Set your sights on Pensacola—November 2007

Norden bomb sight...top secret sight of the U.S. Army Air Force in WWII. They said they could drop a bomb in a pickle barrel from any altitude. Each one cost over $10,000.
THE PREZ SEZ...

GREETINGS!!!

The 2006 Return to Glatton was a success by whatever measurements are utilized. Fourteen Old Soldiers were joined by twenty-seven family members and Friends of the 457th for a weekend of reflections, memorial services and some plain old hangar flying.

All memorial services are touching. These were no exception. We were joined for the service at the Conington Church by several villagers. A retired RAF chaplain conducted the service before moving to the cemetery for the placing of the wreath at the base of the "Stone American". At the conclusion of the church service we presented The Roll of Honor to the church which contains the names of those of the 457th who gave their lives for the Cause of Freedom.

The afternoon service at the Glatton Memorial was equally impressive. Again we were joined by villagers as we paused to pay a Tribute of Respect to those who answered the call and gave their lives for the cause. The Memorial continues to be a source of pride shared by the group and the villagers.

The service at the American Military Cemetery continues to be an emotional experience, especially when the airmen of to-day fly the Missing Man Formation and finally the Airmen of yesteryear fly the B-17, Sally B, over the cemetery. The Sally B always does a three sixty for an encore.

This year’s ceremony had a personal touch. In his remarks, Her Majesty’s Lord-Lieutenant of Cambridgeshire made specific reference to the sacrifice made by the men of the 457th Bomber Group stationed at nearby Glatton.

The Old English atmosphere of the Bull Hotel, the visit to the Duxford Museum, the visit to the Admiral Wells Pub in Holme, now displaying photographs of the 457th, the visit to the Mayor’s Chambers, the Peterborough Cathedral, tea at the estate of the Newell’s in Conington and the Farewell Dinner were just a few of the extras provided during the brief visit.

Credit for the success of the Mini-Reunions goes to all those who make the journey and equally to the Fluman Family and our English Historians who professionally arrange every detail of our stay.

The Mini-Reunion is now a fixture for the Association. Our relationships with the villagers are the best ever. More family members and Friends of the 457th are participating. The tradition must continue. The Flumans have been requested to coordinate the 2008 Return to Glatton. A block of rooms has already been reserved at the Bull Hotel for 2008.

---James Bass

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AN INVITATION TO SAN ANTONIO
MEMBERS AND FRIENDS

The Association will be hosting a luncheon on October 7th in San Antonio. If you live in the San Antonio area, have not received an invitation and would like to attend please contact James L. Bass immediately. (615)735-1122...fax (615)735-3149
**RE-UNITED**

On June 12, 1944, Joe Brusse and Bill Goldsborough climbed into their B-17G for another mission, Joe going to the nose to navigate and Bill to the lonely ball turret. They didn’t even nod their heads to each other to recognize they were parting supposedly for the day. Someone had said this should be a “milk run”.

Things did not go well on the mission. Joe would end up in a Nazi POW Camp. Bill fared better, evading and ultimately winding up with the American ground troops as they liberated Paris.

Sixty-two years and twelve days later they reunited. On June 26, 2006, at a motel in Baltimore, Maryland, the two Old Soldiers greeted each other with, “You look just like you used to.” Joe had settled in College Station, Texas and Bill in Baltimore, Maryland.

Like Old Soldiers are supposed to do, they relived history of which they were an integral part. Suddenly June 12, 1944 became vivid again. So did May 27, 1944. Both had been aboard “Rene II” when pilot Roy W. Allen brought “Rene” down on one wheel in a textbook emergency landing.

They talked on and on. Then it was time to part, Joe to catch a plane, now a commercial plane, and Bill to return to his home. It was another of the thousands of World War II reunions that have occurred over the years.
RETURN TO GLATTON 2006
Photos compliments of Michael Rodgers

Edward B. Dozier...2 lt...Pilot...750th SQ

The Stone American...Conington Cemetery

Admiral Wells Pub flies the American flag in honor of the 457th Bomb Group

Sally B

457th Memorial Monument
RETURN TO GLATTON 2006
Photos compliments of Michael Rodgers
Cambridge American Cemetery

Reflecting pool

Chapel

Wall of the Missing

Mosaic Ceiling

American Flag

IN PROUD AND GRATEFUL MEMORY OF THOSE MEN OF THE UNITED STATES ARMY AIR FORCE WHO FROM THESE FRIENDLY ISLES FLEW THEIR FINAL FLIGHT AND MET THEIR GOD. THEY KNEW NOT THE HOUR THE DAY NOR THE MANNER OF THEIR PASSING, WHEN FAR FROM HOME THEY WERE CALLED TO JOIN THAT HEROIC BAND OF AIRMEN WHO HAD GONE BEFORE. MAY THEY REST IN PEACE.

Inscription around the ceiling of the Chapel
Editor's Note: I apologize for once again printing a story that incited my patriotism before I checked out the truth of the story. In the last newsletter, I included a story about the World War II Memorial in Washington, D.C. The story reported that the words 'so help us God' were left out of President Roosevelt's infamous December 8th speech. There is a website to check out such things, but I failed to do so. The website is: snopes.com

Here is an update from Urban Legends:

Origins: On 29 May 2004, as part of the annual U.S. Memorial Day observances honoring those who died in our nation's service, the long-awaited National World War II Memorial in Washington, D.C., was formally dedicated. (The memorial had opened for public viewing a month prior to its official dedication ceremonies.)

