



748th  
Squadron



749th  
Squadron

THE

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



"THE FIREBALL OUTFIT"



750th  
Squadron



751st  
Squadron

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

ESTABLISHED JULY 1971 - BENTONVILLE, AR

July 2005

VOLUME 35

ISSUE 60

# BACK TO SAVANNAH IN 2005

September 18-22

Make your reservations NOW!



All information and forms are in this Newsletter.



*The  
Prez  
Sez*



In the last newsletter, I reported that we were \$6,451 short of meeting our goal of \$50,335 for the total cost of our Glatton Memorial. As a result, Fayette Dennison of Pensacola, Florida sent us a check for \$6,451.16 that wiped out that shortfall completely. Fayette had been a bombardier in the 751<sup>st</sup> Squadron. What a wonderful gift he made. Then, another donation of \$100 came in for the memorial fund, so we're "flying high". It's amazing (and gratifying) to me to see how our membership steps up to the plate in our fund drives.

Other Memorial news has been:

1. Craig Harris put a great article, with pictures of the memorial dedication in the 8<sup>th</sup> Air Force News, the magazine of the Eighth Air Force Historical Society.
2. I submitted an article about the monument and our bomb group with a picture to the Arizona Republic, a Phoenix newspaper that was published.
3. A great video was made of the Monument dedication and the memorial service the next day at Madingley Cemetery. Copies of this video can be had by sending a \$50 check to: John Walker, Abbeycroft Cottage, 21 Ravensden Road, Renhold, Bedford, MK41 OJZ, U.K.
4. Two youths vandalized the monument, stealing both flags. They were caught and the flags were returned. This was publicized in the local Peterborough newspaper. Many local Brits were upset by this.

Our English Historians and F.O.T.E. (Friends of the Eighth) members do many things for us that we seldom recognize. The current members are:

Gordon Townsend, John Walker, Eric Brumby and Mike Jackson. Ray Pobjee was the newest member of that esteemed group and served faithfully until his death on April 7, 2005.

They all get involved in making arrangements for our mini-reunions. Last May, 2004, Ray Pobjee was very instrumental in the success of installing our Glatton Memorial and arranging for the fly-by of the old RAF Lancaster, Hurricane and Spitfire. Ray created the organization called, "The British Friends of the USAAF 457<sup>th</sup> Bomb Group" to raise funds for the maintenance and insurance on the monument. Details were in the September 2004 Newsletter. Ray's son George has graciously stepped up in his father's place and plans to carry on with the 'British Friends' group.

We have switched the printing of our newsletter over to Kinkos which will give us much faster service. \*\*

Plans for the September reunion in Savannah are going well. Lori Barnett gets all the credit for this. I hope that all of you will be able to attend. It will be a great program and a good time for fellowship.

Don Nielsen, President  
457<sup>th</sup> Bomb Group Association

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**\*\*Note from Nancy Henrich, Secretary and Newsletter Editor...**

*"I feel that I should explain why this newsletter is so late in coming. We have indeed switched printing to Kinkos and will have quicker service than we had from my previous printer...if I get it together and to them in a timely manner, that is! I had every intention of having this in your hands by mid-May. On May 28, my oldest son was married and I served not only as his mom but as the bride's 'mom' as well. I also made 4 flower girl's dresses for that wedding. In the midst of that, I wrapped up a 31 year career as a teacher. I had a very demanding job for my last year and was overrun with work trying to finish the year. Finally, my youngest son is getting married July 2. Whew, two weddings within 2 months of each other made for a whirlwind Spring and beginning of Summer! Anyway, it's probably too late to make a long story short, so let me just say that since I am now a retired person, I intend to do a much better job as your Secretary and Newsletter Editor. It will be nice to have the time to devote to the Bomb Group as my association with this organization is an honor for me and deserves my full attention."*

With that said, please note that I have a new email address: [n.henrich@comcast.net](mailto:n.henrich@comcast.net)

Since I've been a bit discombobulated lately, I think that the following suits me to a T!!! Hopefully, many of you will identify with me!

### A Little Mixed UP

Just a line to say I'm living  
That I'm not among the dead  
Though I'm getting more forgetful  
And more mixed up in the head.

For sometimes I can't remember,  
When I stand at foot of stairs,  
If I must go up for something,  
Or if I've just come down from there.

And before the fridge so often  
My poor mind is filled with doubt  
Have I just put food away?...or  
Have I come to take some out?

And there's times when it is dark out,  
With my night cap on my head  
I don't know if I'm retiring  
Or just getting out of bed.

So...if it's my turn to write you  
There's not need of getting sore,  
I may think that I have written  
And don't want to be a bore!!

So, remember...I do love you  
And I wish that you were here,  
But now it's nearly mail time,  
So I must say good-bye my dear.

There I stood beside the mail box  
With a face so very red  
Instead of mailing you my letter.  
I had opened it instead!!!

My bifocals fit – my dentures are fine  
My hearing aid words...but...I do miss  
my mind! --Author Unknown



The following article appeared in *The Arizona Republic*, January 15, 2005. We appreciate Don Nielsen's efforts to publicize the good works of the 457<sup>th</sup> Bomb Group.

# FAIT ACCOMPLI

## SERVICE STORY



The 457th Bomb Group Association erected a monument near Peterborough, England. Donald Nielsen was a group pilot.

## Monument in England remembers sacrifice

Peoria resident Donald Nielsen, 82, was a B-17 pilot with the 457th Bomb Group, known as the Fireball Outfit, during World War II.

Nielsen's group lost 739 members, either killed, missing or captured, during the war. An additional 78 men made it through enemy lines after being shot down. The group was a part of the 94th Combat Wing of the 1st Division of the U.S. Army's 8th Air Force. The group comprised four bomber squadrons: the 748th, 749th, 750th and 751st.

The 457th Bomb Group Association erected a monument at the entry of its World War II base at Conington, near Peterborough, England. The British didn't forget the sacrifices of those who had risked their lives and those who had died to liberate Europe from the Nazis.



Donald Nielsen

When Nielsen and the association dedicated the polished granite monument on Memorial Day, about 600 British citizens showed up, including a representative of the queen and several commanders from the local Royal Air Force contingent.

The inscription on the monument's back reads "237 combat missions were flown from this field over enemy-occupied Europe between Feb. 21, 1944, and April 20, 1945. 16,915 tons of bombs were dropped with a loss of 86 B-17s and 739 airmen killed, missing or prisoners of war."

The dedication ceremony ended with a flyover of vintage RAF planes, including a Lancaster bomber and Spitfire and Hurricane fighters.

"The affair was very emotional for all who attended," Nielsen said.

Back in February, we received a very pleasant surprise by a phone call from Fayette Dennison. Fayette was a bombardier in the 751<sup>st</sup> and became a lead bombardier the last part of his tour. He had that role until April, 1945. He currently owns and runs an accounting firm in Pensacola, Florida.

That phone call was his offer to pick up the tab for the balance of the shortfall in donations for the Glatton Monument. If you will remember, we had voted at the last reunion to borrow funds from the Life Membership Fund if we came up short in paying for the monument. We were, in fact, short in the amount of \$6,451.16 and Fayette Dennison made up that shortfall in its entirety, meaning that we did not have to borrow one cent to pay all monument costs in full.

Fayette, your selfless generosity is even more proof that the 457<sup>th</sup> Bomb Group Monument is a living tribute to all members of the 457<sup>th</sup> and a loving tribute to all fireballers who have passed on.

*"Quality is never an accident, it is always the result of high intentions, sincere effort, intelligent direction and skillful execution; it represents the wise choice of many alternatives."*

--Willa A. Foster

THANK YOU FAYETTE!



**WANTED:** Volunteers to search the internet for names of former 457<sup>th</sup> members. If interested, in your response, please provide a mailing address or fax number for receiving the information I will forward to you. James L. Bass  
[bassandbassattys@bellsouth.net](mailto:bassandbassattys@bellsouth.net)

To refresh your recollection, this project started 3 years ago in order to honor and remember those of the group who were killed in action or in the line of duty. We have successfully placed the *Fall Accompli* Trilogy in 160 libraries; however, the Project ground to a halt primarily due to the lack of or slowness of response from the Total U.S. Army Personnel Command.

Since the first of the year I have been considering a method to revitalize the Project. The partial answer may have come in the current issue of the 8<sup>th</sup> AF News, see p. 44 or let James Bass know if you would like to have the information so that you can volunteer in the above mentioned "WANT AD".

James has tested the site listed in the 8<sup>th</sup> AF article and received two out of three names submitted plus his own.

So....if you can give a bit of time to help on this project, please contact James Bass right away, either at his email address shown above, or by calling: 615-735-1122

PLEASE TAKE NOTE OF SOME  
NEW EMAIL ADDRESSES:

NANCY HENRICH, SECRETARY  
[n.henrich@comcast.net](mailto:n.henrich@comcast.net)

GEORGE GRAU, DIRECTOR  
[graugulfshores@gulftel.com](mailto:graugulfshores@gulftel.com)

MORRIS (MURRAY) SWERDLOVE  
[m.swerdlove@comcast.net](mailto:m.swerdlove@comcast.net)

FRANK KRAVETZ  
[frankakravetz@aol.com](mailto:frankakravetz@aol.com)

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**NEW BOOK WRITTEN BY ONE OF  
OUR NEW ASSOCIATION MEMBERS:**

**Augustine Fernandez**

*Augustine and his wife Esther, have co-authored and published his memoirs, POWerful Memories. The book tells of a first generation Hispanic-American teenaged youth thrust upon the global stage of World War II where he became an eager, courageous defender of his country in a B-17 bomber. It was on his 6<sup>th</sup> bombing mission over Germany that disaster struck. The plane was destroyed and he fell into enemy hands to spend the rest of the war as a prisoner of war in Stalag Luft 1. POWerful Memories recounts his experiences as he undergoes training, takes part in missions, is shot down, captured and then endures the dreadful, mind-numbing dreariness of prison camp life. Augustine initiated secret maneuvers to outsmart and harass the enemy and participated in escape operations.*

Book may be ordered from:

Xlibris.com/bookstore

Amazon.com

Borders.com

Barnes and Noble and other local bookstores

EDITOR'S NOTE: I HAVE READ THE BOOK AND  
FOUND IT TO BE FASCINATING READING.

