so, so GREAT!!!!

That's when I started thinking about getting in the service. You must

understand, I wanted to keep working on elevators since I loved it so. In my mind I had a great future ahead for me. Late in 1942 I just could not resist it any longer and attempted to join up as a Marine Pilot trainee, but during the physical, navy doctors told me my teeth didn't bite together properly and so they didn't want me. After feeling sorry for myself for a few days, I applied to become an Air Corps Aviation cadet and they told me, "You can't enlist anymore!" However, if I would ask to be drafted, I could possibly be assigned as a cadet after I was in the Army Infantry. I could have wound up in the Army tracking my way through rain, mud and foxholes as a ground cruncher. Boy, I'd be taking one hell-of-a-risk if I followed their advice. I took a bunch of tests, mental and physical and passed them all. So after thinking this over for a day, I decided to go to my draft board, where I told them I wanted to be drafted. By golly, they almost keeled over in surprise. When the shock subsided, they told me they would contact me and put me on their next "Quota List". Thus, on Dec 15, 1942 I went to Fort Niagara as a Private in the Army.

When I told the Sergeant I passed tests to go to pilot training, he put me on a special list and I did a lot of KP, KP, KP, KP...! while his other men got leave to go home for Christmas. Then through some sort of magic, I was miraculously ordered and shipped to SAACC, the San Antonio Aviation Cadet Center in Texas for classification testing and assignment. By some stroke of luck, I qualified for all 3 jobs, Pilot, Navigator, and Bombardier. There I was, never drove a car, didn't own

a bicycle, never ran any farm equipment or anything, and had never been in or even touched a plane. Yet I picked pilot training and transferred right across the street to pre-flight training. The Air Corps plan was to spend 3 months in each school...pre-flight, primary flying, basic flying, and advanced flying, provided you passed at each level. It took a year. As a cadet I got \$50/month (regular GI's got \$21/mo) plus special uniforms and patches so we could be easily recognized. It was terrific for me!!!

I completed pre-flight with flying colors and primary training was in Sikeston, MO where the day I soloed I almost killed myself by dropping the PT-19A to the ground from 20 feet in the air and when I bounced up I gunned the engine and recovered AOK. The second landing was just fine but my civilian instructor's mind was made up. He scheduled me for a check-ride with any army pilot who took me for a test ride. I flunked out of pilot training. The wash-out was hard to take, but I had qualified for navigation and bombardier training, also. They let me choose navigation training, as my next choice.

I shipped back to a make-shift tent city right next to SAACC where there were about 600 other washed-out pilots waiting to go to bombardier or navigation schools. It took 3 months of waiting before I got to San Marcos, Texas in August 1943. After successfully completing navigation training, I graduated 12/24/1943, got my navigator wings and commission as 2nd LT and shipped out to Rapid City for overseas training (OTU) on B-17's. I got assigned to Lt B. Hoyt DeLoach's crew and trained for a few months until 13 April, 1944. From there it was on to Kearny, Nebraska for the 120 crews. Unfortunately, as planes were assigned to crews our crew was #101, but there were only 100 of the B-17's so the remaining 20 crews had to

go by troop train to camp Kilmer, NJ. From there, after a couple of days delay we shipped out on a ship (Tarawa) amidst a big convoy headed to Liverpool, England. On arriving, trains took us to a staging camp for more intense combat training south of London for 2 weeks and finally got to Glatton (Station 130), home of the 457th Bomb Group on 28 May, 1944.

New replacements weren't allowed to fly combat until their pilots proved they could fly very tight formations. This wasn't easy since it was dangerous, hard work for pilots to be jockeying controls and throttles continuously for long periods. That's why us bombers had 2 pilots and British bombers had 1 pilot. British didn't fly in formations when on missions. The first week, LT DeLoach had lots of flying to do.

As for me, when not flying missions, I got jobs like "Payroll Guard" and got sent to a local bank and picked up cash for the base finance officer then stayed with him guarding him until all the guys were paid in cash. There also was the job of "Officer-of-the-Day" where I had to oversee the base guarding of planes and equipment plus take care of odd emergencies. In addition, I played "Duty Navigator", a 24 hour duty requiring me to plan the next days' group mission using the latest weather info. Bomber command specified the time, place, altitude, and heading for each group as it left the English coastline and our ships had to be there ready to fold into the bomber stream in our specific slot. Each bomb group was 2 minutes behind the outfit ahead so we could avoid tricky air currents of the other bombers' propellers. This was tricky since it made me work our flying path over England in reverse from each turning checkpoint back to time of take-off, time of start engines, etc. I happened to be "Duty Navigator" the night before D-

5

Day and appeared to me to be a very serious business. Then also, when we weren't scheduled to fly a particular mission, our crew would fly as a "weather ship" to go ahead of our planes to check and see how accurate the weather data was that we had used to plot our flights. We didn't leave England, but dropped down to low altitude when we flew back home.

In the 751st SQDN we lived in Nissen huts, 2 crews to a hut, but with all officers in 1 hut and all enlisted men in another hut. At meals we ate mostly powdered eggs, powdered milk, spam, lots of pancakes, and tons of brussel sprouts, etc. There were 3500 men in the 457th with 4 SQDN's of about 300 flying men each (i.e. 10 men per crew) and each SQDN area had 2 shower/latrine Nissen hut buildings for us with absolutely no privacy at all. A pot-bellied coal stove in each hut attempted to keep us warm, but even in the summer the damp air of England was permeating.

My missions started on June 10th, 1944 and extended thru Sept. 17, 1944 when I had 30 missions to my credit. After 11 missions I went to London with my Pilot, staying in a hotel, but while we slept at 01:00 am, a V1 rocket (buzz-bomb) dropped in a park in front of the hotel and blew a tremendous hole in the ground and shattered all the windows in the area. We ducked down in the subway with the Brits and left on the first train heading back to the base. We were scared to death!! On August 1, 1944 we went to a "Flak-House" for a week. It was a Baronial Estate Mansion where a valet woke us up each morning by offering us fresh orange juice and hot coffee in bed. Later there were breakfasts of fresh eggs and bacon plus other delicious food we hadn't had in months. The idea was to get our minds off of combat and make us forget for a week that there was a war going on

somewhere. It was a tremendous experience for all of us and greatly appreciated.

On my last mission, we dropped anti-personnel bombs on an area where invading paratroopers were going to land. A few years later, I found out this effort (Eindhoven) was a near disaster and the story came out in a book, "A Bridge Too Far".

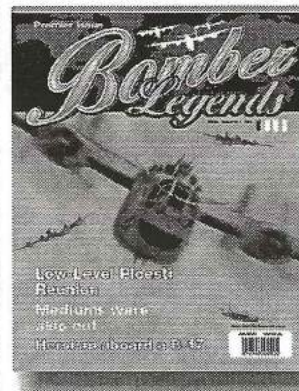
**AS PAUL HARVEY WOULD SAY,
"Stay tuned for the REST of the story!"**

**PART TWO OF NORM'S ACCOUNT WILL
APPEAR IN THE NEXT NEWSLETTER
ISSUE, DUE OUT IN MARCH, 2006.**

**All Veterans who attended the reunion
in Savannah, received a complimentary
copy of a fantastic magazine entitled:
"Bomber Legends".**

**Their response to this magazine was
very positive.**

**If you would like to get a subscription
to this magazine for yourself or as a
gift for the Veteran in your life, order
information follows:**



**Bomber
Legends**



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Ramona, CA 92065

**Subscribe today
and receive
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veteran price

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"Bomber Legends"**
or subscribe at www.bomberlegends.com

- Quarterly Publication
- Majority written by the veterans
- Focuses on most WWII bombers (US, heavy and medium)
- Color through-out, 64 pages

From Mickey Briggs:

Dear 457th Friends,

Once again the fun and stories have been remembered at the past reunion. Many weren't able to join us. We have changed in looks and are slow to run and greet those who arrive. I appreciate all the attention and praise you gave me. I don't feel I deserved so much.