To most Americans – particularly those who lived through World War II itself – no words associated with that conflict are more familiar or more stirring than those delivered by President Franklin D. Roosevelt as he stood before Congress on 8 December 1941 the day after the surprise attack by Japanese forces on U.S. for a declaration of war against Japan. Accordingly, no American memorial to World War II would be complete without a reproduction of at least a portion of President Roosevelt’s memorable speech.

The message quoted [previous newsletter] (which as far as we can tell, is a reworking of an item published in the Washington Times on 4 June 2004) claims that the portion of FDR's 8 December 1941 speech inscribed on the side of the memorial dedicated to the war in the Pacific deliberately omits the words ‘so help us God,’ as uttered by President Roosevelt that day, because ‘We’re not supposed to say things like that now.’ Ironically, this claim appears to be based on a flawed recall of FDR’s speech, the very sort of tampering with memory that the message warns us against.

Here is the complete text of President Roosevelt’s 8 December 1941 address to Congress:

Yesterday, December 7, 1941 -- a date which will live in infamy -- the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan.

The United States was at peace with that nation, and, at the solicitation of Japan, was still in conversation with its government and its Emperor looking toward the maintenance of peace in the Pacific.

Indeed, one hour after Japanese air squadrons had commenced bombing in the American island of Oahu, the Japanese Ambassador to the United States and his colleague delivered to our Secretary of State a formal reply to a recent American message. And, while this reply stated that it seemed useless to continue the existing diplomatic negotiations, it contained no threat or hint of war or of armed attack.

It will be recorded that the distance of Hawaii from Japan makes it obvious that the attack was deliberately planned many days or even weeks ago. During the intervening time the Japanese Government has deliberately sought to deceive the United States by false statements and expressions of hope for continued peace.
The attack yesterday on the Hawaiian Islands has caused severe damage to American naval and military forces. I regret to tell you that very many American lives have been lost. In addition, American ships have been reported torpedoed on the high seas between San Francisco and Honolulu.

Yesterday the Japanese Government also launched an attack against Malaya. Last night Japanese forces attacked Hong Kong. Last night Japanese forces attacked Guam. Last night Japanese forces attacked the Philippine Islands. Last night the Japanese attacked Wake Island. And this morning the Japanese attacked Midway Island. Japan has therefore undertaken a surprise offensive extending throughout the Pacific area. The facts of yesterday and today speak for themselves. The people of the United States have already formed their opinions and well understand the implications to the very life and safety of our nation.

As commander-in-Chief of the Army and Navy I have directed that all measures be taken for our defense, that always will our whole nation remember the character of the onslaught against us.

No matter how long it may take us to overcome this premeditated invasion, the American people, in their righteous might, will win through to absolute victory.

I believe that I interpret the will of the Congress and of the people when I assert that we will not only defend ourselves to the utmost but will make it very certain that this form of treachery shall never again endanger us.

Hostilities exist. There is no blinking at the fact that our people, our territory and our interests are in grave danger. With confidence in our armed forces, with the unbounding determination of our people, we will gain the inevitable triumph, so help us God.

I ask that the Congress declare that since the unprovoked and dastardly attack by Japan on Sunday, December 7, 1941, a state of war has existed between the United States and the Japanese Empire.

Only a very short excerpt from President Roosevelt's speech is inscribed on the National World War II Memorial. The sentence that ends 'so help us God' wasn't edited to remove those final four words – the phrase 'so help us God' isn't there because the sentence that contains it doesn't appear on the memorial at all. The words inscribed on the memorial were taken from a completely different sentence (underlined above) delivered earlier in the speech, which is reproduced in its entirety:

PEARL HARBOR
DECEMBER 7, 1941, A DATE WHICH WILL LIVE IN INFAMY...
NO MATTER HOW LONG IT MAY TAKE US TO OVERCOME THIS PREMEDITATED INVASION, THE AMERICAN PEOPLE, IN THEIR RIGHTEOUS MIGHT, WILL WIN THROUGH TO ABSOLUTE VICTORY.

PRESIDENT FRANKLIN D. ROOSEVELT
The date was 19 March 1945. The target was the railyards at Plauen, Germany on the northwestern border of Czechoslovakia. I was at the controls, leading the low element of the 750th Squadron. Just as we turned on the I.P. #2 engine caught fire, presumably from a broken oil line. At the same instant I was hit with vertigo, and the plane began descending to the left. The other five planes pulled away to join the group. Buettner had his hands full going through the procedure to extinguish the fire (cut switch, cut the throttle, feather prop, pull fire extinguisher, etc.) while I struggled to get us straight and level. So there we were, all alone with one engine out and a full bomb load of twelve 500 lb. G.P.'s. In an effort to catch up, we dropped nine bombs, then two more. When this proved unsuccessful, we dropped our one lone bomb on a smoke marker. We tried, unsuccessfully, to join several other groups, then headed for England alone, receiving some comfort from our "little friends" criss-crossing high above us.

Suddenly, all hell busted loose. Three ME 262 jets and one ME 109 jumped us, making all tail attacks. On the first or second pass they got direct hits on Rendina's twin fifties in the tail, and the elevators and rudder. Rendina, who was wearing his flak suit, later reported shell fragments hitting him all over the chest area, and perforating his G.I. shoes on the floor beside him. Rendina had been wounded on our twelfth mission, but he didn't get a scratch this day.