Nancy Henrich



**POWerful  
Memories**

by  
Augustine Fernandez

ISBN Hardcover: 1-4134-6888-8  
ISBN Softcover: 1-4134-6889-6  
Available at Xlibris:  
[www.xlibris.com/bookstore](http://www.xlibris.com/bookstore)  
888-795-4274 ext. 876  
or Amazon.com, Borders.com,  
Barnesandnoble.com and  
your local book store.  
International orders: 5



## MAIL CALL...

From Craig Harris...

*"I have been very fortunate over the last few years to find three copies of Ken Blakebrough's out-of-print 'The Fireball Outfit'. Ken Nail found me the first one and I paid an outrageous amount for it, but wound up giving it to the Mighty Eighth Air Force Museum. Ray Pobgee found me a couple for a much better price. One of these I still have; the other I sent to the Second Air Division Memorial Library in Norwich, UK. I recalled that after that library was destroyed by fire in the mid-nineties, they published an appeal for copies of 'The Fireball Outfit'. They were very pleased to receive the one copy I sent them.*

*Before he died, Ken Nail told me of the website [www.abebooks.com](http://www.abebooks.com) which runs a registry of sources for rare and used books. I have been buying lately quite a few books related to the history of the 8<sup>th</sup> AF in WWII, to use as references as we rebuild the Mighty Eighth Air Force Museum exhibitry, into a much more time-line related story. I have bought several such books from [abebooks.com](http://abebooks.com) at good prices and their descriptions of the books' conditions are accurate and not overstated.*

*Today, just as an experiment, I went to [www.abebooks.com](http://www.abebooks.com), keyed in a search for author: Blakebrough, title: 'The Fireball Outfit'. The search turned up 16 copies ranging in price from \$25 to \$50, which range is very reasonable considering the general rarity of the book. So if any of our members wish to acquire a copy of the outstanding history of our group, this information should be welcomed by them."*

*--Craig Harris*

From Frank Bernd...

*"Almost a year ago when Evie and I were planning our 60<sup>th</sup> Wedding Anniversary, the question came up as to what Evie really wanted for this special occasion. I was totally surprised when the number one item was a ride in a B-17. This did not happen overnight. September was the magic month since in our local paper it was advertised that The Collings Foundation had a B-17 plus other WWII planes at a local airport.*

*The B-17 was fully equipped with 50 cal. Machine guns, and even a Norden Bomb Sight. It was painted to match a ship that flew over 100 missions with the Mighty 8<sup>th</sup> AAF. Evie asked the attendant how you entered the right side door. This was her first experience to be near a B-17. He said to grab the top of the door opening and swing your legs in followed by the rest of your body. Naturally, Evie did just that with no trouble. My turn was next and it took two men pushing to get me in the plane. What a difference 60 years can make! I remember swinging my gear and body through the front nose escape hatch in one motion. The one half-hour flying time was great. As I struggled around the interior when airborne, I could picture each of our crew at his position. Evie didn't struggle, she got to every corner without a problem. Old dad was very proud of her. At her age, she handled the walking around better than any of the men who were passengers.*

*For anyone who flew in this big hunk of aluminum you couldn't help love the flight and perhaps even become a little choked up. Enclosed are a few pictures."*

*--Frank Bernd*



**These are Frank and Evie's pictures.**



**Those of you who may be interested in taking a ride, the CAF would like you to know that they offer rides on their C-45, SNJ(T-6), and O-2A as well as the B-17.**

**Reservations for taking a ride on any of these Warbirds can be made by calling the hangar at 480-924-1940, or by going to the Collings foundation's website [www.arizonawingcaf.com](http://www.arizonawingcaf.com)**  
**If you wish to write for More information:**  
**Arizona Wing Museum**  
**2017 N. Greenfield Road**  
**Mesa, AZ 85215**





Copied from a pamphlet titled  
"OVER THERE, Instructions for American Servicemen in Britain, 1942"

**FORWORD...**

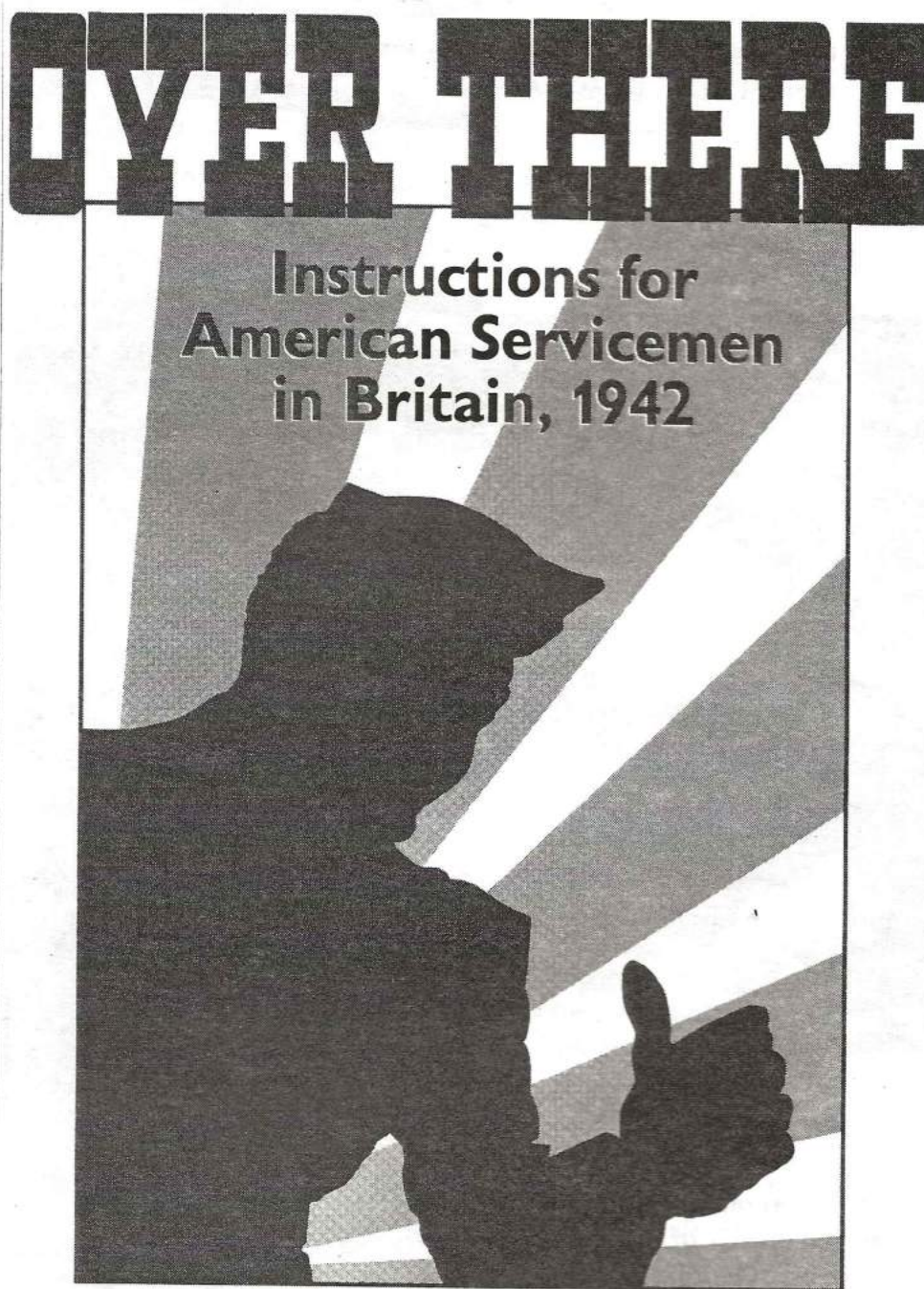
The original pamphlet, part of which is reproduced here, was issued by the United States War Department in 1942 and distributed to American servicemen who were going to Britain to prepare for the invasion of occupied Europe.

Many of them had never been abroad before and this pamphlet's aim was to prepare thee young american GIs for life in a vey different country and to try and prevent friction between them and the local populace.

The pamphlet presents a "snapshot" of wartime Britain, as seen by a sympathetic outsider. It has the same clarity and directness as the war time newreels and evokes the same response as *Welcome to Britain*, the famous film made at the request of the Ministry of Information for showing to newly-arrived American servicemen.

This too emphasises the British virtues of tolerance and fair play, shows Americans how to cope with everyday situations and presents a picture of a people stoically coping with the problems caused by rationing or the blitz and quietly determined to see the war through to a victorious conclusion. This view of Britain may not have been the whole truth, but it was what people at the time wanted to believe and it has become firmly embedded in the folk memory of the Second World War ever since.

--John Pinfold, Librarian, Rhodes House



Bodleian Library • University of Oxford



# GREAT BRITAIN

War Department...Washington, D.C.

## INTRODUCTION

You are going to Great Britain as part of an Allied offensive--to meet Hitler and beat him on his own ground. For the time being you will be Britain's guest. The purpose of this guide is to start getting you acquainted with the British, their country, and their ways.

America and Britain are allies. Hitler knows that they are both powerful countries, tough and resourceful. He knows that they, with the other United Nations, mean his crushing defeat in the end.