Just to jog some memories of how the reunions started: Homer was working at a Gas and Tire Repair station and was under a car when he heard a voice—Homer said, "That sounds like a jerk from England and Hickory, NC." It was Herschel Teague (Homer's best buddy in England.) Herschel and his wife Florence were passing through Bentonville, AR and stopped by to visit. They talked about the 457th and decided to start 457th reunions. They called the ones they knew and they in turn called their contacts. Herschel and Homer co-hosted the first reunion at our home in 1971 and again in 1976. Reunions were as follows:

1971	Bentonville, AR	1991	Gulf Shores, MS
1973	Topeka, KS	1993	San Antonio, TX
1976	Bentonville, AR	1995	Reno, NV
1979	Omaha, NE	1997	Savannah, GA
1981	Colorado Spgs., CO	1999	Gettysburg, PA
1983	Houston, TX	2001	Colorado Spgs., CO
1985	Rapid City, SD	2003	Rapid City, SD
1987	Burlington, VT	2005	Savannah, GA
1989	San Diego, CA		



Herschel passed away before Homer, and I still talk with Florence. For many years we visited Gordon Townsend and his mom and Dad in England as they also visited us here in Bentonville. Gordon came to Homer's funeral in Oct 2000. Homer and I have 3 daughters, 4 sons, 13 grandchildren, 7 great-grandchildren, and 2 deceased grandbabies. We learned a lesson when Homer passed away alone from a heart attack linked to his bad lungs from the asbestos (from the service), we all need to end our phone calls and visits with "I love you".

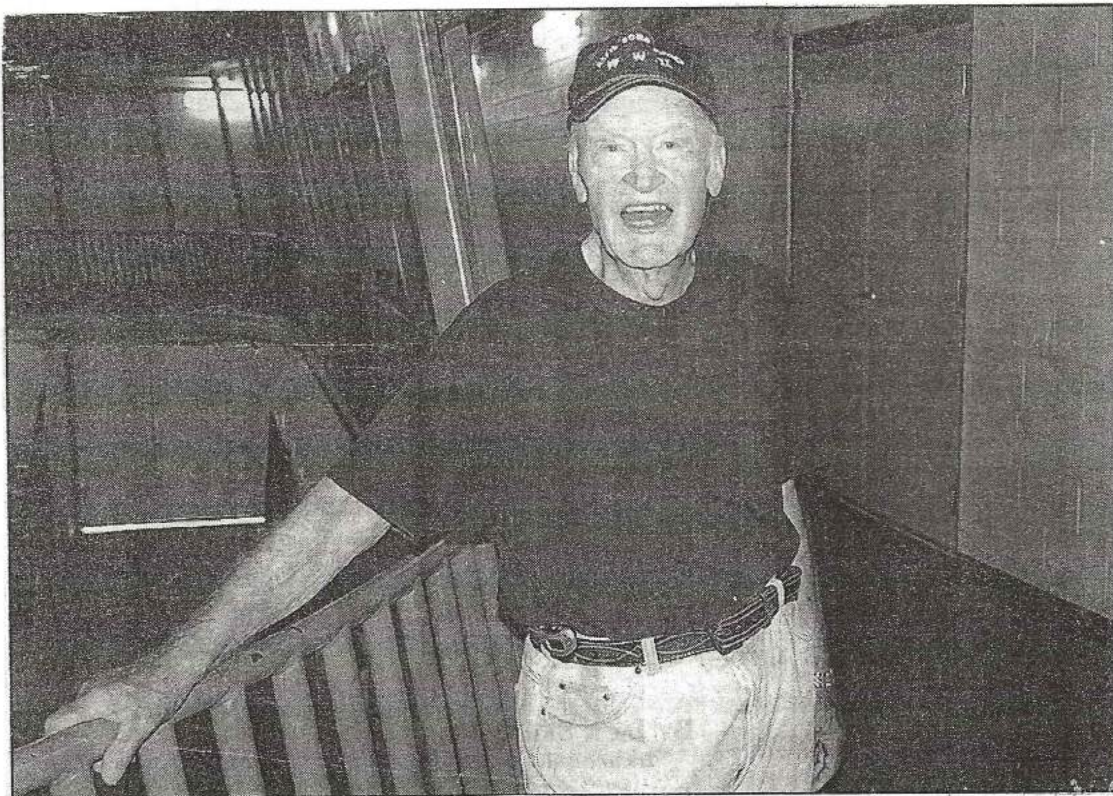
On the way home from the reunion we felt like "Rita" was at our back, but made it with no rain. When we returned home on my answering machine a woman in California was asking about a book and information on her deceased father.

Homer loved the 457th, he had lots of requests of buddies looking for buddies, which he would find and lots of requests from families writing "My father or uncle or friend or what happened to such and such". Homer would research and send the info to them. The next reunion will be in Florida and close to my son Jerry's home. God willing, I'll see you there.

Eufaulian wins gold at recent senior games

Article taken from the 'Eufaula Tribune' Sports page... Wednesday, April 13, 2005

Article and photo by Jane Walker, Tribune staff writer



He walks a mile a day—sometimes more—seven days a week.

He eats healthy six days a week, and has maintained the same weight, 172 pounds, as when he was 18 years old.

Because of his dedication and love of exercise, Eufaulian Jack Elliott (457th Bomb Group Association member, 750th Squadron) recently won first place in the Mississippi Gulf Coast Senior Games in the 1500 meter race/walk.

He is 86.

For his first-place finish, Elliott received a ribbon and a gold medal for his age group, which was 85-89 years old.

On top of winning the race, he did it under unfavorable weather conditions.

"The biggest obstacle was the flood," Elliott said.

Five inches of water dumped on Gulfport during the night before the outdoor event, and it was still raining when Elliott headed over to the Gulfport High School stadium.

Elliott said he started walking several years ago, and he takes his dog, Jock, a Shetland sheepdog, with him.

Jack sticks to a healthy diet six days a week and on one day he allows himself a treat.

"I reward myself with anything I want one

day a week," Elliott said. "I eat healthy the rest of the week. It seems to work."

Elliott said it is important to get exercise, and he was impressed with many of the participants at the Gulf Coast Games this year.

Elliott graduated from Abbeville High School, and he said some of the runners at the senior games were better than the high school athletes he can remember.

"Participating with the competition is tremendous," he said. "Something that impressed me was the running."

Elliott said it's even more important to exercise these days, especially with Alabama leading the country in obesity.

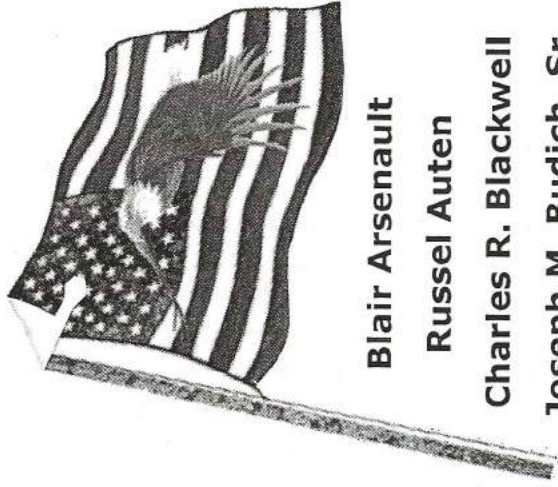
And a person's age doesn't matter.

Elliott said he has found some truth in the saying, "LIFE BEGINS AT 85 IF YOU ARE STILL AROUND!"

Jack closes by saying this:

*THOUGHTS ON MY 86TH BIRTHDAY
(MARCH 26, 2005)*

*On Life's Journey – I've turned a page,
By reaching 86 – a respectable age,
But with loads of determination- and lots of sweat,
There's one thing for certain – I AIN'T DEAD –
YET.*



**MEMORIAL SERVICE
SAVANNAH 2005
CHAPEL OF
THE FALLEN EAGLES**

Blair Arsenault

Russel Auten

Charles R. Blackwell

Joseph M. Budich, Sr.

L. Bradley Bunker

Charles W. Carbery

Fred Castle

William Clarkson

Aaron B. Connelly

Edmund G. Coomes

Hamilton Doherty

William J. Dufford

Carl E. Gamblin

Lloyd Gray

Jack Gumm

Vernon H. Hawbaker

Evert R. Heins

Patrick Henry

Edmund W. Hubard

Walter W. Hunt

Charles H. Kaufman

Harry M. Kennedy

William R. Kilpatrick

Hulitt Kirkhart

James Paul LaPaze

Leonard Luchonoke

Santo Maira

Stan Majer

George D. McCurry

Harold L. McDaniel

William J. P. Meng

George Metzger

Augustus L. Moore

George Murphy

William H. Murry

N. Kenneth Nail

William T. Neidhardt

Mark Osborne

Dee Kemp Owsley

Theodore P. Panaretos

Robert T. Payne

Ray Pobgee

Wilbur S. Pursell

Edward J. Reppa

Carl Robbie

Robert L. Schaaf

Julius Smith

Leonard P. Soenke

William H. Steffen

Charles Stewart

Guy C. Sturdevant, Jr.