The damaged elevators and rudder caused the plane to climb to the left. Buettner and I sat for approximately an hour, each with left foot on the control column holding full forward control, right foot holding full right rudder, and hands holding full right aileron. Power had to be cut back to reduce the terrific pressure on the controls. As a result, we were mushing along just above stalling speed. We were both sitting in such an awkward, tiring position with left foot on the control column, that at one point, in an effort to get some relief, I held the controls alone while

Buettener tried to tie the control column forward to the rudder bar with his heated suit cord. This was unsuccessful because the cord was so thick and stiff that it left too much slack.

All the while, the fighters kept up their attack. They got hits on the radio compartment. Cowert fell in the doorway in the bulkhead with double compound fractures of his left arm, and double compound fractures of his right leg. He was on his way back to man a waist gun, but never got to fire a shot. Wounded this badly, he still made a free jump, and pulled his own rip cord.

The fighters also got other hits along the fuselage, hits behind #3 and #4 engines and a huge chunk about five feet by twelve feet shot out of the trailing edge of the left wing behind #1 and #2 engines. Somehow they missed hitting the flight deck. Montagno in the top turret received shell fragments through his upper right arm, but still managed to shoot down the ME 109. Westbrook in the ball turret only had one of his twin-fifties operative, but got a good hit on one of the ME 262s which left with an engine on fire.
Not knowing exactly where the front lines were located, I recall thinking that we might stand a chance of evading capture if we could manage to cross the Rhine River. When we had gone as far as we could go, we bailed out near the village of Simmern, fifteen miles west of the Rhine, thirty-five miles west of Wiesbaden. As I recall, the altimeter was reading about 900 feet when Buettner and I left the flight deck for the bomb bay. The bomb bay doors were not completely open, and in bailing out I hit my head. Momentarily stunned, I was delayed in pulling my rip cord. When my chute opened I just had time to cross my legs and get my arms over my face when I slammed into the trees. Several of the crew later said they saw me come out of the plane and fall out of sight behind a hill with my chute unopened. Buettner said he saw my chute open about 150-200 feet above the tree tops.

We were picked up by an infantry outfit and were told that we were three miles inside the American lines. Buettner, DuPont, Hawkins, and I were picked up and returned to England together. Cowsert was picked up alone and flown back to England. He was in a hospital at Kidminster, south of Birmingham, by the time we got back. I believe the others were picked up together. So, we were lucky. Cowsert and Montagno had been wounded, and I received permanent injury to my left knee when I hit the trees on bailing out. The important thing was, we all survived.

We spent the first night there on the front lines in the little village of Peterwald, the second night in Luxembourg, the third in Metz, France, the fourth in Merville, France. The next day we caught a ride across the Channel to Alconbury and Huntingdon, England where a B-17 from the 457th BG picked us up. We arrived at Glatton around 1530 hours, March 23rd. Apparently none of our reports had gotten to the 457th because we were greeted with "Where the hell have you been? You've been listed MIA for five days." Shortly after that, I realized that all my candy, gum, and cigarettes had been passed out to others, and all our belongings were packed for shipment.

On 26 March 1945, one of our B-17s dropped us off at an RAF field near Southport for a week of flak leave at the Palace Hotel. We returned to Glatton April 2nd.

On April 4th, I flew my 31st mission with a different crew and sweated blood when the group leader announced "Bandits in the area." On April 7th I flew my 33rd mission checking out a new replacement crew on their 1st mission. On April 9th I flew my 35th and final mission.

I had received my wings and commission on 23 May 1944. After 35 missions, I docked in New York Harbor on 23 May, 1945. As I have said before, that was the hardest, fastest, most memorable year of my life. Only someone who has been there can understand that statement.

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Office of the Operations Officer
750th Bombardment Squadron
457th Bombardment Group (H)
Station 130, APO 557

19 March 1945

A/C 614
Lt. Buettner

Harlan
(NMI) 0-776227 P

2nd Lt. Grau

George
J 0-8271143 CP

2nd Lt. DuPont

Philip
A 0-2068195 NB

Sgt. Hawkins

Ray
F 33516060 CH

Sgt. Cowsert

Theo
A 34636322 RQ

Sgt. Montagno

Rocco
V 327208435 AEG

Sgt. Westbrook

James
R 18242712 AG

Sgt. Kenda

Leo
(NMI) 36897071 AAG

Sgt. McDougall

Alexander
E 39209444 AAG
Can anyone answer this question?? Ralph Evans wrote:

Every now and then-it's a rainy afternoon-and my thoughts have wondered back to WWII—and a question still bugs me.

The Glatton Memorial states ... "237 combat missions...". Fait Accompli and The Fireball Outfit both list 236. What and when was #237? Has no one else questioned the discrepancy?

My crew, flying #535, received official credit for a mission to Cologne on that date. I quote from notes that date by my bombardier:

"Started out to bomb marshalling yards at Cologne. Had engine trouble and lost oil out of number three. We turned around and started back. The engine improved so instead of risking being charged with an abort, we went in with another group. The weather was extremely bad with fog up to 29,000 feet and over. The risk of a mid-air collision was worse than flak. We bombed target however while our own group turned back with their bombs. We were the only ship in our group to drop our bombs."

Was that #237?

If anyone can answer this, please send your response to Nancy to include in the next NL.