So it is only common sense to understand that the first and major duty Hitler has given his propaganda chiefs is to separate Britain and America and spread distrust between them. If he can do that, his chance of winning *might* return.

## NO TIME TO FIGHT OLD WARS.

You may think of the English as enemy Redcoats who fought against us in the American Revolution and the War of 1812. But there is no time today to fight old wars over again or bring up old grievances. We don't worry about which side our grandfathers fought on in the Civil War, because it doesn't mean anything now.

We can defeat Hitler's propaganda with a weapon of our own. Plain, common horse sense; understanding of evident truths.

The most evident truth of all is that in their major ways of life the British and American people are much alike. They speak the same language. They both believe in representative government, in freedom of worship, in freedom of speech. But each country has minor national characteristics which differ. It is by causing misunderstanding over these minor differences that Hitler hopes to make his propaganda effective.

You will find many things in Britain physically different from similar things in America. But there are also important similarities--our common speech, our common law, and our ideals of religious freedom were all brought from Britain when the pilgrims landed at Plymouth Rock. Our ideas about political liberties are also British and parts of our own Bill of Rights were borrowed from the great chapters of British liberty.

Remember that in America you like people to conduct themselves as we do, and to respect the same things. Try to do the same for the British and respect the things they treasure.



**THE BRITISH ARE TOUGH** Don't be misled by the British tendency to be soft-spoken and polite. If they need to be, they can be plenty tough. The English language didn't spread across the oceans and over the mountains and jungles and swamps of the world because these people were panty-waists.

Sixty thousand British civilians---men, women, and children---have died under bombs, and yet the morale of the British is unbreakable and high. A nation doesn't come through that, if it doesn't have plain, common guts. The British are tough, strong people, and good allies.

You won't be able to tell the British much about "taking it." They are not particularly interested in taking it any more. They are far more interested in getting together in solid friendship with us, so that we can all start dishing it out to Hitler.

**REMEMBER THERE'S A WAR ON** Britain may look a little shopworn and grimy to you. The British people are anxious to have you know that you are not seeing their country at its best. There's been a war on since 1939. The houses haven't been painted because factories are not making paint---they're making planes. The famous English gardens and parks are either unkept because there are no men to take care of them, or they are being used to grow needed vegetables. British taxicabs look antique because Britain makes tanks for herself and Russia and hasn't time to make new cars. British trains are cold because power is needed for industry, not for heating. There are no luxury dining cars on trains because total war effort has no place for such frills. The British people are anxious for you to know that in normal times Britain looks much prettier, cleaner, neater.

**ALTHOUGH** you'll read in the papers about "lords" and "sirs", England is still one of the great democracies and the cradle of many American liberties. Personal rule by the King has been dead in England for nearly a thousand years. Today the King reigns, but does not govern. The British people have great affection for their monarch but they have stripped him of practically all political power. It is well to remember this in your comings and goings about England. Be careful not to criticize the King. The British feel about that the way you would feel if anyone spoke against our country or our flag. Today's King and Queen stuck with the people through the blitzes and had their home bombed just like anyone else, and the people are proud of them.

**THE PEOPLE--THEIR CUSTOMS AND MANNERS** The best way to get on in Britain is very much the same as the best way to get on in America. The same sort of courtesy and decency and friendliness that go over big in America will go over big in Britain. The British have seen a good many Americans and they like Americans. They will like your frankness as long as it is friendly. They are not given to back-slapping and they are shy about their affections. But once they get to like you they make the best friends in the world.



**You are coming to Britain from a country where your home is still safe, food is still fairly plentiful, and lights are still burning. So it is doubly important for you to remember that the British soldiers and civilians have been living under a tremendous strain.**

**So stop and think before you sound off and complain about anything. One thing to be careful about--if you are invited into a British home and the host exhorts you to "eat up there's plenty on the table," go easy. It may be the family's rations for a whole week spread out to show their hospitality.**

### **SOME IMPORTANT DO'S AND DON'TS**

- **Be friendly--but don't intrude anywhere it seems you are not wanted.**
- **You will find the British money system easier than you think. A little study beforehand on shipboard will make it still easier.**
- **You are higher paid than the British "Tommy." Don't rub it in. Play fair with him. He can be a pal in need.**
- **Don't show off or brag or bluster-- "swank" as the British say. If somebody looks in your direction and says, "He's chucking his weight about," you can be pretty sure you're off base. That's the time to pull in your ears.**
- **Don't make fun of British speech or accents. You sound just as funny to them but they will be too polite to show it.**
- **NEVER criticize the King or Queen.**
- **Don't criticize the food, beer, or cigarettes to the British. Remember they have been at war since 1939.**
- **Use common sense on all occasions. By your conduct you have great power to bring about a better understanding between the two countries after the war is over.**

**You will soon find yourself among a kindly, quiet, hard-working people who have been living under a strain such as few people in the world have ever known. In your dealings with them, let this be your slogan:**

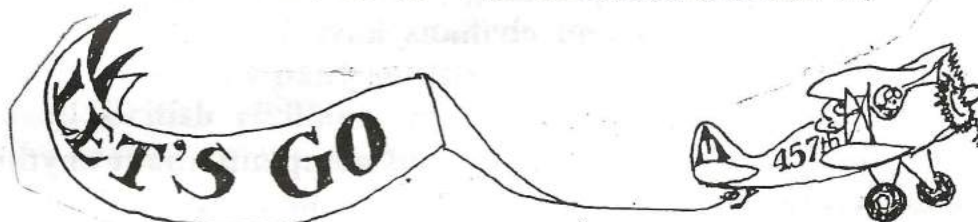
**It is always impolite to criticize your hosts.  
It is militarily stupid to insult your allies.**

**"...The British don't know how to make a good cup of coffee.  
You don't know how to make a good cup of tea.  
It's an even swap..."**



# FYI...2005 Return to Savannah...

BOMB  
457<sup>th</sup>  
GROUP



- ✓ AIRPORT: Savannah/Hilton Head International Airport  
14 miles from our Hotel: Hilton Savannah DeSoto

Serviced by:

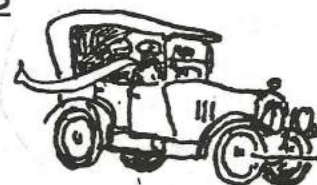


Air Tran  
Continental Express  
Delta Connection  
Northwest  
US Airways

American Eagle  
Delta  
Independence Air  
United Express

Transportation to/from airport can be arranged with  
GRAY LINE SAVANNAH AIRPORT EXPRESS  
by calling 1-800-845-5582

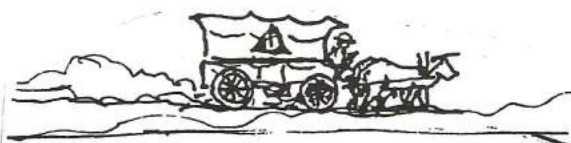
Round trip is \$25 per person. Rates may  
be less depending on # of persons in party.



Rental Cars are available:

Avis  
Dollar  
Hertz  
Thrifty

Budget  
Enterprise  
National/Alamo



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## Official Notice of Meeting

This is the Official Notice that the 457<sup>th</sup> Bomb Group Association will meet at the Hilton Savannah DeSoto Hotel, 15 East Liberty Street, Savannah, GA on September 18-22, 2005. The Business meeting of the Association will convene in session on Wednesday, September 21, 2005 beginning at 9:00 am, local time, for the purpose of receiving reports, electing officers and members of the Board of Directors for the ensuing term of office, and to transact such other business as may properly come before the meeting. Regular and Life Members are voting delegates to the meeting and are entitled to vote on each matter properly coming before the membership requiring a vote.

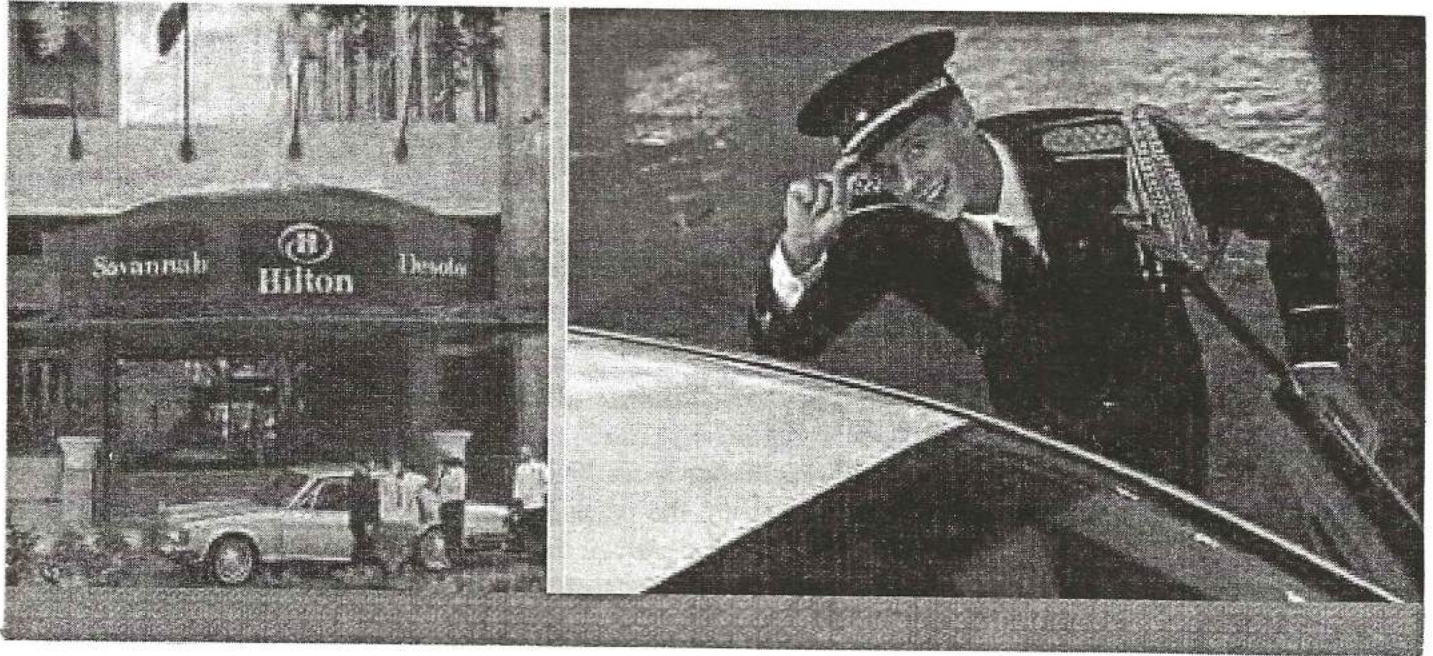


# *Hilton Savannah DeSoto*

*15 East Liberty Street*

*Savannah, GA*

**1-800-426-8483**



Room Rates: single/double \$99  
triple \$109  
quad \$119

- Reunion Rates are available 3 days before and 3 days after reunion.
- Parking available at \$5 per day. Valet parking is \$10 per day.
- Each attendee will make their own reservations by calling

**1-800-426-8483**

The first night's deposit or a credit card guarantee is required.