Raymond A. Syptak

Stanley Szydlowski

Charles R. Ward

William C. Watts

Clyde R. Weid

Leonard E. Wolfer

Robert Wood

Bernard Wroblewski

Stanley Zocks

Irvin Zweibel

IN MEMORIAM



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

The following are reported deceased since last newsletter.

Russell H. "Russ" Auten
August 2005

Reported by Joe Toth from Russell's wife Dot. 1/Lt Auten was a bombardier with the 751st Squadron. Russ passed away from complications of surgery.

Leo Bradley Bunker, Jr.
August 5 2005

Reported by his wife Dortha, who wrote, "We were not going to be able to attend the reunion in Savannah because of Brad's poor health, in fact, Brad died August 5th. Richard Gibbs and Anthony Papaanni are the only living crew members. They plan to be at the reunion." Brad's notice reads in part: "*A World War II veteran, he was a B17 navigator in the 8th Air Force, 457th BG, and was a 1st Lieutenant. He had been an officer in the 457th reunion group, attending many reunions.*"

Charles W. Carbery
July 22, 2005

Reported by Cliff Digre, who wrote, "Carbery was know by his friends in the military as "Charlie" and "C.W." and by his family as "Bud". Charlie, a 749th Bomb Squadron Bombardier, was a member of the original Wm. T. "Robbie" Robertson crew. On our 10th mission, Oct. 5, 1944, he flew as a combination bombardier and navigator when our navigator, Elmer Mankin, was side lined with a flak injury. With two engines out and with Charlie's limited navigational training, he helped Robbie locate a short fighter runway near Antwerp where we made a "just in time" forced landing. After the war, Charlie returned to his home in New York City and married the love of his life, Bette, who was at his side when he passed away."

William J. Dufford
Sept 27, 1981

Reported by Joe Toth. No other information received.

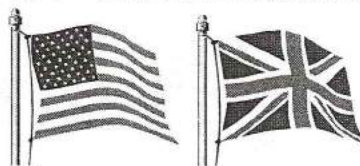
Lloyd Gray
January 2005

Reported by his nephew, Jeff Kirk. No other information received.

Vernon Hugh Hawbaker
July 15, 2004

Reported by Carolyn DeLoach, who says that Mr. Hawbaker was the top turret gunner/engineer on her father's (Lt. Benjamin DeLoach,) crew, 751st squadron. Vernon's notice reads in part, " ...age 81. He was a staff sergeant of the US Army Air Force WWII. He was a top turret gunner/engineer on the B-17 Flying Fortress. He completed 26 flying missions in the 8th Air Force's huge daylight bombing assaults over occupied Europe. Hawbaker was awarded the Distinguished Flying Cross."

IN MEMORIAM



Harry M. Kennedy

No other information received.

Stan Majer

Date unknown

Post Office notification to James Bass. Stan was a firefighter stationed with the 88th Squadron Complement.

William H. "Bill" Murry

July 30, 2005

Reported by Jerry Silverman, who wrote, "Bill Murry passed away July 30 in Memphis, where he retired as a Deputy Sheriff. He was our crew's (Lou Auld's) original ball gunner. On one of our early missions, I can't remember which one, the electrical system that fed his heating suit, shoes, gloves and helmet failed. He chose not to tell the pilot, because he did not want to leave his position unmanned over enemy territory. That was his last mission. His extremities were so badly frost bitten he could have lost them. After he was released from the hospital he was grounded, and stayed with the 751st squadron until the end of the war in the orderly room and in the parachute department. He was a great guy. He will be missed." Bill's son reported that Bill died of a heart attack.

William Tone Neidhardt

August 7, 2004

Reported by his son Ralph. No other information received.

Mark Osborne

June 12, 2005

Reported by James Bass, who wrote that Mark was a radio operator for the Harris Mathis crew. Mark's daughter, Karen Osborne, said he had planned to attend the Association's reunion in Savannah. He was with the 748th Squadron.

Theodore P. "Ted" Panaretos

April 26, 2005

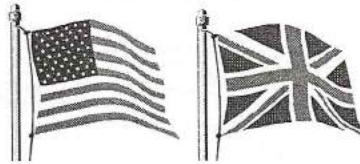
His notice reads: *Lt. Theodore P. Panaretos, age 83, of Florence, Alabama, died following an extended illness. Ted was the bombardier on the John Lindholm crew in the 748th squadron, 457th Bomb Group. Ted joined the Fire Department before entering the Army Air Corp cadet program. After service he returned to the fire department and retired as fire chief. He and his wife Clare attended several 457th Bomb Group Association reunions.*

Stanley "Sid" Szydlowski

December 26, 2004

Reported by Cliff Digre, who wrote, "Sid, a very skilled armament gunner flew most of his missions with our 749th lead pilot, Wm. T. "Robbie" Robertson and was proud to say he flew his 30th and final mission with the popular Deputy Group Commander Lt. Col. William F. Smith. On at least two missions his armament skills might well have prevented disasters. Sid is buried at the Veterans Memorial Cemetery in Agawam, Mass."

IN MEMORIAM



John "Jack" Van Ingen

October 9, 2005

Reported by his son John, who wrote, "This is to inform you that John "Jack" V. Van Ingen died on Sunday, October 9, 2005. He is survived by his wife Jean and I will be able to convey messages for her and answer any questions anyone may have. One of his fondest memories was the reunion at Gettysburg that they arranged. The funeral will be held Saturday, October 15th, at 2pm, in Hamilton, NY. Jack will be buried at Saratoga NY National Cemetery at a later date. I know he misses you all. If anyone would care to make donations in his name, the 2 organizations are yours and the Alzheimer's Association."

To contact: John Van Ingen 30 Hillview Drive Norwich, NY 13815

Bernard Wrobleski

May 25, 2005

Reported by Don Nielsen who wrote: 'Bernard was the tail gunner on my original crew and he flew 32 missions. This leaves 5 of us from my original crew.'

Stanley Zocks

, May 3, 2005

Reported by his wife Roselyn, who wrote, "My husband, Stanley Zocks age 85, passed away on May 3, 2005 after a long illness and blindness. He was shot down on a mission over Germany on Sept 28, 1944. The crew crash landed in Belgium. They were hidden and then sent back to Glatton. We met and married after the war in 1945. We had a wonderful life together—two daughters and five grandchildren. Over the years, we enjoyed our meetings in various parts of the country with the Bomb Group. We have also kept in touch with our friends from WWII. Many have passed away. Stan will always be in my memory and in my heart."

NOTE: The following have been reported deceased, but I need more information. If you know these names, please send information to Nancy Henrich:

W.P. Meng	PO notice
N. Kenneth Nail	4/7/04
Carl Robbie	
Robert Schaaf	Robert passed away 2 weeks before the Savannah reunion
William Steffen	
William C. Watts	
Clyde Weid	

If you know of a 457th Fireballer who has passed away and we have not reported their name and information in a newsletter, let Nancy know.

EDITOR'S NOTE: The following article appeared on June 2, 2004 in the Courier-Post, a newspaper published in New Jersey.....

SEPARATED BY WAR, N.J. VETERANS SAVOR REUNION AFTER 59 YEARS

Standing next to each other as an Army photographer snapped a group photo in front of the crew's B-17, William Steffen and Ken Post look ready to head to war.

In the summer of 1944, Steffen is a burly railroad worker with a stern face. Post, a banker back home, cracks a smile.

Until last weekend, the two men—who are both 83—hadn't seen each other since Oct. 7, 1944, when their bomber went into the North Sea after taking hits from Nazi anti-aircraft guns. The crew of nine men was rescued from their life raft by the British.

Post, of Marlton, was the navigator on "Mission Maid". Steffen, of Haddon Heights, was the bombardier.

As it turns out, the two have been living less than 15 miles apart for nearly 20 years. A story about Steffen in Saturday's *Courier-Post* alerted Post that his old war buddy was in South Jersey.

"I started to read the story and said, 'It can't be,'" said Post. "The words 'Mission Maid' jumped out at me."

A check of the phone book found Steffen's grandson, who passed on a telephone number. Post and Steffen talked for an hour Saturday evening and made plans to reunite the next day.

"I never would have expected this in a million years," said Post. "We had nothing in common here."

Steffen is from western Pennsylvania and was transferred to South Jersey in 1965. Post grew up in North Jersey and retired to Mount Laurel 20 years ago, eventually moving to Marlton.