These photos were sent in by MSGT LEWIS D'AMBROSIA

This is the new helmet I wore in WWII England 1942-48

I wore this helmet in 1940 with the 108th FA 28th div. PA
The site of this wartime airfield was one of ten in East Anglia earmarked for development by American engineers, and the only airfield in the county to be constructed by American personnel. The 809th Engineer Aviation Battalion moved in during 1943, with a planned completion date of January 1944.

The airfield lies to the east of the A1, between the villages of Holme and Conington, and within the parish boundaries of the latter, but because there was already a RAF operational station at Coningsby in Lincolnshire, the airfield became known as Glatton (from the village across the other side of the Great North Road) to avoid any confusion in the two names. In one other respect the airfield was quite unusual, as it was built around a working farm, which continued operating throughout the war despite being surrounded by the intense activity of a fully operational bomber station.

The 457th Bomb Group was the last B-17 Group to join the 1st Division and it was placed in the 94th Combat Bomb Wing, which had its headquarters at Polebrook in Northamptonshire. The first B-17s began to arrive at the airfield during the last ten days of January 1944, but sadly two had already been lost when they crashed at Nutts Corner airfield in Northern Ireland. The aircraft were most distinctive, unpainted and resplendent in the original silver finish. However, they soon gained the Group’s identification code – a black letter U set inside a white triangle, applied to the vertical tail; also, from August, a blue diagonal band was added and the triangle was changed to black with a white letter. Unlike other Bomb Groups the four squadrons did not have any special markings other than that the propeller hubs were painted red, blue, white and yellow to denote the 748th to 751st respectively.

The Group’s aircraft were the latest model of this famous bomber – G – which also proved to be the final variant. It had been first developed and produced in July 1943, mainly in direct response to operational demands for improved nose armament in an attempt to counter the Luftwaffe’s very effective head-on attacks. The new model was equipped with a power-operated Bendix turret of two .5 inch machine guns, giving it 13 guns in the chin, nose, dorsal, centre fuselage, waist and tail positions – a remarkable amount of fire-power! The B-17Gs began to replace the existing F models in the Eighth Air Force in September 1943, with over 8,600 being produced at three different locations by Boeing, Douglas and Lockheed-Vega.

Colonel James R. Luper, the Group’s Commanding Officer, was placed under considerable pressure to get his crews to operational standard as soon as possible because the Eighth Air Force was building up to a major offensive against the German aircraft industry. In November 1943 the Allied air chiefs – the Eighth and Ninth in England, the Fifteenth in Italy and RAF Bomber Command – had agreed to mount a concerted and co-ordinated onslaught against German airfields, air-parks, aircraft factories, assembly and components plants, which was codenamed Operation Argument. All that was required to mount these operations was a spell of clear and settled weather and this did not materialise until 19th February 1944 when a favourable forecast suggested a period of clement weather. The RAF opened Operation Argument on the night of 19/20th February with a heavy raid on Leipzig, which resulted in Bomber Command’s heaviest loss of the war so far; the following day the Eighth Air Force started their part of the offensive by bombing the same target.

The 457th was brought into action on the second day (the 21st) of what became known in the USAF as ‘The Big Week’. The Group had been left out of the first operation because the target was considered far too distant and daunting a task for completely novice crews. As it was, they saw action first over airfields in western Germany and lost just one aircraft. The next day, the unpredictable
weather interfered once again, and the group’s targets were obscured by heavy cloud cover which prevented a satisfactory and effective mission.

Faced with a poor forecast for the following day (the 23rd), the Eighth called for a complete stand down, which was merely a brief respite for the crews before the next big task for the 1st Division – Schweinfurt. The Eighth had not returned to this target since the disaster on Black Thursday in the previous October. The new crews at Glatton would be well aware of the previous two catastrophic operations, so it must have been with little fear and trepidation that they set off for this infamous target. Of the 266 B-17s that bombed Schweinfurt, eleven were lost, one of which came from Glatton, and probably Colonel Luper breathed a huge sigh of relief to get off so lightly.

The massive air offensive reached a climax on 25th February 1944, with the Eighth mounting its fifth major operation in just six days. The Me 410 assembly plant at Augsburg was laid to the 1st Division, and the Group lost two aircraft. Without doubt, the tyros had experienced a very torrid introduction into battle. As one crewman remarked, ‘We went into it like boys and four days later we were men.’ During the ‘Big Week’ the Eighth lost 156 aircraft, compared with the RAF’s loss of 141 in four night raids. Three targets – Leipzig, Augsburg and Schweinfurt – had been bombed both by day and night, the first real example of ‘round the clock bombing’, the Allies’ objective ever since the Eighth had joined the European air war. The damage inflicted on the German fighter production was not quite as serious as the air chiefs had hoped, because the Luftwaffe was still able to oppose the Eighth in considerable strength by day and Bomber Command at night, if perhaps only on specially selected occasions.

None of the bomb Groups were given much time to lick their wounds and the 457th was no exception, because ten days later the crews were engaged in the Eighth’s first major attack on Berlin. Considering the heavy losses sustained on this mission, the 457th acquitted itself as well as any two aircraft were lost and these fell in rather unfortunate circumstances. One of its aircraft collided with a Me 410 and on its way down hit another B-17 in the same formation, and both crashed to the ground.

Four further missions passed without incident and it was only when the crews returned to Augsburg on 16th March that one of its B-17s ditched in the North Sea, with just a few of the crew being rescued. The Group was to lose another three B-17s in the sea during the rest of war, with most of the crew members being rescued; they were rather fortunate, because of the 450 aircraft that ditched in the sea, only just over one third of the crews were saved.