Rooms will be held until August 19, 2005.

Higher rates will apply if you register after that date.

*Register now*



## *Hilton Savannah DeSoto fact sheet...*



*Hilton Savannah DeSoto is located in  
the center of the largest  
Historic District in America...*

### ▪ *Location*

...at the corners of Bull and Liberty Streets of downtown Savannah. Close by are antique shops, boutiques, pubs and restaurants, and park-like squares.

### ▪ *History*

The Hilton Savannah DeSoto has been Savannah's Grand Hotel for over 100 years. Built on the land of the original barracks of the U.S. Army, the DeSoto is one of Savannah's historic landmarks. The original hotel was constructed in 1890 and was completely rebuilt, on the original site, in 1966.

### ▪ *Accommodations*

The DeSoto offers luxury guest rooms—many with balconies. There are a total of 246 guest rooms and three luxurious suites. Non-smoking rooms and rooms for the handicapped are available.

### ▪ *Guest Room Amenities*

The DeSoto's rooms feature furnishings and hues of yesteryear. Each room is equipped with a coffee maker, hairdryer, iron and ironing board, two phone lines, data ports, a smoke detector, fire sprinklers, security lock, peephole, deadbolt lock and electronic keylock system. Additionally, each room features a television, equipped with remote control and complimentary cable. Standard bath amenities include shampoo, mouthwash and shower cap.

### ▪ *Guest Services*

Concierge service in lobby. Same-day laundry and valet service.

### ▪ *Room Service*

Room service is available from 6:00 a.m. until 11:00 p.m.



## *Hilton Savannah DeSoto...*

### ▪ *Recreation Center*

- Fitness Center located poolside.
- Outdoor heated rooftop pool.
- Forsyth Park (nearby)—jogging, playground, tennis.
- Guests have complimentary use of the Downtown Athletic Club, within walking distance of the hotel.

### ▪ *Meeting Space*

The Hilton Savannah DeSoto has 19,000 Square feet of elaborately designed function space, ranging from intimate board room suites to a Grand Ballroom featuring 18 foot high ceilings and chandeliers. The meeting facilities can accommodate from 2 to 1,000 people and banquets up to 550.

### ▪ *The Magnolia Restaurant*

One of the city's finest restaurants, the Magnolia offers Low Country Savannah cuisine. Located on the lobby level, the Magnolia is a favorite among local residents and our out-of-town visitors as well.

The Magnolia's menu offers a full American breakfast and lunch buffet. Sunday brunch is also available and includes complimentary champagne.

### ▪ *The Lion's Den*

Located on the lobby level, the Lion's Den features happy hour specials on weekdays from 5:00-7:00 p.m.



## *Historic Savannah Revisited*

Thousands visited Savannah during the Olympic Yachting Events. Our elegant architecture and lush landscapes could no doubt captivate the world. But of all Savannah's charms, its squares and the city plan are the most beguiling.

As lovely to look at as the squares may be, their importance to the city's ambiance cannot be overstated. Savannah without the squares would be like Charleston without the Battery or New Orleans without the Vieux Carre. The rhythm of the city plan, echoed over and over within the Historic District, becomes a compelling song that the casual stroller can't help but hear.



## *Historic Savannah Revisited...cont.*

Savannah's city plan is exalted throughout the world. Despite its 266 years, it remains as fresh and vital as when Oglethorpe conceived it, sometime before his arrival in 1733. To urban engineers, architects and anyone involved in the serious study of city planning, the name Savannah is synonymous with the world's finest city plan—a system of wards repeated over and over, each one perfection in itself, the whole representing a triumph of thought and execution.

One of the delightful bonuses of the city plan was quite accidental on Oglethorpe's part. To break the repetition of the wards, he separated each from the next by a wide, squareless boulevard. Six of these streets north to south, and seven from east to west are now the main traffic arteries of Savannah's Historic District, keeping heavy traffic off the squares and creating smooth traffic flow. Even better, every other one of the squareless north-south streets is now one-way! This orderly grid of streets is a joy for visitors and residents alike. Had Oglethorpe not allowed for these squareless routes, we might well have put streets through the squares long ago. He could not have dreamed of the modern automobile, but his beautiful plan works as well or better for us today than in the days of horse and carriage.

Savannah's city plan has been nominated to UNESCO's World Heritage List—an honor no other city in the U.S. can claim. This designation is for world sites so important that they deserve the protection of all mankind. Unfortunately, the status of Savannah's nomination is uncertain; the city plan has experienced some damage.

The construction of the Juliette Low Federal Building on the southeast tything of Telfair Square resulted in the loss of the lane; the same project closed in President Street between the east trust lots as well. Two of the most tragic losses were two squares on Montgomery Street, one under the Savannah Civic Center and the other in front of the Chatham County Courthouse.

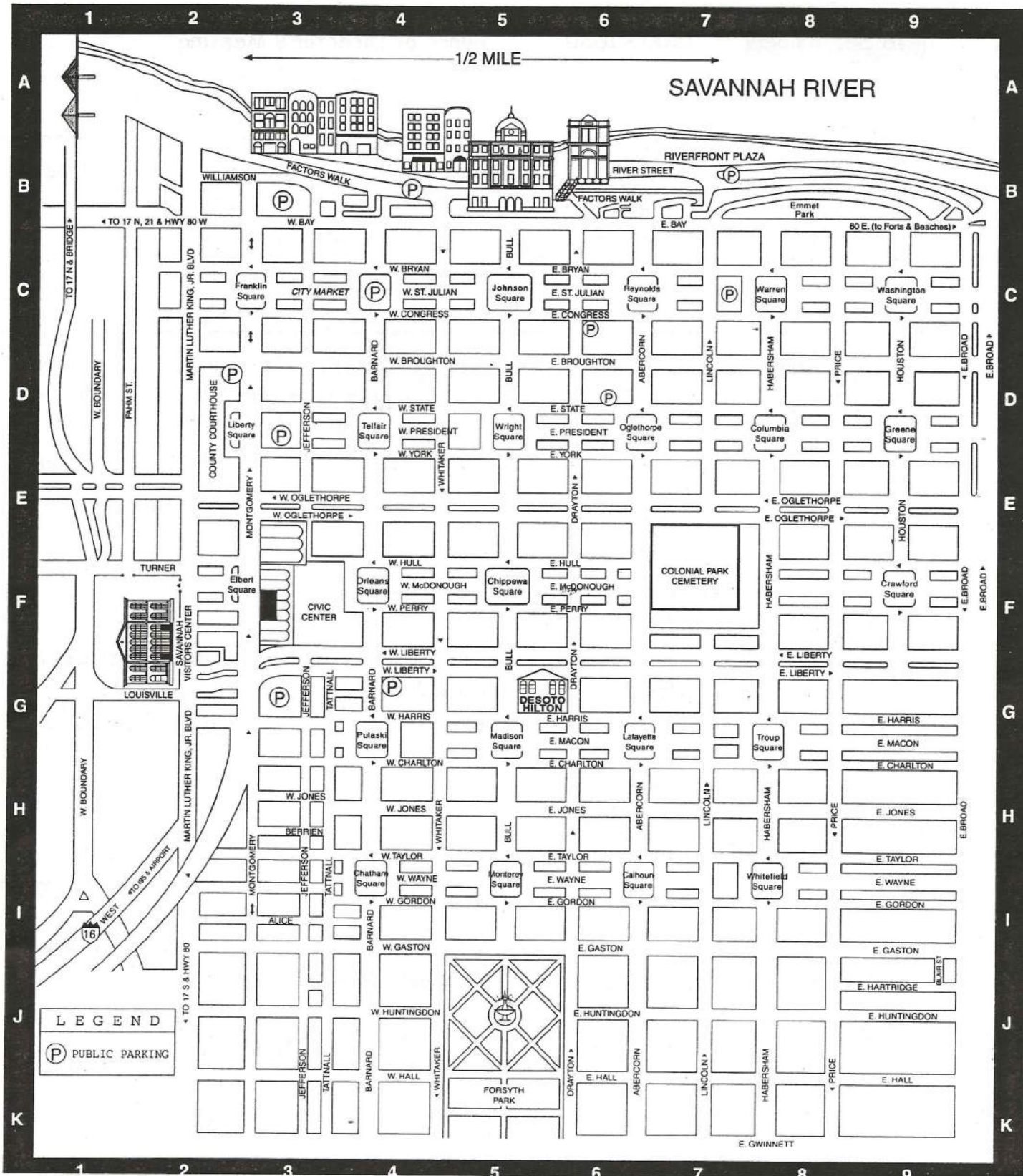
Savannah's preservation forces are awake to the dangers of further erosion of the plan. Visitors and residents alike need to appreciate the beauty of the plan, the squares, and the architecture, while never forgetting how fragile it all is. We must safeguard this priceless treasure of a city, and never, ever take Savannah for granted. General Oglethorpe would agree.