The men met in early 1944 when the Army Air Corps B-17 crew was put together. Their first mission with the 457th Bomb Group was in July 1944. On the group's 19th raid, a refinery over Politz, the plane was hit in the fuel tanks. The

pilot decided to try to head for home rather than Switzerland. The bomber ran out of fuel and was ditched in the North Sea. Steffen was hit in the leg with shrapnel. Post suffered a broken foot in the water landing.

The nine men climbed into a life raft.

"We came over a wave and a boat was right in front of us," said Post. "When we came over that wave we didn't know if it was German or British. It was British!"

After getting patched up, Steffen went back with the crew. Post's injury grounded him for a bit longer, and he finished his 35 missions with another crew and their paths diverged.

The meeting Sunday afternoon at Steffen's home was a joyous occasion, said Steffen.

"That's the first time we've seen each other since we went down," he said. "It was fantastic."

Now, Steffen and Post—who both received the Purple Heart—plan to try to track down their other crew members.

In any case, Steffen and Post plan to get together again soon to talk about family and old times. "We'll keep the friendship going now," Steffen said.

This article was sent in by Mary Jean Salzer, widow of Ted Salzer, who was the above mentioned Pilot.

The picture on the following page shows this crew and is labeled as follows by Ken Post:

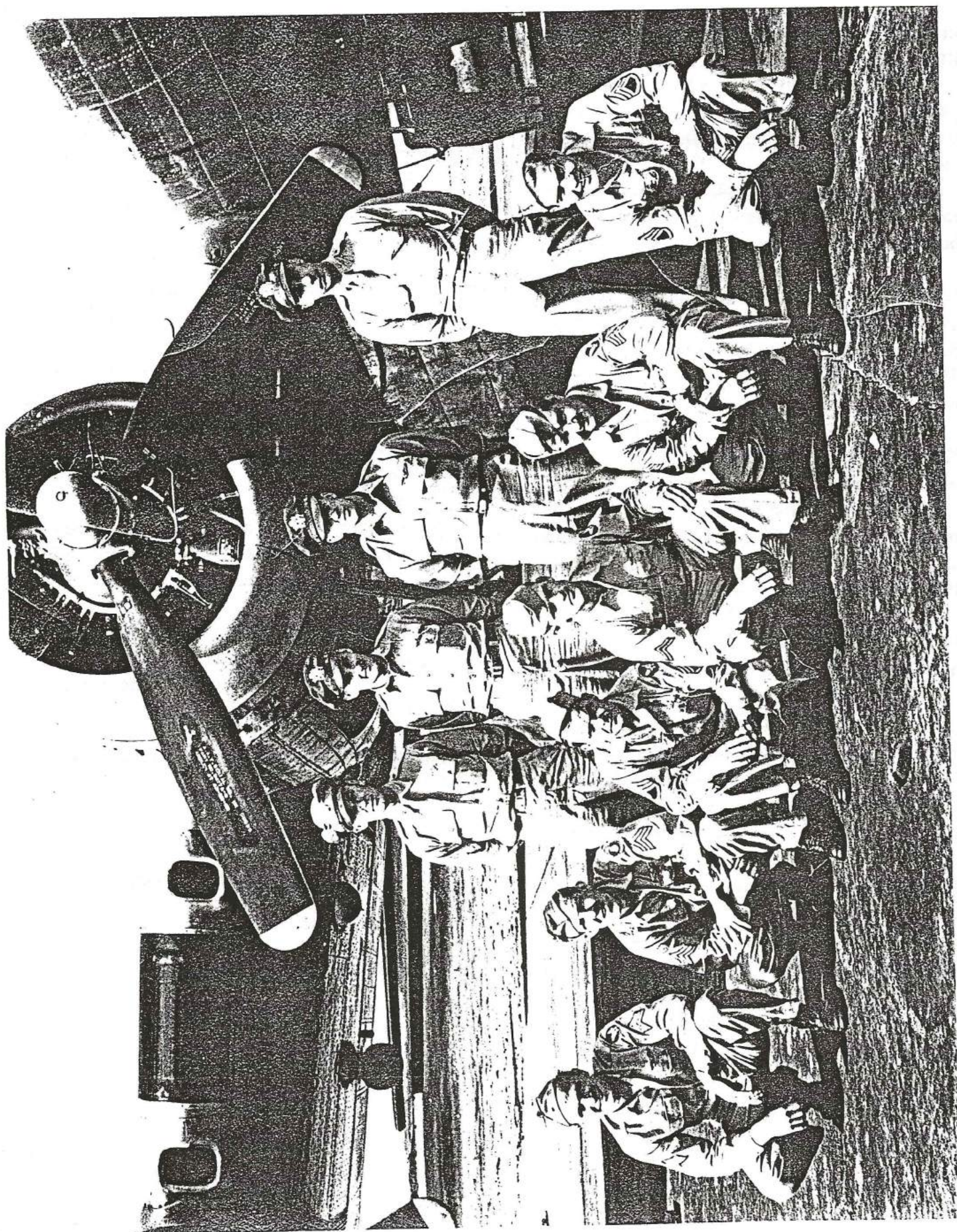
Front Row (L to R):

Dick Mitrenga – Ball Turret
Elbert Conger – Waist Gunner
Robert L. Adams – (left crew before leaving the U.S.)

Ben Hamrick – Tail Gunner
Jack Scarborough – Eng/Top Turret
Vince Toth – Radio

Back Row (L to R):

Rex Monson – Co-Pilot
Ken Post – Navigator
Bill Steffen – Bombardier
Ted Salzer – Pilot





Newsletter Asks the Questions... Earl Woodard gives the Answers!



On April 25, 1944, Lt. Earl Woodard was flying his thirteenth mission, flying as the lead navigator. The target for the day was the Nancy/Essey Airdrome in France, used by the Germans for flying military personnel between France and Germany and also used as a training school for glider and fighter pilots.

After targets such as Schweinfurt and Berlin conventional wisdom indicated this should be a "milk run". Upon arrival in the target area the lead craft found the target was completely overcast and while discussing an alternate target a voice over the intercom exclaimed, "Number four engine on fire!" Then, "Fire in number three." The craft dropped out of formation and the bail out alarm was soon sounded. Earl Woodard along with the remainder of the crew "hit the silk".

Earl Woodard recently took time to reflect on the mission and respond to questions from 'NEWSLETTER':

- **NL:** At least one account indicated you got to the Channel, then turned and went back inland. Did such, in fact, happen?
EW: *No, we were over Normandy in a burning plane and had to bail out instantly.*
- **NL:** Approximately how far were you from the area that became known as Omaha Beach when you hit the ground?
EW: *I'm not familiar with the geography of that area but we were over Normandy.*
- **NL:** Did the landing stun you?
EW: *Yes, because I had aerially spilled my chute in avoiding a high power line.*
- **NL:** Do you recall your immediate thoughts or concerns when you landed?
EW: *Not much, except that I had a long way to go to evade the Germans in German occupied France.*
- **NL:** When did you realize that friendly French were going to aid you?
EW: *Very soon after landing. They saw us bail out of our burning plane and were waiting for us.*
- **NL:** What immediate steps were taken to provide you safety?
EW: *The Resistance took over and were our help the whole time. They were the heart and soul of France and they risked their lives day after day to save us.*
- **NL:** When did you realize you could possibly be taken to the Pyrenees Mountains and walk across the mountain into Spain?
EW: *I never gave that a thought, because we were going to get out thru a different route.*

- **NL:** Did you have any second thoughts or misgivings about such a venture?
EW: *No. The die was cast and there were no second thoughts.*
- **NL:** Were you warned if the evading effort failed you could be shot:
EW: *No, there was no such thought.*
- **NL:** When you agreed to the effort were all your American Airman identifications taken away?
EW: *No.*
- **NL:** Tell us about the preparations made for going to the France-Spain border.
EW: *There were no preparations. We just went.*
- **NL:** Did all roads to the border lead through Paris?
EW: *Yes.*
- **NL:** When you got to the border what happened?
EW: *We had to swim thru an ice cold stream with a German patrol not far away.*
- **NL:** How long were you there before you started the journey across the mountain?
EW: *We did not go across a mountain. We went thru the valley at ground zero.*
- **NL:** How many were in this group and how many of your crew was along?
EW: *There were 4 people in our crew along.*
- **NL:** Did you walk all the way?
EW: *Yes.*
- **NL:** How long did the total trip take?
EW: *One night thru a valley.*
- **NL:** Did your guides seem to be well versed in the art of crossing undetected?
EW: *Yes.*
- **NL:** After you got into Spain what happened? Were any of the crew members with you?
EW: *It took our group one day to get back to England. Yes, some of the crew were with me.*
- **NL:** Did you come back to the base and if so, did you see familiar faces?
EW: *Very few. Many had been shot down and were in prison camps. Others had finished their tours and gone back to the states.*
- **NL:** Were you debriefed in England?
EW: *Yes, at headquarters in London by General Wild Bill Donovan's Special Services Organization.*