On two successive days, 27th and 28th May, the 457th lost three aircraft on each mission, their heaviest losses so far. Such was the tempo of operations during this period leading up to the invasion of Europe that the Group had already passed the half-century mark in barely three months, and it would top a hundred by the middle of August. Crews were also completing their combat tours (30 missions) in record time – one fortunate crew returned to the United States in just 62 days! However, towards the end of the month it was announced that with the increased number of operations and the ‘comparatively safer technical missions’, the tour would be extended to 35 missions. Perhaps not surprisingly, the Eighth’s chiefs noticed ‘a definite drop in morale’ after issuing this directive, though the USAAF HQ in the Pentagon at Washington went further and directed that ‘no relief for combat duty should be determined by the number of missions flown’. In practice, 35 missions became the benchmark for the completion of a tour and with it a posting back ‘Stateside’.

On the 7th October oil targets at Politz were the Group’s primary objective. Politz was situated to the north-east of Berlin near Stettin, and because the place was known to be strongly fortified (with over 270 heavy flak batteries) the route planned for this operation allowed an eight minute bomb run. It proved to be a particularly harsh operation with 17 bombers shot down (11.4%), 30 receiving heavy flak damage and only 17 escaping unscathed. The German ground radar had successfully tracked the emissions from the leading H2X aircraft,
and accounted for four of the lead ‘ships’ as well as five deputies. Five crews failed to return to Glatton, including Colonel Luper, but he and his crew managed to bale out, ending up as prisoners of war.

There were heavier losses to come on 2nd November over the Leuna oil plants at Merseburg. On this operation the Group, like the 91st at Bassingbourn, suffered grievously at the hands of the Luftwaffe in a brief period when the escorting P-51s were absent, with nine crews failing to return. Six days later the crews were back over Merseburg and another B-17 went missing, and another crew was lost on 12th December when the Eighth attacked this important oil target for the 18th and last time. In just eight operations to various German oil targets, the 457th had lost 28 aircraft. Their losses over oil targets would continue in the New Year with crews missing over Sterkake and Holten.

The last major mission to Berlin was mounted on 18th March 1945, when the German capital, or what was now lift of it, suffered once again under the might of the Eighth. This was the 18th major operation mounted by the Eighth to Berlin, in which they lost 391 aircraft and over 3,700 airmen missing in action. This can be compared with the RAF’s 19 major night raids during the winter of 1943/4 when 625 aircraft were lost and 4,340 men were either killed or missing in action. Of course, Berlin would be attacked by the RAF on many more occasions, but now exclusively by the PFF Mosquitos.

In this March operation, over 1,100 heavy bombers attacked railway stations and tank plants in and around the city. It did not prove a conspicuous success as poor visibility not only detracted from the accuracy of the bombings, but also caused problems with the escorting fighters, who frequently lost contact with the bomber formations. Some of the Groups were attacked by Me 262s, and their 30mm cannons could be most destructive weapons. One of the Group’s aircraft, Lady Be Good, survived several attacks from the jets and managed to limp home despite quite heavy damage. Of the 13 bombers lost on the mission, at least eight fell to flak batteries, and one of these belonged to the 457th. Despite the terrific pounding at the hands of bomber Command and the Eighth Air Force, the Berlin flak was still a potent threat, taking its toll of many brave bomber crews.

From then on until the end of the war just five crews were lost in action, the final casualty falling on 18th April over Rosenheim in southern Germany. Two days later the crews left on their final operation of the war to the marshalling yards at Brandenburg; in just 14 months, 237 operations had been made from Glatton for the loss of 83 aircraft. However, their duties were not completely finished as later in May, after the war in Europe had come to a close, the crews were engaged on the so-called ‘Revival’ flights, although the official codename was Operation Exodus. With a five man crew, the B-17s were landed on old Luftwaffe airfields to pick up and bring back over 40 prisoners of war on each trip, and even managed to meet friends whom they thought they would never see again. All the crews found these to be the most pleasant and rewarding missions they had flown.

Towards the end of the month the B-17s were moved to depots in the United Kingdom, and by 21st June the last American personnel had left for the United States. They went home in style on the Queen Elizabeth. For a brief period the airfield was used by the RAF, but by the summer of 1946 it had closed down.

Today the main runway has survived and is used by small civil aircraft of Klingair Ltd, and Glatton is now known at Peterborough Business Airfield. There is an attractive memorial to the group in the churchyard of All Saints’ church at Conington. It features a bust of an airman on a stone pillar and bears an inscription, ‘Fait Accompli’, which can be freely translated as, ‘Things done and no longer worth arguing about’, or more simply, ‘The task completed’.
KEY TO MAP
1. Alconbury
2. Bassingbourn
3. Bottisham
4. Bourn
5. Cambridge
6. Castle Camps
7. Caxton Gibbet
8. Duxford
9. Fowlmere
10. Glatton
11. Gransden Lodge
12. Graveley
13. Kimbolton
14. Little Staughton
15. Lord’s Bridge
16. Mepal
17. Molesworth
18. Oakington
19. Peterborough
20. Sibson
21. Somersham
22. Snailwell
23. Steeple Morden
24. Upwood
25. Warboys
26. Waterbeach
27. Witchford
28. Wittering
29. Wratting Common
30. Wyton
The following letter and article were received in June, following the Mini-reunion in Peterborough:

Dear members and friends of the 457th Bomb Group:

It was so much fun to meet each and every one of you in Peterborough and I was honored to be a part of your group. The visits to Conington and Madingley American Cemetery were especially moving, and it was fun to have tea with the mayor of Peterborough, tour the cathedral and participate in the farewell banquet.