## historic district map

Directions to the Hilton Savannah DeSoto: From I-95, take I-16 East. I-16 ends and feeds into Montgomery Street. From Montgomery, turn right at light onto Liberty Street and go five (5) blocks. The hotel will be on your right, on Liberty Street, between Bull and Drayton.

Valet parking is available at \$10.00/day, per car at front entrance. Underground parking is also available—the hotel garage entrance is located at the far end of the hotel, just before Drayton Street.





**SCHEDULE OF EVENTS**  
**SEPTEMBER 18 - 22, 2005**  
**SAVANNAH, GEORGIA**

Sunday 18 September	0900 - 1600 1500 - 1630 1800 - 2000	Registration, PX, Memorabilia Room Open Board of Director's Meeting Reception...Cash Bar
Monday 19 September	0800 - ? 0930 - 1100 1130 - 1400 1500 - 1700	Registration, PX, Memorabilia Room Open Savannah Historical Tour River Cruise and Lunch Group Pictures
Tuesday 20 September	0800 - ? 0900  1000  1500	Registration, PX, Memorabilia Room Open Buses depart to Mighty Eighth Air Force Museum. Memorial Service in Chapel of Fallen Eagles Lunch at the Museum Arrive back at the Hilton
Wednesday 21 September	0800 - 0900 0900 - 1030 1030 - ?  1300 1800 - 1900 1930 - ?	Registration, PX, Memorabilia Room Open 457 <sup>th</sup> Bomb Group Association Business mtg. Crew Meetings Registration, PX, Memorabilia Room Open Board of Director's Meeting Happy Hour...Cash Bar Banquet  Speaker: M/Gen (Ret) Bill Bland, Jr. Dance to: <i>JB and Friend-Little Big Band</i>
Thursday 22 September	0700 - 0900	Farewell Breakfast Buffet

**SO LONG UNTIL WE MEET AGAIN IN 2007**



**DO YOU WISH TO RESERVE BANQUET SEATS FOR YOUR CREW? YES \_\_\_\_\_ NO \_\_\_\_\_**

**If so, please list names, including yourself and your guests:**

_____	_____	_____
_____	_____	_____
_____	_____	_____

**Don't worry about duplication from others on your crew. We will sort that out. Just be sure that everyone you want reserved seats for will be attending the Banquet.**

**The reverse side of this page is  
your 2005 Reunion Registration form  
for Savannah, Georgia**

**Money and registration forms  
are due by**

**September 1, 2005**

**MAKE CHECKS PAYABLE TO: "457<sup>TH</sup> Reunion 2005"**

**Mail to:**

**Lori Barnett  
304 Old West Point Road  
Starkville, MS 39759**



**Registration Form...2005 Reunion**

**September 18 – 22, 2005  
Savannah, Georgia**

NAME \_\_\_\_\_ SPOUSE OR GUEST(S) \_\_\_\_\_

SQD \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE NO. ( ) \_\_\_\_\_

Is it okay to put your phone number in the  
Registration booklet? YES \_\_\_\_\_ NO \_\_\_\_\_

Reunion Registration Fee (per person).....# \_\_\_\_\_ persons @ \$80.00 ea = \$ \_\_\_\_\_  
**THIS PRICE INCLUDES RECEPTION AND BANQUET**

**MONDAY, SEPT 19**

**Savannah Historical Tour and River Cruise/Lunch..\*\***

**\*\*Must have a minimum of 40 people for the cruise**

**Tour is 0930 to 1100...River Cruise and Lunch is 1130-1400**

**Price for both activities is \$50.00. Tour only is \$16.00**

Tour/River Cruise/Lunch...# \_\_\_\_\_ persons @ \$50.00 ea = \$ \_\_\_\_\_

Tour only.....# \_\_\_\_\_ persons @ \$16.00 ea = \$ \_\_\_\_\_

**TUESDAY, SEPT 20**

**Mighty Eighth Air Force Museum** 0900 to 1500

**The Memorial Service for those who have passed away since the last Reunion will be held in the Chapel of Fallen Eagles at the Museum.**

**Price includes transportation and lunch at the museum.**

Museum and lunch.....# \_\_\_\_\_ persons @ \$35.00 ea = \$ \_\_\_\_\_

**WEDNESDAY, SEPT 21**

**Happy Hour...1800-1900 and Banquet...1930-???**

**NOTE: Cost of the Banquet is included in Registration fee**

**Please indicate your choice of banquet entree and number of each:**

\_\_\_\_\_ Roast Prime Rib of Beef with horseradish and au jus

\_\_\_\_\_ Airline cut of Chicken Breast stuffed with cornbread, pecans, spinach

**Please let us know if you have special dietary needs: \_\_\_\_\_**

**THURSDAY, SEPT 22**

**"The Southerner" Breakfast Buffet** 0700-0900

# \_\_\_\_\_ persons @ \$22.00 ea = \_\_\_\_\_

**TOTAL ENCLOSED = \_\_\_\_\_**

**MAKE CHECKS PAYABLE TO: "457<sup>TH</sup> Reunion 2005"**



# SECRETARY'S INFORMATION FORM

## FILL OUT THIS FORM AND MAIL TO:

Nancy Henrich 453 Sunset Lane Pueblo, CO 81005

\*\*\*\*\*

NAME \_\_\_\_\_ SPOUSE OR GUEST(S) \_\_\_\_\_

SQD \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE NO. ( ) \_\_\_\_\_

Is it okay to publish your phone number in the  
Registration booklet? YES \_\_\_\_\_ NO \_\_\_\_\_

### MEMORIAM

If you know of someone who is deceased since the last reunion in 2003, Rapid City, and their name has not been previously reported in a newsletter, please list name(s) and any pertinent information here:

### CAN YOU VOLUNTEER A LITTLE TIME TO HELP AT THE REUNION?

Lori has plans to open the Registration, PX and Memorabilia Room each day at 0800. If you are able to help with any of those jobs, please indicate below. If you have a preference for a job, a day and a time, let us know that as well. If not, just see either Nancy or Lori and we will happily put you to work! We will keep the Room open and available during activities if anyone is not planning to go on the tour and river cruise or to the Museum and would be willing to take care of things.

Sunday Sept. 18

Open 0900 - 1600

Registration \_\_\_\_\_ Memorabilia \_\_\_\_\_ PX \_\_\_\_\_

Time you could help \_\_\_\_\_

Monday Sept. 19

Open 0800 - 0930...(will be open longer if we have help)

Registration \_\_\_\_\_ Memorabilia \_\_\_\_\_ PX \_\_\_\_\_

Time you could help \_\_\_\_\_

Tuesday Sept. 20

Open 0800 - 0900...(will be open longer if we have help)

Registration \_\_\_\_\_ Memorabilia \_\_\_\_\_ PX \_\_\_\_\_

Time you could help \_\_\_\_\_

Wednesday Sept. 21

Open 0800 - 0900...(will be open longer if we have help)

Registration \_\_\_\_\_ Memorabilia \_\_\_\_\_ PX \_\_\_\_\_

Time you could help \_\_\_\_\_



## 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.**

**Blair Arsenault "Jr."**  
**June 4, 2004**

Reported by one of his children. His notice reads in part: "He served in the Air Force during World War II, flew combat bombing missions over Germany where he was shot down on his 26<sup>th</sup> mission near the end of the war and taken prisoner by the Germans. He wrote a book about his war experiences. The book was not published but copies were circulated among crew members and family members and a copy is also at the 8<sup>th</sup> Air Force Museum in Savannah, GA. He was known by his siblings as 'Junior' and by many of his peers as 'Frenchy'."

**William Clarkson**  
**September 8, 2003**

Reported by his daughter, Beth Burruss. His notice reads in part: "William died after a brief illness. As a B-17 pilot during World War II in Europe, he was the recipient of an Air Medal, three Oak Leaf Clusters and the Distinguished Flying Cross during the latter part of 1944. He retired as chief of the Operations Division of the Savannah District of the U.S. Army Corps of Engineers."

**Jack Gumm**  
**June 1, 2004**

Reported by his brother Donald, who says: "My brother was a pilot in the 457<sup>th</sup> Bomber Group and a big supporter of the Reunions. Jack lived in Largo, FL and passed away because of prostate cancer at age 87. Jack was a hero to me and my other 5 brothers and a sister and will be sorely missed."

**Edmund W. Hubard**  
**November 28, 2004**

Reported by C. Sinclair Hubard. No other information was included.

**Hulitt Kirkhart**  
**January 2, 2005**

Reported by Del Schwab. Please look at pages 14-17 of Newsletter issue #56 for a story Del had sent in about Hulitt. Hulitt was a Radio Operator.

**Harold L. McDaniel**  
**March 7, 2005**

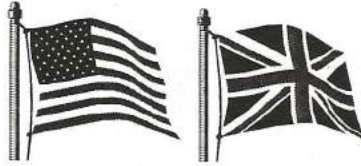
Reported by his son, Mac. Harold was in the 751<sup>st</sup> sq. and flew lead crew missions when he was shot down over Mersberg on 2, Nov. '44. He was a POW, held at Obermansfeld Camp 9c.