- **NL:** Were you sent back to the States immediately?
EW: Yes, after spending 10 days in Ireland briefing crews.
- **NL:** When you returned to the States to what extent were you debriefed?
EW: For a couple of days at the Pentagon.
- **NL:** Were you sworn to secrecy?
EW: Yes.
- **NL:** When were you officially declared Missing in Action?
EW: The day we were shot down, our family was notified in the States.
- **NL:** When did your parents learn of your safety?
EW: Same day.
- **NL:** Where were you on D-Day and how did you learn about it?
EW: I was down in France and learned it immediately.
- **NL:** How about the other crew members...did they have a similar experience?
EW: They were taken prisoner and spent their time in prison camps.

Earl goes on to say, "With the exception of the pilot and bombardier we were the original crew of the 457th Bombardment Group reporting to Rapid City, South Dakota, July 27, 1943. Captain Ed Bender, a fine pilot, had been a B-17 instructor before he replaced Mac Dickinson. Keith Fuller replaced the original bombardier. When the briefing for the mission was complete we proceeded via jeep to the flight line and our airplane 'for the day'. (For one reason or another we never seemed to have a plane long enough to name her!) Major Francis, as Command Pilot of the 94th Wing, would be taking Charlie Blackwell's place and there were several other substitutions. We accepted the changes with resignation but were disappointed because we worked well together and were close."



Top: Webber, Mahan, Sarico, Free, Woyurka, and Leahy

Front: Bender, Blackwell, Woodard, and Fuller

Grand Island, Nebraska, January 1944

**THANKS EARL, FOR TAKING THE
TIME TO RECOUNT THIS
EXPERIENCE FOR OUR READERS.**

Editor's Note: Earl Woodard gives a more detailed account of the experience in "Fait Accompli, III".

*THE B-17 OF LA GOULAFRIERE...B-17G,
Army Air Corps serial no. 42-97979 went
down in Normandy, France on 25 April 1944.
She crashed near the tiny village of La
Goulafriere in an area where the departments
of Orne, Calvados and Eure meet.*

Lieutenant Earl Edward Woodard was her navigator.



NOSE OF B-17 -- NAVIGATOR AND BOMBARDIER

To Earl:

The Ballad of #42-97979 – The B-17 of la Goulafriere

*Listen my children and you shall hear
Of an April crash at la Goulafriere.*

*'Twas well into spring of forty-four
When John pushed Hotaling out of the door.*

*He made sure Jack's finger was 'round the ring,
For fire had been spotted out on the wing.
Jack, frozen in terror, stared into the flame.
Speechless, he couldn't remember his name.*

*There were two in the cockpit and three in the nose.
Spotting the flame, our commander arose.
He had seen Mahan tumbling free in air
And considered the valor of joining him there.*

*Brushing past Bender he dashed for the hatch,
Taking a moment to undo the latch.
Responding on cue, Ed rang the loud bell
Suggesting we follow Mahan, as well.*

*Keith, Art and Earl in the nose checked their chutes.
They didn't have time to shake in their boots.
Keith, in a hurry, tapped Earl in alarm.
In this situation speed would not harm!*

*Meanwhile Sergeant Free, the valiant crew chief
Watched flaming fuel across the deck creep.
The heat didn't let him consider a stay.
He jumped, as had Mahan, right through the bomb bay.*

*Lieutenant Bill Soules had thought he would try
A practice run up high in the sky.
He bumped a waist gunner and that was that.
It was his first and last combat.*

*Woyurka found radio Mahan 'retired'
And dove through the wall of expanding fire.
Leaving our captain to check on his crew
As any good commander should do.*

*So, Ed, our brave pilot determined we'd gone,
Searched for his cough drops and gloves to put on,
Snapped on his chute and rolled into the sky.
From here on out it was do or die!*

*Chutes numbered eleven as they were logged,
Six for the Krauts and five for the Frogs.
The Fortress spun down with fiery flare
Next to a hamlet...la Goulafriere.*

*Composed to memorialize the demise of a 'Flying Fortress'
And honor the survival of her crew.*

*April 25, 2001
Nancy Woodard*

Friends of the 457th Bomb Group

Friends of the 457th Bomb group was initially set up by my late Father Ray Pobgee to finance the general running costs of the Glatton memorial at Conington.

He decided to set up the group with the intention of raising enough money each year to cover the running costs including insurance and general maintenance. Dad's original idea was to call the group "British Friends of the 457th Bomb Group" the intention was to raise the money from the local community, so that the need to come to the 457th Bomb Group Association in America every time money was needed would be eliminated.

It became apparent very soon that many of the Groups members in the States also wished to donate to the fund so it was decided to drop the "British" part of the title.

The Friends group has now been running for about 16 months.

After the sudden deaths of both Dad and Mum earlier this year, I was left as the only signature at the bank for the organisation. With the help of my wife Jane we decided that we would continue the work started by Dad and Mum.

With the additional help of John Walker, my eldest son Richard and a close friend Mr James Holmes we have been able not only to ensure continuity on the administrative side but to visit the memorial on a regular basis.

Since taking over we have continued with the unfinished tasks that had already been started.

The Admiral Wells Public House in the nearby village of Holme, now proudly displays a set of some 16 large black and white framed photographs of Glatton and the 457th Bomb Group, photographs from the archives kept by John Walker. The photographs are on the wall of the bar area and have already stimulated interest from both locals and visitors alike.

Our aims for the future are to ensure that the memorial is adequately funded and that should there be any needs regarding the maintenance and care, these are addressed immediately.

To ensure that wreaths are placed on the Memorial on all appropriate occasions.

Finally, for one of us, by prior arrangement to be available, to accompany any visitors to the site, especially any Veterans, members of their families or friends from the States. And when possible show them around Conington.

We all feel that it is a great honour that we are able to carry on the work here looking after the Memorial, the money raised will be used to maintain not only the new Memorial but also the original Memorial in the church yard at the Conington parish Church, we all know here how important the original Memorial is to you all and in no way will it be neglected or forgotten.

THANK YOU

Jane and I would also like to thank everyone who attended the Reunion in Savannah for their kind words and tributes to Mum and Dad. We were both overwhelmed by the welcome you all gave us and know that we have made many new life long friends. We were made to feel a part of the 457th Family.

I would also like to thank the Directors for making me an English Historian for the Group, a position held proudly by my late Father and one that I am Honoured to accept.

George and Jane Pobgee

FYI's...

- 2006 Return to Glatton...Will Fluman reports that plans are under way for the mini-reunion in Peterborough.
Dates: May 27-31, 2006
Place: Bull Hotel, Peterborough
Rates: 55 pounds single, 85 pounds double/twin including full breakfast
Contact: Will Fluman: 120 S. Ridge Road - Boiling Springs, PA 17007
(717)258-3090 email: oakgrove35@aol.com
- THE NATIONAL D-DAY MUSEUM COMMITTED TO REOPEN...SPIRIT OF THE WWII WAR YEARS AN INSPIRATION FOR TODAY...

"We are pleased to report that the National D-Day Museum, designated by Congress as America's National World War II Museum, survived Hurricane Katrina and her destructive aftermath with no serious structural damage or flooding. The priceless artifacts, displays and oral histories were not stolen or damaged in any way. The Museum did sustain losses from some vandalism and looting in the Gift Shop and a nearby storage building. Like many other institutions, our employees are scattered across the country.

"Although the damage was contained, the restoration of the Museum to full operations will require much work and will take several months. And yet, even in the context of a city and a tourism industry facing challenges of unprecedented magnitude, the leadership and staff of the National D-Day Museum are working and looking ahead with optimism and determination. This Museum, which portrays and celebrates the courage and fortitude of the World War II generation, will be an integral part of rebuilding New Orleans, pledged Dr. Gordon N. "Nick" Mueller, Museum president and chief executive officer.