My husband, Art Vaughan, was also very pleased to meet all of you and to find out more about the 457th's experiences during World War II. His Uncle Pete Herrmann was part of the 457th as was his former boss, John Lindholm.

A big thanks goes to our British friends for their hospitality during our stay and also to the Fluman family for coordinating our visits and tours. It must have been at times, like “herding cats.”

Each week, I write a newspaper column called “Snapshots”, and your stories and the Memorial Day service inspired me to write one about the reunion. I have enclosed a copy of it for you.

Thanks again to all of you for your service to our country during World War II, and for including those of us in succeeding generations in your circle.

Take care, and God bless all of you.
With love, hugs, and respect,

Gloria Freeland
7213 Neef Drive
Manhattan, KS 66503
gfreela@ksu.edu

Snapshots by Gloria Freeland – June 9, 2006

No ordinary Memorial Day

When I got off the bus, the cold rain and gusty wind made my teeth chatter. I opened my fold-up umbrella, but it offered scant protection. As I hurried to the chapel where others had gathered to stay dry, I passed a young U.S. Air Force officer who handed me a program. I promptly put it inside my jacket to keep it from getting soaked.

The chapel was crowded. While the people huddled together made it hard to see the walls, when I looked up, I saw a beautiful mosaic, a memorial to those Americans who gave their lives while serving in the U.S. Army Air Force during World War II. The design features squadrons of aircraft, accompanied by mourning angels on their flight to heaven.

Outside, the gravestones – nearly 4,000 of them – were decorated with small U.S. and British flags.

I pulled out the program. I could see by looking at the order of service that this wouldn’t be any ordinary Memorial Day.

Art and I were at the Madingley American Cemetery near Cambridge, England. We were with the World War II veterans from the 457th Bomb Group and
their families, who had traveled to England for a reunion. Art’s Uncle Pete, a B-17 pilot, was with the group from March to June of 1945. Pete died 30 years ago and, although Art spoke with him several times about his war service, more questions came too late. So Art has pursued any leads to find out more about what his uncle might have experienced as a young pilot.

We had spent the previous day in Conington, a small village which was transformed into the 457th’s airbase during the war. People from the village and even nearby villages joined our group at two small services, one at the Conington Church and one at a roadside black marble memorial dedicated two years ago.

I hoped the rain would let up. Chairs had been set up outside the chapel along the reflecting pool. It would be difficult to see what was going on if everyone had their umbrellas out.

We were in luck. The clouds broke and the sun came out just in time for the 11 a.m. service.

A bagpiper led the posting of the colors, and the U.S. Air Forces in Europe Band played the British and U.S. national anthems. The chaplain of the 48th Fighter Wing of the Royal Air Force, the vice commander of the U.S. 16th Air Force, Her Majesty’s Lord-Lieutenant of Cambridgeshire, and the U.S. Ambassador to Great Britain were scheduled to speak. It has been my experience that often such presentations are too long and quite forgettable, but all four were short and well done.

Then, 120 U.S. Air Force and RAF officers carried floral wreaths – made up of mums, roses, lilies, poppies and other flowers – along the limestone wall beside the reflecting pool. Inscribed on the wall are the names of 5,125 missing. Representatives from the various groups presenting the memorials,
ROLL CALL

MEMBERS WHO UPGRADED TO LIFE MEMBERSHIPS

Ken Christensen  749th Sqd.

NEW MEMBERS...LIFE
Add to your Roster

Homer W. Haggans “Wes”  751st Sqd.  
2 Lt. Pilot  
1101 N. Oak  
Nevada, MO 64772  
Wes is looking for any crew members he flew with. He flew 4 missions at the end of the war...April 16,17,18,20.

7574 Cardillo Trl.  
Yucca Valley, CA 92284-2312

NEW MEMBERS  
Add to your Roster

Eliot M. Arnovitz  Son of Morris Arnovitz  
5025M Winters Chapel Rd.  
Atlanta, GA 30360-1700

Gene B. Brown  2 Lt. Navigator...751st Sq  
For Pilot Fred Rohrig  
17 Crest Drive  
Midland Park, NJ 07432-1312

NEW MEMBERS, cont.

Thomas J. Celani  Son of Edward J. Celani  
751st Sq.  
1100 Pondella Rd.  
Cape Coral, FL 33903

Evan Halquest  Great nephew of George Raymond 751st Sq.  
P.O. Box 6029  
Blue Jay, CA 92317

Mary RemenVeria  Need information  
76 W. 29th Ave. Apt 2203  
Eugene, OR 97405

If you are a new member or have upgraded to a Life Membership and have not been recognized in a newsletter or have not received a membership card, please let Nancy know.

A bit of historical ‘remembering’ from WWII

“I arrived at Camp Rapid, SD, when there were about 20 in the 749th Sq, on the east side of the parade grounds. I was at Mount Rushmore when the fourth face was not finished and there were two picnic tables and just enough room to turn around. I stayed in the 749th until the group was disbanded at Sioux Falls, SD in 1945.

Tec. Orders called for 4 instrument men for 12 aircraft. We had two for 16 aircraft. At one time, I went 48 hours; got 6 hours sleep and went for 16 more. I was on my feet but was in no shape to do work that other people’s lives depended on what I did.