**William Tone Neidhardt**  
**August 7, 2004**

Reported by his son, Ralph. No other information included.



## IN MEMORIAM



**Harold L. McDaniel**  
**March 7, 2005**

Reported by his son, Mac. Harold was in the 751<sup>st</sup> sq. and flew lead crew missions when he was shot down over Mersberg on 2, Nov. '44. He was a POW, held at Obermansfeld Camp 9c.

**George Metzger**  
**December 23, 2004**

Reported by his son, Randy, who wrote: "My father loved the newsletters. He was co-pilot to pilot Dave Summerville and was able to visit Dave in the 90's. He lived with me in my home from 1995 until his death...we were quite a team!"

**William Tone Neidhardt**  
**August 7, 2004**

Reported by his son, Ralph. No other information included.

**Ray and Enid Pobgee**

Ray passed away on April 7, 2005 and his beloved Enid followed him just a few short weeks later. Enid wrote: "Ray was at a Peterborough Council meeting. Weirdly, there was a flash of lightening and a clap of thunder just before he stood up to speak. He made his speech which was about Secondary School Education in Peterborough, something he was passionate about. He then went to sit down, tumbled, and was dead before he reached the floor. Apparently the main artery to his heart burst." Will Fluman says: "Ray was very honored to be appointed as a 457<sup>th</sup> English Historian in 2002. In the short time he was with us, he enabled our association to make our most significant contribution to preserving the memory of the 457<sup>th</sup> Bomb Group—the placing of the Glatton Memorial Monument. He was "our man in Peterborough". He earned his Wings with the 457<sup>th</sup> Bomb Group and will never be forgotten."

Enid passed away peacefully in her sleep a few weeks later. Her son said they had spoken to her earlier and then she went to bed. Some of us are wondering if her heart also 'burst' from the sadness of losing Ray. During all the hours of hard work to complete his mission of the Monument, Enid was faithfully at his side, working as hard as Ray.

**Julius Smith**  
**March 26, 2005**

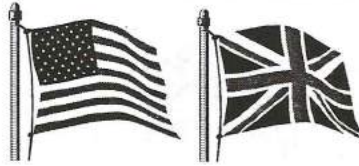
Reported by his wife, Clara. His notice reads in part: "He served with the 8<sup>th</sup> Air Force 457 Bomber Group in World War II and flew twenty-nine missions over Germany, including D-Day. He was awarded the Air Medal, and Distinguished Flying Cross. Post-war, he farmed and worked in sales. He started the Department of Public Safety at UALR in 1969 and retired in 1986." Clara says he enjoyed reading all the mail from the 457<sup>th</sup>.

**Guy C. Sturdevant, Jr.**  
**November 29, 2004**

Reported by his wife, Ruth, who wrote: Guy was a member of the 749<sup>th</sup> sq. He served as an engineering officer in the maintenance of the B-17s. He was always proud of the work his men performed and all they accomplished in their efforts to end the war. He reached his 83<sup>rd</sup> birthday on November 23 and died peacefully in his sleep on Nov. 29<sup>th</sup>."



## IN MEMORIAM



**Charles R. Ward**  
**April 26, 2004**

Reported by his daughter Trudy Guetler. She said he passed peacefully in his sleep.

**Robert Wood**  
**November 3, 2004**

Reported by Lee Zimmerman and Bob's wife, Virginia Wood. Zim wrote: "Bob passed away after a brief illness surrounded by his loving wife and family. Bob was a pilot in the 457<sup>th</sup> completed his tour, and returned to the states to raise his family. Virginia, and the family, as well as all of us that knew him, lost a great true friend."

**Irvin Zweibel**

Post office notification. No other information received.

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If you know of a member who has passed away and their name has not been reported in a Newsletter, please notify  
Nancy Henrich, 453 Sunset Lane Pueblo, CO 81005 [n.henrich@comcast.net](mailto:n.henrich@comcast.net)

Oh! I have slipped the surly bonds of earth

And

danced the skies on laughter-silvered wings:

Sunward I've climbed, and joined the tumbling mirth  
of sun-split clouds – and done a hundred things

You

have not dreamed of – wheeled and soared and swung

High in the sunlit

silence. Hov'ring there,

I've chased the shouting wind along, and

Flung

My eager craft through footless halls of air.

Up, up the long,

delirious, burning blue

I've topped the wind-swept heights with easy  
grace

Where never lark, or even eagle flew –

And, while with silent

lifting mind I've trod

The high untrespassed sanctity of space,

Put out my

hand and touched the face of God.

--John Gillespie Magee, Jr.



Received from Belva Hunt...

Belva wrote: *"Walter H. Hunt passed away March 20th, 2004. Walt was a Staff Sergeant and Flight Engineer in the 457th Bomb Group - 748 Bomb Squadron. I am attaching his story about the squadron's mission to Frieham on April 11, 1945, which I know he would like to share with fellow WWII vets."*

#### MISSION TO FRIEHAM APRIL 11, 1945

As the 50th anniversary of the day approaches, I am moved and think repeatedly of my most eventful day in the army. I haven't a diary or notes as reference so a few of the details may be confused, but this is the way I remember it.

We have just returned from a mission over Germany, the plane is back at its stand. The ground crew is swarming around the plane servicing it and checking for damage. I've finished debriefing, had dinner and started back to the hut. As I pass the orderly room a corporal is posting an alert for another mission tomorrow, April 11th. Sure enough, Barrett's crew is scheduled; this will be our 4th mission in 4 days. Today's mission was over Berlin for the second day in a row. I'm tired after 11 hours in the air, 10 on oxygen, standing jammed into the top turret weighted down with oxygen mask, parachute harness, Maewest, electrically heated suit, goggles, helmet, headset, and throat mike. Fortunately neither the crew nor the plane sustained any damage after flying through the flak from the 800 plus guns that surrounded the target. But that sure took some of the enjoyment out of the trip, and scared the hell out of me. We are back and now we must go again tomorrow. Barrett's crew will again be the 12th plane in the 12 plane squadron, a position appropriately known as "The Purple Heart Corner" as it historically received the most damage. Back in the hut we all join in the bitching and griping "Why don't the Nazis give up?" We know and they know that the war is all but over and no one is keen on getting killed after the war has been won. Resigned to our fate, we take quick showers and drop into the sack for a couple of hours.

At 3AM the lights snap on and the corporal toots a horn stolen from a London taxi. It's the type that has a rubber bulb at one end and when squeezed produces an irritating honk that gets immediate results. He departs quickly away from threats and curses. The fire is out and the hut is cold so we dress quickly in class B uniform rather than jump suits. If we are shot down the warmer and more durable uniform is essential. Then we catch the truck to the mess hall. Breakfasts for the combat crew were always very



good, usually fresh eggs (not square) and home baked bread. I liked to toast my bread over the coals at the kitchen cook stove and spread it thick with butter, I can still taste that delicious flavor.

Next stop was the briefing room. We lined up for roll call, William Barrett pilot, Nashville, TN., Asa Bloomer co-pilot, Rutland, VT. R. Dawson Mueller navigator, Los Angeles, CA., Joe Riedy radio, Indianapolis, IN., Bob Peroux armorer, Ashland, KY., Bob Slocumb waist, Baltimore, MD., Eston Selby ball turret, Alamo IN., Franklin Smith tail, Albany, NY., and myself flight engineer and top turret, Ingleside, IL. We file into a small room with a low stage in front of a row of benches. On center stage is an easel when uncovered revealed the route to the target laid out with red yarn. The briefing is short, the target is Frieham railroad yards near Munich. The planned departure time, the route, ETA over target, ETR are spelled out. We are also advised that the expected resistance will be from 780 anti-aircraft guns, which means lots of flak on the bomb run. This news is greeted with painful moans and groans. This is surely not going to be a milkrun, but another long stressful day.

The chaplain closes with a prayer and we are off to pick up our equipment, heated suits, oxygen masks, parachute, guns and lunch (a Hershey almond bar and a pack of gum, anything else would freeze solid in the unpressurized and unheated cabin at 25 thousand feet). It is still dark as the truck drops us off at our B17G, The Three Joes. Engines #one, two, and three are named Joé, engine #four is Kitty. The plane was named by the previous crew and we have no idea how the name evolved, but we are happy with it because it is a lucky plane. It had been flown on over 50 missions and its earlier crews were now back in the States safe and finished with combat. "Worm" Cooper is there and he assures us that the plane is ready to go. It has been completely checked, serviced and reloaded with bombs in just the short time that it has been on the ground. "Worm" is an excellent crew chief, none better. He had a little problem with soap, but he was a super mechanic and we were very glad to have him.

Each crew member goes about his preflight inspection making sure everything is in perfect order. I especially check for essential tools like landing gear and bomb bay door cranks, ax, the oxygen tank pressure, gas tank covers secured, operation of my heated suit, and turret controls. After our personal checks the entire crew work together to pull the 4 props through a couple of rotations



to make sure that the engines are free and ready to start. After the preflight we wait, and wait some more; some of the crew sleeps, or tries to, and some pray. Finally the word comes. "Start engines!" The pilot, copilot, and I go over the written check list. The copilot reads the 28 or so steps to starting engines and rolling into position for take off. While Bloomer reads, Barrett and I double check each instrument and the switch positions. We taxi to our position for take off. My place is standing between the pilot and copilot and I call out the air speed as we accelerate down the runway and I check all the other instruments for any sign of a malfunction. Barrett concentrates on keeping the plane on the runway as the speed hits about 125 MPH.

We lift off and we are on our way to rendezvous with the squadron. We are carrying 2,700 gallons of gas and 4,000 pounds of bombs. Once in formation, we are the last plane, we begin the long climb at 150 MPH to our bombing altitude of 25,000 feet. At 10,000 the crew get into combat position and clamp on the hated oxygen masks. Since we are now spread throughout the plane, we commence intercom checks on each position.