"Like soldiers in a battle, our team is in the trenches," Mueller affirmed. "We are meeting the daily challenges before us, but never losing sight of our long term goal to complete the Museum's expansion to commemorate all campaigns and service branches of World War II."

"The late Stephen E. Ambrose, Museum founder and noted author, wrote this in describing the spirit of New Orleans during World War II: 'In a scene repeated in cities all across the country, the people of New Orleans came together - black and white, old and young, men and women - to propel the war effort. Like their soldiers, they worked hard and made sacrifices because they all believed in the righteousness of their cause. They believed that, as a popular saying of the times had it, we're all in this together.'"

THE NATIONAL D-DAY MUSEUM IS SCHEDULED TO REOPEN TO THE PUBLIC ON DEC. 3, 2005

457TH BOMB GROUP ASSOCIATION

MEMBERSHIP AND SUBSCRIPTION INFORMATION

New ☐

Renewal ☐

Address Change ☐

Fireballer? ☐

-or-

Relative of a Fireballer? ☐

Other? ☐ _____

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

Name _____ Nickname _____ Spouse _____

Address _____

City _____ State _____ Zip + 4 _____ + _____

Phone _____ Email _____

Squadron # _____ Rank _____

Dates Assigned _____ Duties _____

Plane Name and # _____ Pilot's Name _____

POW?/Evadee? _____ Date of capture/escape/release: _____

Retired Military? _____ Rank _____ Birthdate _____

DUES INFORMATION

Annual Dues: \$25 for 2 years

-or-

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

Make checks payable to: 457th BG Assoc.

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

Your canceled check is your receipt.



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

Secretary's Station 130

First and Foremost...a huge Thank You to Lori Barnett for the endless hours she spent putting together a very successful and fun reunion. Those of you who have never put one together probably don't realize what it takes to do such a project. It's two years of planning, implementing and worrying. Just putting out the fires that pop up is a full time job in itself...and Lori did a fantastic job in all regards. Not only does Lori work fulltime in Student Health Services at Mississippi State College, but she also did all the planning long distance since she lives in Starkville, Mississippi not Savannah, Georgia. She made several trips to Savannah so that she could personally oversee the preparations. So....THANK YOU LORI for a job very well done.

If you received a green note with this newsletter, it is because I do not have the +4 numbers of your zip code. I've been told we can get faster delivery of our newsletters if we have the postal bar codes on the address labels. In order to do this, we have to have the complete zip code including the +4 numbers.

For example, mine is: 81005-1140
Please send your complete zip code to Nancy ASAP.

PLEASE, PLEASE, PLEASE...

Let Nancy know if you change your address. The Post Office provides postcards for this purpose. I pay an average of \$22 per newsletter edition just to have them tell me I have the wrong address...then I have to pay again to have it delivered to the correct address. That's like paying 3 times to have the same newsletter delivered once if it had the correct address in the first place!



We hope that all of you are up-to-date with your dues, so we won't be sending your last NL to you.

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

453 Sunset Ln
Pueblo, CO 81005-1140
(719)564-8599
(719)564-6458...FAX
n.henrich@comcast.net

NEWSLETTER SCHEDULE

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

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



FLYING WITH THE EIGHTH

Personal experiences of the 457th Group at Glatton during World War II

By John B. Wilson

Editor's Note: This is from an article written in 1976. John Wilson, since deceased, was one of our original English Historians. This article was printed in "Aviation News" in England.

Last year, demonstrations of the Boeing B-17G now owned by Euroworld at Duxford and Alconbury and the coincidental availability of Monogram's 1:48th scale model in the colours of the 457th Bomb Group brought back memories of the 'Fireball Outfit' operating from Glatton airfield, Hunts, during 1944-45 particularly as the red painted spinners identified the 749th Bomb Squadron which I was privileged to know from early operations to the end of their stay in England.

At the time, I was a 16-year-old cadet with No. 115 squadron, Air Training Corps, at Peterborough about ten miles from Glatton and my first contact, early in March 1944, was with the officers and crew of 'What Next?' - Lt. R.M. Stohl (pilot), Lt. D. Schellenger (co-pilot), Lt. J. Thomas (bombardier) soon after the Group's first mission to Lippstadt on 21 February, 1944.

Thereafter, many visits took place, mainly at the weekends, and gradually I became a well-known figure to both air and ground crew personnel around the 749th dispersal area. It was quite a thrill to be on the base to view all the activities as operations started to build up and as a mere boy go to 'chow' (eat) with the various friends that I had made.

The crew mentioned were instrumental in obtaining my first-ever flight of 2 hours 20 minutes duration on 8 April 1944 when during a cross country exercise we flew to Silverstone. By the date of my first flight the 457th BG who were part of 94th Combat Wing, 1st Air Division had achieved 22 missions, including five attacks on Berlin and my particular crew were well on their way to chalking up 25 missions which at that time entitled them to return to the US for some well-earned leave.

During this period quite a number of replacement aircraft arrived at Glatton appearing to be more outstanding because of their natural metal finish, and in fact the 457th became the first 8th Air Force Bomb Group to send out 36 all silver Fortresses on 13 March. Lt. Stohl had also acquired a silver replacement upon which two names were adorned; on the starboard nose was 'Black Puff Polly' so given by the aircrew in recognition of German flak and 'Georgia Peach' on the port side nominated by Crew Chief Nick P. Nicholas who hailed from Georgia.

SHOT DOWN

With the first good visual bombing weather since early May the 8th AF resumed its bombing campaign on synthetic oil installations and on 28 May twelve combat wings were given targets of this nature whilst the 94th Combat Wing flew to destroy the parent Junkers aero engine factory at Dessau. Mission 53 for the 457th and the 25th (end of tour) for my friends. However, this mission turned out to be a tragic one as three aircraft were lost, all carrying veteran crews, including 'Black Puff Polly'.

An extract from the 457th combat report reads: 'The 457th formation led by Maj Hozier in a PFF ship took off at 10.30 to form the lead box in the 94th Combat Wing. After assembly the formation made its penetration of the enemy's territory through Holland and across northern Germany, the common route for all fifteen combat wings in today's aerial assault. The 94th was the last combat wing in the 1st Division formation. The flight was uneventful until a point north east of Brunswick had been passed where the 15 Wings took up separate courses in a south easterly direction to their various targets. As the formation approached its IP near Magdeburg it was attacked again and again by a large force of single and twin-engined German fighters. First an en-masse saturation attack was made by fifty Bf.109's and Fw190's. Lt. Knipper, number five in the low squadron, dropped out of the formation with No. 1 engine blazing. He was last seen several thousand feet below under control flying a course towards England. At least four other B-17s from the low and high Groups went down on this pass. A Second Mass frontal attack was made and then waves of Ju88's and Bf110's attacked from the

side firing cannon followed immediately by Bf.109's and Fw190's. Lt. Stohl's plane was hit and he was last seen lagging behind the formation. Other planes in the high and low groups went down. There was no fighter escort in the immediate vicinity. The enemy had thrown in his fighters, 200 in number, at what he believed to be the weakest link in the chain of bomber Wings at a time when the Wing formations separated to reach their assigned targets. The 94th Combat Wing for the second successive day bore the brunt of German fighter attacks. Twelve of its planes were lost in this 20 minute attack.

I sadly learned of this the next day before making my fourth B-17 flight. Soon afterwards a jeep pulled up at dispersal and I was asked by the occupants S/Sgt M. Silverman and Sgt. E. L. Schott to accompany them to 749th Operations which was a nissen hut a few hundred years from the flying control tower. Here I was introduced to the 749th Ops Commander, Major R. Suptack and his staff who were obviously aware of my flying activities as the aircrew had to clear my flights with the 'Brass'.

They then took me under their wing and I was soon known to the majority of crews on the Squadron. I later learned that Lt. Stohl's crew was reported safe as POW's and later still I received POW cards from Stohl and Millham stating they were OK.

MORE FLIGHTS

This news gave me a great lift and my flying log notched up 24 flights by 31 August 1944 amounting to 55 hours covering the usual exercises of navigation, formation, 'shooting landings' (circuits and bumps), slow turning engines, and practical bombing at Brest Sands situated at the mouth of the Wash. It also gave me my first experience of night flying which brought me a strong ticking off from my parents and a couple of weeks suspension from visiting Glatton. The names on the log included Capt. J.F. Reilley, Lts. J. Shuff, C.E. Barpier, C.J. Schultz, W.D. Hurdis, P.W. Gilbert, D.S. Jeffers, L.A. Hampton, H.R. Stafford, R.J. Dusek, D. Jay and ex-West Point regular officer Major E.A. Peresich.