I was at El Paso, TX on B-29s until the war was over and was discharged there the 1st of Nov. 1945.”

Oscar Koityohann
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 _______ + _______

* (Must have the zip +4)

Phone_________________________ Email_________________________

Birthdate_________________________ Squadron #___________ Rank___________

Dates Assigned_________________________ Duties_________________________

Plane Name and #_________________________ Pilot’s Name_________________________

POW?/Evadee?________ Date of capture/escape/release:_________________________

Retired Military?________ Rank_________ Comments:_________________________

-------------------------------------------------------------------------

DUES INFORMATION

Annual Dues: $25 for 2 years

-or-

Life Dues: 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.
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.

<table>
<thead>
<tr>
<th>Crew No. 422</th>
<th>P 1st Lt.</th>
<th>MEDFORD E. HOLLIS</th>
<th>0-755439</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP Capt.</td>
<td>DONALD E. LADY</td>
<td>0-393783</td>
<td></td>
</tr>
<tr>
<td>N 1st Lt.</td>
<td>JOHN F. KELLY</td>
<td>0-719091</td>
<td></td>
</tr>
<tr>
<td>B 1st Lt.</td>
<td>RICHARD I. HINMAN</td>
<td>0-771921</td>
<td></td>
</tr>
<tr>
<td>AEG T/Sgt</td>
<td>Charles Calcutta</td>
<td>32781304 TT</td>
<td></td>
</tr>
<tr>
<td>ROG T/Sgt</td>
<td>Leonard O. Vittick</td>
<td>38369954 RO</td>
<td></td>
</tr>
<tr>
<td>AAG S/Sgt</td>
<td>Chester L. Mohler</td>
<td>13090424 BT</td>
<td></td>
</tr>
<tr>
<td>AG S/Sgt</td>
<td>Mario D. Terenzio</td>
<td>32799826 TG</td>
<td></td>
</tr>
<tr>
<td>AAG S/Sgt</td>
<td>Luis H. Pena</td>
<td>38307363 WG</td>
<td></td>
</tr>
<tr>
<td>Crew No. 450</td>
<td>P 2nd Lt.</td>
<td>RICHARD L. MACK</td>
<td>0-811110</td>
</tr>
<tr>
<td>CP 2nd Lt.</td>
<td>DONALD H. SCHICK</td>
<td>0-829569</td>
<td></td>
</tr>
<tr>
<td>N 2nd Lt.</td>
<td>JOHN B. NIEBENGERDEN</td>
<td>0-2064635</td>
<td></td>
</tr>
<tr>
<td>B 2nd Lt.</td>
<td>RALPH L. BELL</td>
<td>0-783102</td>
<td></td>
</tr>
<tr>
<td>AEG S/Sgt</td>
<td>Raymond V. Hunter</td>
<td>14160328 TT</td>
<td></td>
</tr>
<tr>
<td>ROG S/Sgt</td>
<td>Charles Held</td>
<td>17113745 RO</td>
<td></td>
</tr>
<tr>
<td>AAG Sgt</td>
<td>Lloyd R. Kennedy</td>
<td>39213772 BT</td>
<td></td>
</tr>
<tr>
<td>AG Sgt</td>
<td>Frank J. Fanchenlaub</td>
<td>13104958 TG</td>
<td></td>
</tr>
<tr>
<td>AAG Sgt</td>
<td>Robert F. Reublin</td>
<td>6992764 WG</td>
<td></td>
</tr>
<tr>
<td>Crew No. 442</td>
<td>P 2nd Lt.</td>
<td>ROBERT H. WOOD</td>
<td>0-566478</td>
</tr>
<tr>
<td>CP 1st Lt.</td>
<td>FRANK S. FOSTER</td>
<td>0-763988</td>
<td></td>
</tr>
<tr>
<td>N 1st Lt.</td>
<td>MAX NMI ANDERSON</td>
<td>0-773013</td>
<td></td>
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<tr>
<td>TOG S/Sgt</td>
<td>Joseph H. Jones</td>
<td>16113650</td>
<td></td>
</tr>
<tr>
<td>AEG T/Sgt</td>
<td>Ralph W. Libby</td>
<td>11068613 TT</td>
<td></td>
</tr>
<tr>
<td>ROG T/Sgt</td>
<td>John Prendergast</td>
<td>37262847 RO</td>
<td></td>
</tr>
<tr>
<td>AAG S/Sgt</td>
<td>Jessie T. Gill</td>
<td>14172155 BT</td>
<td></td>
</tr>
<tr>
<td>AG S/Sgt</td>
<td>Richard J. Cambrin</td>
<td>12206753 TG</td>
<td></td>
</tr>
<tr>
<td>AAG S/Sgt</td>
<td>David 'M. Fleming</td>
<td>13169477 WG</td>
<td></td>
</tr>
</tbody>
</table>

* 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 = _______ + $4 postage = Total _______

MAKE CHECK PAYABLE TO: JOE TOOTH
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__________________

MAKE CHECK PAYABLE TO: Joe Toth
Same address as above.