For the next couple of hours as we climb to altitude and the temperature drops to minus 25-35 degrees, I stand in the turret turning it so I can scan the 360 degrees around the plane for any sign of enemy action. My electric suit is on high and my toes and fingers are cold, but my butt is sweating. The pilot and copilot's eyes are trained on the plane on our immediate right and they are constantly jockeying the throttles to keep us in as tight a formation as possible. The hours pass quickly, the tension grows as we approach the start of the bomb run (IP). The flak from the many guns below pepper the sky directly in front of us especially concentrated exactly in our line of flight. It looks like it will be impossible to fly through; but as frightening as it is, you continue to do your job hoping and praying. We enter the target area and the flak is bursting all around. So far we have avoided any close hits. We're over the target, bomb bay doors are open, and the flak is intense. As I turn my turret around to my horror, I see that engine #4 is spewing a huge stream of black oil. Barrett feathers it immediately before it loses power and creates an impossible drag. The feathered engine slows us and we drop out of our formation. Fortunately, another squadron is following and we manage to trail them over the target and drop our bombs. Peroux closed the bomb bay doors and we go into a diving turn to get away from the area as quickly as possible.



NO!!! Engine #3 is throwing oil, so it too is feathered. With a sick and very scared feeling we watch as the formation flies off leaving us alone, 400 miles behind the enemy lines with only 2 engines functioning on one wing. Earlier in the war this would have been a fatal situation for a disabled B17 was a prime target for Luftwaffe fighters. Fortunately, there were only a few left and none appeared so our main problem was to keep flying. Mueller gave Barrett a heading and in a slight descent to take some of the load off the engines, we headed for home. Even in the descent the 2 engines consumed more fuel than 4 did. I had to transfer all the remaining gas in the right wing to the left, but in a short time it was obvious that we could not make it back to England. Fortunately, we had now crossed over the battle lines and were over liberated France.

Radio contact directed us to a former German fighter base about 90 miles south of Paris. Mueller put us on a heading to it. As we circled and went through the written landing check list {gears down and locked, flaps down, etc.} a visual inspection luckily did not indicate any other damage. Everything was OK for what was going to be a very tricky landing. Barrett lined up on the only runway. Emergency equipment was lined up along the sides and at the end was a large red brick building. The unfamiliar conditions, only two engines, a new field, and a short runway caused him to overshoot the landing zone. It was immediately obvious that he couldn't stop before hitting that red brick building. Without hesitating he gunned the 2 remaining Joes to full power and they responded. We accelerated and Barrett somehow managed to hold it straight. I called out the slowly increasing speed as we were rapidly approaching the red brick building. A lifetime passed before I could call out 125 MPH. Barrett pulled back and we lifted off. Bloomer had the gears coming up and the red brick building just slipped under us so close that I can still count the bricks. Back in the air there was some relief, but no joy as we still had to do it all over again. Going around again Barrett lined up on this very short runway, only this time he made the best landing I've ever experienced. He greased it in without the slightest bump. As we rolled to a stop before the red brick building trailed by a convoy of equipment, nine scared, thankful, and happy crewmen scrambled out of the plane congratulating each other on our escape from a very close brush with death.

Since no one was injured we were loaded into a jeep and taken to the base adjutant's office for a debriefing. It was a custom in the Eighth Air Force that crewmen returning from a mission be given a ration of cognac during



debriefing. The adjutant immediately asked if we had received our ration. "No". He hurriedly sent a clerk to the dispensary for a bottle of cognac. Upon his return the adjutant carefully measured out 9 drinks, recapped the bottle, placed it in his desk, and locked the drawer. This ended the debriefing. We then proceeded to the commanding officer's office where he suggested that we receive a ration. We were agreeable and he ordered the clerk to the dispensary. Nine more shots were carefully measured and this bottle was safely locked into his desk. I somehow have the feeling that our emergency landing at this field was not a total inconvenience to a couple of officers. After this debriefing we were given quarters for the night, and arrangements were made for our transportation to a nearby base for a flight back to our base in England.

The next morning we were loaded into a truck for the trip back. Our route took us through a couple of small villages, but as we approached a larger town someone convinced the driver to stop so that we could all have a drink of real French wine. The proprietor was very happy to see nine Yanks with English money stop in so early. After a few rounds we decided that it would be nice to carry a few bottles with us for the long trip back. Even with the language problem the owner conveyed his dilemma. He could not sell us any full bottles of wine unless we could supply him with an empty replacement, since bottles were impossible to come by. Unhappy about the fact that we couldn't carry any with us, we continued to sample his very delicious stock. Soon one of the crew had to visit the toilet which happened to be out in the back. He came back with exciting news. The back yard was full of cases of empty bottles. It didn't take long for a plan to form. The driver moved the truck out of sight. The procession then began to the toilet and directly back to the truck with the empties. We soon had our stock so we advised the owner that we were leaving to see if we could find any bottles for him. After a slow trip around the town we returned with our arms loaded with the precious bottles. The delighted owner then allowed us to purchase one full bottle for every empty. He was also very happy to take our English money. We had no idea of exchange rate, but it didn't really matter. I purchased one red and one white wine plus a bottle of champagne. The rest did about the same. We then moved out without lingering long enough for him to go out in back and find out he was buying his own stock of empties. In short time we were at the transport base and soon on our way back to England. It was then that I learned that President Roosevelt had died. Since



his death didn't have any effect on our status, I can't remember much discussion about it.

Our arrival back at Glatton was a happy one. I shared the red and white wine with our hut mates. The champagne I hid. I knew the war couldn't last much longer and I wanted to save it for a victory toast. Hiding it wasn't easy since everyone knew I had it. In the days that followed there were several raids by my not too sober mates, who wanted to drink it now. My bed was torn up and my footlocker searched but they didn't find my bottle. I had stitched it into the sleeve of my overcoat and hung it on the other side of the hut.

A few days after our return the Three Joes returned to our base with two new engines ready for more combat. We flew 5 more missions in her without a repeat of anything as terrorizing as April 11th.

V.E. DAY May 8th, 1945. I produced my hidden treasure and we all had champagne toast to our victory and survival. I do not believe anything ever tasted so sweet as that warm wine. I still have the cork from the bottle, and the memories.

In a matter of days word came down that the base was closing and we were to return to the U.S. We left at the end of May in The Three Joes with ten ground crew personnel as passengers. It is my understanding that after we landed at Hanscomb Field, MA., the plane was flown to an Arizona desert storage facility. It took its place with the thousands of other proud planes destined for reserve storage or the scrap heap. Sometimes I wonder if the Three Joes is a set of pots and pans, or some lucky homeowner's aluminum siding, or still setting among the cactus waiting for an opportunity to serve again.

Walter W. Hunt    8th Air Force 457 Bomb Group 748 Bomb Squadron



**MEMBERS WHO UPGRADED  
TO LIFE MEMBERSHIPS**

William M. Bell, Jr.

750<sup>th</sup> sq...2<sup>nd</sup> LT...Co-pilot

Delbert L. Bellinger

751<sup>st</sup> sq...T/Sgt...Engineer/Gunner

George Grau

750<sup>th</sup> sq...1 Lt...co-pilot/pilot

Karl Lambertson

748<sup>th</sup> sq...S/Sgt...Gunner

Walter Osika

749<sup>th</sup> sq...S/Sgt...Tail gunner

Robert Springer

750<sup>th</sup> sq...S/Sgt...Ball turret

Earl E. Woodard

750<sup>th</sup> sq...Capt...Division Lead Navigator

**NEW MEMBERS...LIFE**  
Add to your Roster

Lynn Schaaf Angelo

Daughter of Bob Schaaf...748th  
436 Wharton Blvd. E3  
Exton, PA 19341

James F. Gage

750<sup>th</sup> sq...Sgt...Bomb Ord/Ground Crew  
9782 Hwy T  
Wappapello, MO 63966

Robert J. Good

Nephew of Bill/Jenny Good  
139 Barrington Ridge  
Delmont, PA 15626

**NEW MEMBERS...LIFE...cont**

James C. Hanley

748<sup>th</sup> sq...Sgt...Gunner/Ball turret  
Pilot was Sharrock  
920 N. Rose  
Phoenix, OR 97535

Horace H. Huey

750<sup>th</sup> sq...T/Sgt...Engineer/Top turret  
Pilot was Caplovitz  
26 John St.  
San Francisco, CA 94133-4811

**WOW! John W. Lewis signed up his  
2 sons as Life Members...**

John J. Lewis

Son of John W. Lewis...748<sup>th</sup> sq  
1732 Chelsa Rd.  
Palos Verdes, Est., CA 90274

Max Lewis

Son of John W. Lewis...748<sup>th</sup> sq  
31702 Fulshear Creek Trail  
Fulshear, TX 77441

Harlen VanDeilen

750<sup>th</sup>...Lt. ...Pilot  
7558 Dartmouth Dr.  
Lambertville, MI 4814

**NEW MEMBERS**  
Add to your Roster

David Anderson

Nephew of Ben Whitten (deceased 1993)  
465 Monticello Park  
Conroe, TX 77302



## NEW MEMBERS...cont

### William H. Anthony

Son of Harold B. Anthony...750<sup>th</sup> sq  
T/Sgt...Engineer/Top turret for  
Pilot Lattimore  
3600 Brentwood Dr.  
Colleyville, TX 76034

### John W. Brown

751<sup>st</sup> sq...S/Sgt...RW gunner  
Pilot was Anderson  
199 Red Bud Lane  
Hollister, MO 65672

### James Derk... our new webmaster

Son of George Derdzinski....751<sup>st</sup>  
...navigator  
10286 Wexford Court  
Newburgh, IN 47630

### David A. Doerr

Son of a fireballer...need more info  
2915 S.W. 25<sup>th</sup> St  
Cape Coral, FL 33914

### Augustine Fernandez

749<sup>th</sup> sq...2<sup>nd</sup> Lt...Bombardier  
5820 S.W. 99 Ter.  
Miami, FL 33156

### William L. "Bill" Murray

Friend of Norm Erbe  
8501 Shady Timber St. Apt 2084  
Las Vegas, NV 89129

### Edward R. Renfro

751<sup>st</sup> sq...2 Lt...Co-pilot  
Pilot was Strauss  
319 E. 50 St—5B  
New York, NY 10022-7938

**An Invitation to attend the Eighth Air  
Force Historical Society Reunion in  
Arlington, VA Sept 27 through Oct 2**

**You do not need to be a Historical Society  
member to attend this reunion. The only  
restriction is that you will not be able to  
vote at the general membership meeting.**

#### **Contact:**

**Jim Erskine  
568 Colima Dr.  
Toledo, OH 43609  
(419) 382-8595  
Fax: (419) 382-4242  
[jimjake2@juno.com](mailto:jimjake2@juno.com)**

### **A note from James Bass:**

The Gardam Family send their  
congratulations to the Association on the  
erection and dedication of the Glatton  
Memorial. John Gardam refers to the  
location as "that famous corner" where a  
left turn was necessary to get back on the  
base after a visit to the Crown and  
Woolpack.