The month of September saw the group in regular action and the attack of 28 September 1944 to Magdeburg lost them seven bombers. During mission 133 to Politz on 7 October the 457th lost their Commanding Officer colonel J. Luper who was made a POW. Ten missions later on 2 November whilst attacking Messleburg nine B-

17's failed to return, which was the heaviest loss the "Fireballs" had encountered in the whole of their operations.

They continued constant combat operations right through to 20 April 1945 totalling 236 missions. The B-17's then flew home French ex-POWs from Austria to France and also gave conducted tours to the Continent for all 457th ground personnel.

My log had now added the further crews of Lts. G. Schroeder, C.H. Gooch, Wm. D. Hitchin, R.B. Hooper, M.M. Fox, A. Neuling, Capt. R.A. Hedrick, W.T. Robertson, W.E. Knudson and eventually totaled 38 flights logging 93 hours 5 minutes, which was a good record for a 17-year-old cadet.

The 457th left Glatton in June 1945 but I was fortunate enough to meet up with some former personnel when I visited the States in 1949. I heard a few weeks ago that they are organising a reunion at Bentonville, Arkansas on 3 July 1976, so to me, the choice of tail marking by Monogram for their B-17 of a black triangle and white 'U' on a deep blue diagonal stripe couldn't be more representative of the 8th Air Force.



SEEN AT THE MIGHTY EIGHTH AIR FORCE MUSEUM...

He lived to bear his country's arms. He died to save its honor. He was a soldier ...and he knew a soldier's duty. His sacrifice will help to keep aglow the flaming torch that lights our lives...that millions yet unborn may know the priceless joy of liberty. And we who pay him homage, and revere his memory, in solemn pride rededicate ourselves to a complete fulfillment of the task for which he so gallantly has placed his life upon the altar of man's freedom.

General H.H. Arnold
Commanding General
Army Air Forces



ATTENTION ALL VETERANS:

The form on the opposite page is a "Database Entry Form" used to update records at the Mighty Eighth Air Force Museum.

If you have not previously filled out this form, either at the Museum, or in a previous newsletter, please do so at this time.

We are using this information to update our archives as well, so please return your completed form to:

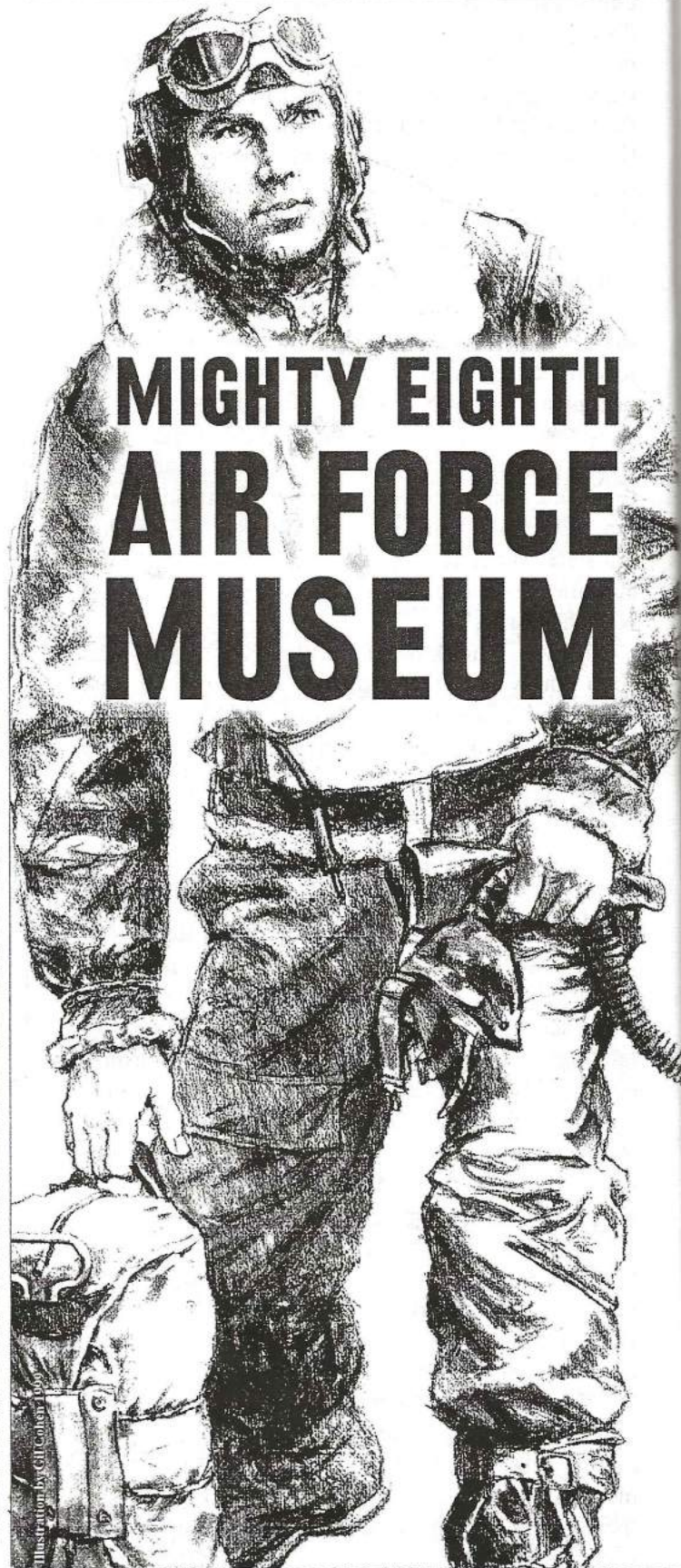
Joe Toth, Contact Man
457th Bomb Group Assoc.
449 Sunset Lane
Pueblo, CO 81005

Joe will use your information to update our records and he will then forward your form to the Museum for their records.

The Board of Directors deeply regrets its failure to properly honor and thank Lori Barnett for her planning of the 2005 Reunion in Savannah. It has been a tradition to present the Reunion Coordinator with a plaque expressing our appreciation and gratitude. This oversight is being corrected at this time and Lori will be receiving a thank-you plaque very shortly.

We hope that Lori will forgive our forgetfulness...and know that we are aware of what it takes to host a reunion ... and that we are very appreciative and grateful that she was so willing to volunteer her time and her obvious love of the 457th Association to plan and present one fine reunion ... a huge success!

PLEASE FILL OUT THIS FORM
AND SEND IT TO JOE, ASAP.





Name of Eighth Air Force Veteran _____

Position/Occupation (Pilot, Gunner, Ground Crew, etc.) _____

Rank _____ Unit (Group & Squadron) _____

Date of Birth _____ Place of Birth _____

Name of Base _____ Base's Station Number _____

***If Eighth Air Force Member is Deceased:**

*Date of Death _____ *Place of Burial _____

Record Source: Name, Address, Phone No. (Self, relative, etc.) _____

Awards/Metals _____

Experiences (Memorable missions or events, impressions, etc. Add pages if necessary.) _____

Veteran's serial number (if known): _____

More FYIs...

- Veterans living or planning to travel outside the U.S., should register with the Denver Foreign Medical Program Office, P.O. Box 65021, Denver, CO 80206-9021. USA phone (303) 331-7590. Veterans living or traveling in Germany, Panama, Australia, Italy, United Kingdom, Japan and Spain, can call toll free (877) 345-8179. Veterans in Mexico or Costa Rica can use the same number, but must first use the U.S. country code. Spouses or widows eligible for ChampaVA are also covered for health care outside of the U.S.
- Next newsletter will get us caught up on new members, address changes, new email addresses, etc.
- The following article was borrowed from the AZ Wing 2005 newsletter. The author is Dennis Sturm who used as a reference, a story by Michael Hull, "World War II" magazine, May 2001.

AN ICEBERG AIRCRAFT CARRIER

With the loss of several aircraft carriers, Winston Churchill came up with the idea of building floating airfields. From this idea Churchill and Lord Louis Mountbatten came up with the idea of using icebergs for aircraft carriers. All they would have to do would be to cut off the top of an iceberg, smooth it out for a landing area, and attach a motor to it. If it was bombed or torpedoed, the hole would fill with water and re-freeze. It would be unsinkable. It became Project Habakkuk.