(The Gardam Family lived in the house  
across Conington Lane from the site of  
the Memorial. After the war they moved  
to Canada).

**"LET EVERY NATION KNOW  
WHETHER IT WISHES US WELL OR  
ILL THAT WE SHALL PAY ANY PRICE,  
BEAR ANY BURDEN, MEET ANY  
HARDSHIP, SUPPORT ANY FRIEND,  
OPPOSE ANY FOE TO ASSURE THE  
SURVIVAL AND THE SUCCESS OF  
LIBERTY. THIS WE PLEDGE AND  
MORE."**

**J.F. Kenniedy  
1/20/1961 Inaugural Address**



# IF YOU ARE INTERESTED IN GETTING COPIES OF YOUR OWN MISSION LOADING LISTS, read on...

- HERE IS A PARTIAL LOADING LIST SHOWING 3 CREWS OF THE 751ST SQ MISSION ON 3 JANUARY 1945.

## 751ST BOMBARDMENT SQUADRON 457TH BOMBARDMENT GROUP Office of the Operations Officer

3 January 1945

### Crew No. 422

*Low Sign*  
P 1st Lt. MEDFORD E. HOLLIS  
CP Capt. DONALD E. LADY  
N 1st Lt. JOHN F. KELLY  
B 1st Lt. RICHARD I. HINMAN  
AEG T/Sgt Charles Calcaterra  
ROG T/Sgt Leonard O. Vittow  
AAG S/Sgt Chester L. Mohler  
AG S/Sgt Mario D. Terenzio  
AAG S/Sgt Luois H. Pena

### Ship No. 887

0-755439  
0-393783  
0-719091  
0-771921  
32781304  
38369954  
13090424  
32799826  
38307363

TT  
RO  
BT  
TG  
WG

### Crew No. 450

P 2nd Lt. RICHARD L. MACK  
CP 2nd Lt. DONALD H. SCHICK  
N 2nd Lt. JOHN S. NIERENGARDEN  
B 2nd Lt. RALPH L. BELL  
AEG S/Sgt Raymond V. Hunter  
ROG S/Sgt Charles Held  
AAG Sgt Lloyd R. Kennedy  
AG Sgt Frank J. Eichenlaub  
AAG Sgt Robert F. Reublin

### Ship No. 885

0-811110  
0-829569  
0-2064635  
0-783102  
14160328  
17113745  
39213772  
13104958  
6992764

TT  
RO  
BT  
TG  
WG

### Crew No. 442

P 2nd Lt. ROBERT H. WOOD  
CP 1st Lt. FRANK S. FOSTER  
N 1st Lt. MAX NMI ANDERSON  
TOG S/Sgt Joseph H. Jones  
AEG T/Sgt Ralph W. Libby  
ROG T/Sgt John Prendergas  
AAG S/Sgt Jessie T. Gill  
AG S/Sgt Richard J. Cambria  
AAG S/Sgt David M. Fleming

### Ship No. 123

0-566478  
0-763988  
0-773013  
16113650  
11068613  
37262847  
14172155  
12206753  
13169477

TT  
RO  
BT  
TG  
WG

- Loading Lists are available for nearly all missions.

- Use the order form below to order copies of your mission loading lists.

\*\*\*\*\*

Name: \_\_\_\_\_ Squadron: \_\_\_\_\_ Date of 1st or last Mission: \_\_\_\_\_

Address: \_\_\_\_\_

Total # of Loading Lists requested: \_\_\_\_\_ @ \$1 per mission = \_\_\_\_\_ + \$2 postage = Total \_\_\_\_\_

MAKE CHECK PAYABLE TO: JOE TOTH



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

<u>ITEMS</u>	<u>PRICE</u>	<u>QTY</u>	<u>TOTAL</u>
Cloisonné Enamel 457 BG Tac Pin	\$5.50 ea	_____	_____
457th Group Patch	\$5.50 ea	_____	_____
748th Squadron Patch	\$5.50 ea	_____	_____
749th Squadron Patch	\$5.50 ea	_____	_____
750th Squadron Patch	\$5.50 ea	_____	_____
751st Squadron Patch	\$5.50 ea	_____	_____
Gunner's Wings Patch	\$5.50 ea	_____	_____
ANY 5 or more pins or patches	\$5.00 ea		

457th Bomb Group HATS...Royal Blue	\$12.00 ea	_____	_____
PENS-Air Force Blue with gold trim---black ink	\$5.00 ea	_____	_____
IMPRINTED IN GOLD...457TH BOMB GROUP ASSOCIATION "FAIT ACCOMPLI"			
457th License Plate Holder	\$10.00 ea	_____	_____
8 x 10 color photographs of our chapel window at the 8th AF Museum in Savannah	\$10.00 ea	_____	_____

TOTAL COST OF ITEMS ORDERED: \_\_\_\_\_

PLUS POSTAGE: \$4.00

TOTAL: \_\_\_\_\_

### ALSO AVAILABLE NOW:

BG Roster.....U.S.	\$18.00 *	_____	_____
Canada	\$20.50 *	_____	_____
Overseas	\$26.00 *	_____	_____

\* price already includes postage

### LOADING LISTS OF YOUR MISSIONS....

Loading lists show the mission date, plane and crew members you flew with that day.

Squadron: \_\_\_\_\_ Date of 1st or last Mission: \_\_\_\_\_

Total # of Loading Lists requested: \_\_\_\_\_ @ \$1 per mission = \_\_\_\_\_ + \$4 postage = Total \_\_\_\_\_

---

**MAKE CHECKS PAYABLE TO: "457TH BG PX"**

Mail order and check to...

JOE TOTH...449 Sunset Lane....Pueblo, CO 81005

Your Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone # \_\_\_\_\_



# THE 457TH BOMB GROUP

## 2003-2005 OFFICERS & APPOINTMENTS

### PRESIDENT

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email: jandjtoth@juno.com

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### WEB MASTER

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TEL: 44 1487 773493

**JOHN WALKER** - 29 CHANCERY LANE - EYE, PETERBOROUGH PE6 7YF - ENGLAND TEL: 44 1733 222994

**ERIC BRUMBY** - 82 BLUE BELL AVE - PETERBOROUGH UK PE1 3XH - TEL: 01733-709811

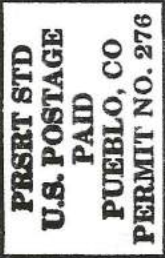
**MIKE JACKSON, HISTORIAN** - 11 WHISTON GRANGE - MOORGATE - ROTHERHAM S60 3BG - ENGLAND TEL: 44 1709 371547

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1986-87 -- CLAYTON BEJOT.....NE  
1988-89 -- DONALD SELLON.....CO  
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1999-01 -- CRAIG HARRIS.....NC  
2001-03 -- WILL FLUMAN.....PA



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

### *Strange and fascinating facts...*

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

### Four Duties

The duties or responsibilities required of a people in order to Protect and preserve The Four Freedoms, as outlined in U.S. President Franklin D. Roosevelt's State of the Union Speech of January 6, 1941:

- to produce to the maximum capacity
- to transport supplies to the field of battle as quickly as possible
- to fight in an all-out effort
- to work in building a peace that was just, charitable, and lasting.

### Four Freedoms

Goals set up by President Roosevelt for the United States and the world. He listed these in the same State of the Union address as above:

- freedom of speech and expression
- freedom of religion
- freedom from want
- freedom from fear.

### II

Number of Japanese delegates present on the battleship U.S.S. *Missouri* in Tokyo Bay on September 2, 1945, at the Japanese surrender that ended World War II

### 8-Ball

Name of a B-17 in which Clark Gable flew a mission over Europe. The aircraft was from the Eighth Army Air Force and Gable flew as a tail gunner.

### FIDO

Fog Investigation and Dispersal Operation. FIDO was the code word for the Allied effort at fog dispersal in England during World War II. England was sometimes covered with such intense fog that it was impossible for aircraft to land, and a method was needed for temporarily removing it. The system that was devised consisted of laying horizontal pipes parallel to the edge of the landing strip. Gas was then forced out of perforations in the pipes and ignited. The flames burned off the thickest fog, and this kept fifteen British airfields operational at all times.

### **ADDRESS SERVICE REQUESTED**

Ed S. Jackson.....LM  
680 Edgewater Trail  
Atlanta, GA 30708