Goffrey Pyke, of Mountbatten's staff, was told to make it real. They found that by mixing wood pulp and ice together, the ice would lose its brittleness and become like concrete. It was also very slow to melt in any water temperature. So the initial plan called for the iceberg aircraft carrier to be 2,000 ft long and 190 ft high to displace 26 times the amount of water that the Queen Elizabeth displaces.

Mountbatten announced this idea at an Allied combined chiefs conference in Quebec in August 1943 and succeeded in getting it backed. Construction then began on the shores of Lake Patricia in Ontario, Canada. A top secret prototype, 60 ft long, 30 ft wide, weighing 1,100 tons was completed in late 1943.

This prototype had good first impressions. But further research determined that to build the required iceberg aircraft carrier would cost \$70 million dollars and would require 8,000 men working 8 months in arctic temperatures. By this time Allied factories were picking up speed in building conventional carriers, so Project Habakkuk was placed on the back burner where it eventually melted away. The iceberg aircraft carrier never set sail.

- ✓ **WANTED:** quality photos from the 2005 Reunion for layout in next newsletter. Please send copies that I don't have to return!

Send to: Nancy Henrich
NL Editor

- ✓ Broadcasters famous opening lines:

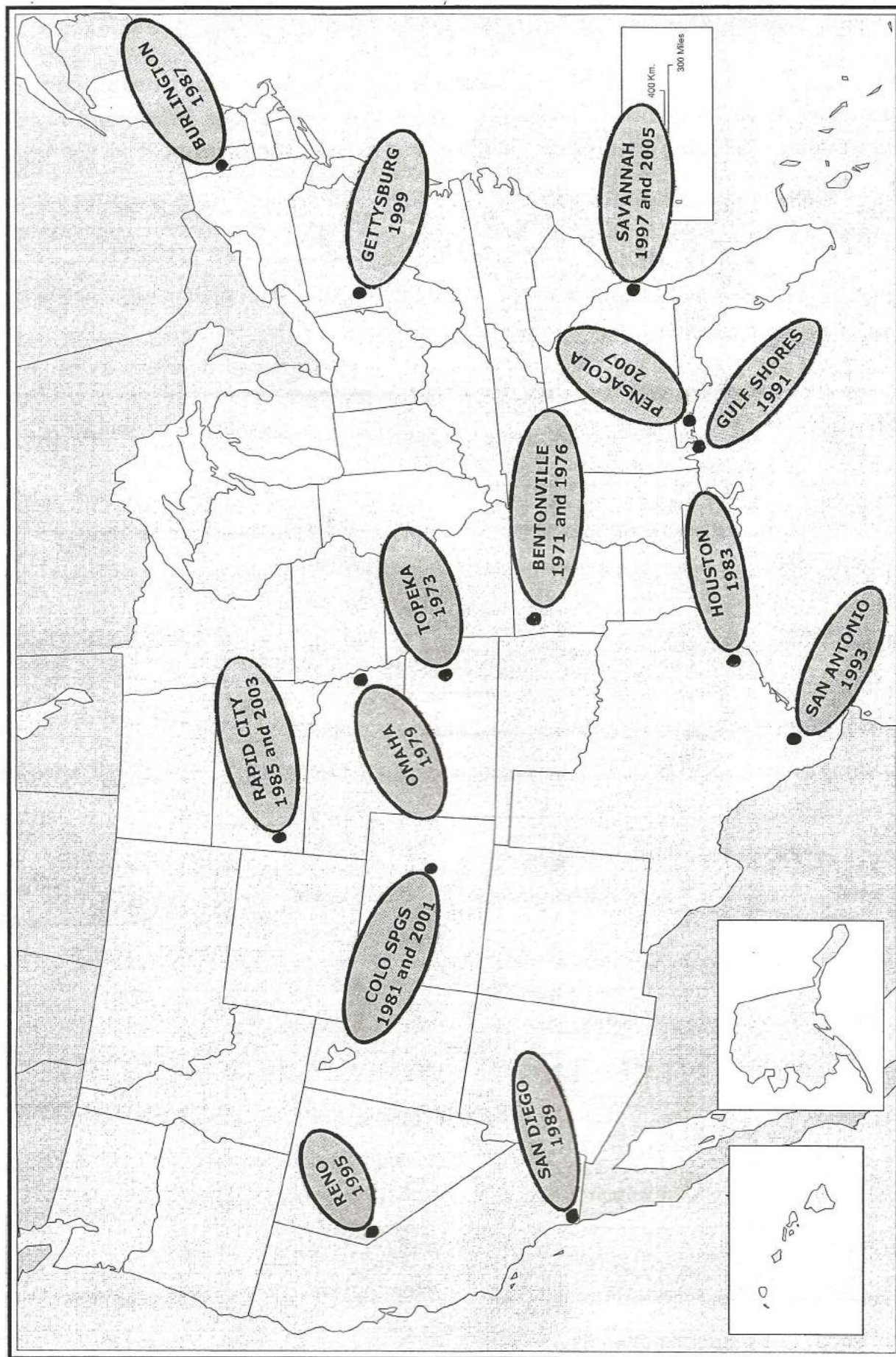
Douglas Chandler: "Misinformed, misgoverned friends and compatriots."

William Joyce: "This is Jairmany (Germany) calling."

Edward R. Murrow: "This is London."

Walter Winchell: "Good evening, Mr. and Mrs. America and all the ships at sea, let's go to press!"

REUNION LOCATIONS 1971-2007 *



* After carefully weighing the options, taking into consideration the costs, plus the amount of pre-prior-proper-planning that George Grau presented, the 457th Bomb Group Board of Directors has selected Pensacola Beach as the site for the 2007 reunion. The probable dates will be November 1-3.

.PX...PX...PX...PX...PX...PX...PX...PX...PX...PX...PX...PX..

Loading Lists...shows crew members you flew with on a mission. Most have been retyped to improve visual quality. Available for nearly all missions flown by the 457th Bomb Group. \$1.00 per mission...Please add \$3.00 for printing and postage.

Your Name _____ Address _____

Squadron # _____ Phone# _____

Date of first or last mission _____

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<u>PX ITEMS:</u>	<u>Quantity</u>	<u>Amount</u>
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457 th Group Patch	\$5.50	_____
748 th Squadron Patch	\$5.50	_____
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750 th Squadron Patch	\$5.50	_____
751 st Squadron Patch	\$5.50	_____
Gunner's Wings Patch	\$5.50	_____
457 th Hat...Royal Blue	\$12.00	_____
457 th Ink Pen..Engraved	\$5.00	_____
457 th License Plate Holder Frame	\$10.00	_____
457 th BG Roster (roster prices already include postage)	U.S. \$18.00	_____
	Canada \$20.50	_____
	Overseas \$26.00	_____
8x10 Color Photo of our Chapel Window	\$10.00	_____
** <u>NEW</u> ** 457 th Engraved Key Tag	\$3.00	_____

Total cost of items ordered: _____

Postage (except for roster): 4.00

Total Enclosed: _____

MAKE CHECKS PAYABLE TO: 457TH BG PX

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Joe Toth 449 Sunset Lane Pueblo, CO 81005

THE 457TH BOMB GROUP ASSOCIATION

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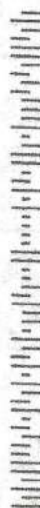
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PAST PRESIDENTS

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

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

1997-99 – Lee Zimmerman
1999-01 – Craig Harris
2001-03 – Will Fluman
2003-05 – Don Nielsen



437 Bomb Group Association
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Strange and fascinating facts...

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

- **Arsenal of Democracy**
Name given by President Franklin D. Roosevelt to the United States in his fireside chat of December 29, 1940, to gain public sympathy for sending military supplies to the Allies.
- **Gearhart Mountain**
Site, located near Bly, Oregon, of the only Japanese bomb on continental North America that is known to have killed anyone. The bomb, dropped from a balloon, killed six people on a picnic (five were children). It was known as the Bly Bombing.
- **Roosevelt Sausage**
Nickname the Russians gave to Spam, which was shipped to them in tremendous quantities throughout World War II as part of Lend-Lease.
- **Waffle Bottoms**
Nickname given to businessmen who were continually seated in waiting rooms throughout Washington, D.C., in an attempt to gain government approval for contracts during World War II.
- **Medals**
The U.S. Army in the European Theater of Operations gave 82.32% of all decorations to the Air Force, 9.3% to the infantry, 3.5% to the Artillery, 1.5% to the medical corps, and 3.38% to all others.

ALERT...ALERT...ALERT...

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