<table>
<thead>
<tr>
<th>PX ITEMS:</th>
<th>Quantity</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Enamel 457th Tac Pic</td>
<td></td>
<td>$5.50</td>
</tr>
<tr>
<td>457th Group Patch</td>
<td></td>
<td>$5.50</td>
</tr>
<tr>
<td>748th Squadron Patch</td>
<td></td>
<td>$5.50</td>
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<tr>
<td>749th Squadron Patch</td>
<td></td>
<td>$5.50</td>
</tr>
<tr>
<td>750th Squadron Patch</td>
<td></td>
<td>$5.50</td>
</tr>
<tr>
<td>751st Squadron Patch</td>
<td></td>
<td>$5.50</td>
</tr>
<tr>
<td>Gunner's Wings Patch</td>
<td></td>
<td>$5.50</td>
</tr>
<tr>
<td>457th Hat...Royal Blue</td>
<td></td>
<td>$12.00</td>
</tr>
<tr>
<td>457th Ink Pen..Engraved</td>
<td></td>
<td>$5.00</td>
</tr>
<tr>
<td>457th BG Roster (roster prices already include postage)</td>
<td>U.S. $18.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Canada $20.50</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Overseas $26.00</td>
</tr>
<tr>
<td>8x10 Color Photo of our Chapel Window</td>
<td></td>
<td>$10.00</td>
</tr>
<tr>
<td><strong>NEW</strong> 457th Engraved Key Tag</td>
<td></td>
<td>$3.00</td>
</tr>
</tbody>
</table>

Total cost of items ordered: __________

Postage (except for roster): 4.00

Total Enclosed: __________

MAKE CHECKS PAYABLE TO: 457th BG PX

Mail order form and check/money order to:
Joe Toth 449 Sunset Lane Pueblo, CO 81005
PLEASE NOTE MY CHANGE
OF ADDRESS:
EFFECTIVE October 1, I will be moving back
to my previous address:
453 Sunset Lane
Pueblo, CO 81005-1140

I have also gone back to my maiden
name...Toth.
Thank you to all who have kept me in their
thoughts and prayers...

***

A BIG THANK YOU TO ALL WHO HAVE
LET ME KNOW OF THEIR ADDRESS
CHANGES.
On past newsletters, the words "Address
Service Requested" have instructed the
Post Office to inform me of address
changes. However, they charge $1.70-
$2.50 per newsletter to do this. This is
the last newsletter that will use that
service. So, if you don't let me know your
address changes, you may not receive your
newsletter. The Post Office does not
usually forward bulk mail items.

***

NEWSLETTER SCHEDULE

<table>
<thead>
<tr>
<th>Deadlines:</th>
<th>To Printer:</th>
<th>In the Mail:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan 15</td>
<td>Feb 15</td>
<td>1st wk of Mar</td>
</tr>
<tr>
<td>Apr 15</td>
<td>May 15</td>
<td>1st wk of June</td>
</tr>
<tr>
<td>July 15</td>
<td>Aug 15</td>
<td>3rd wk of Sep</td>
</tr>
<tr>
<td>Oct 15</td>
<td>Nov 15</td>
<td>2nd wk of Dec</td>
</tr>
</tbody>
</table>

Here are some address corrections to make in your
rosters. (Some of these are old changes.)

Need a roster?? See the PX page.

Arnold McQuaide———3455 Kingsland Cir.
                    Berkeley Lake, GA 30095

Thomas Nelson———1009 Highland Ridge
                    P.O. Box 66
                    Watson, MN 56295

James Norman———2929 Sunnyside Dr.
                    Rockford, IL 61114

Phillip Pemberton———3717 Sycamore St.
                    Apt. #1221
                    Newark, CA 94560

Robert Prisk———20640 White Dove Ln.
                    Bend, OR 97702

Robert C. Reid———4773 Cornell St.
                    Springfield, OH 45503

Paul M. Roberts———2322 Welcome Way
                    The Villages, FL 32162

Andy Reeves———15298 Hiburn St.
                    Spring Hill, FL 34604

Don Sellon———13373 N. Plaza Del Rio
                    Blvd. #2251
                    Peoria, AZ 85381

George Stateman———4747 N. Canfield Ave.
                    Norridge, IL 60706

James Stevenson———P.O. Box 860
                    Weedsport, NY 13166

Edward Taylor———5031 Hillsboro Pike.
                    Apt. #324
                    Nashville, TN 37215

Bob White———121 Terrace Dr.
                Big Pine, CA 93513

Gerald Whitman———933 Rosemarie Cir.
                    Wadsworth, OH 44201

Morris Woodell———7740 Redlands St. #2076
                    Playa Del Rey, CA 90293
THE 457TH BOMB GROUP ASSOCIATION
2005-2007 OFFICERS & APPOINTMENTS

PRESIDENT and LEGAL ADV.
JAMES BASS
Tel: (615) 735-1122  Email: bassandbass@bellsouth.com  Fax: (615) 735-3149
PO Box 500 – Carthage, TN 37030-0500

VICE PRESIDENT
GEORGE GRAU
Tel: (251) 968-2673  Email: graugulfshores@gulftel.com
PO Box 1473 – Gulf Shores, AL 36547-1473

SECY and NL EDITOR
NANCY TOTH
Tel: (719) 564-8599  Email: n henrich@comcast.net
453 Sunset Lane – Pueblo, CO 81005-1140

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JOHN PEARSON
Tel: (804) 740-2635  Email: jonpearson@att.net  Fax: (804) 740-7403
1900 Lauderdale Drive C-315 – Richmond, VA 23238

DIRECTOR (2YR)
RICHARD GIBBS
Tel: (785) 382-6835  Email: barbndic@yahoo.com
301 West 5th Street – Vermillion, KS 6654

DIRECTOR (4YR)
JOHN WRANFISH
Tel: (734) 971-6985  Email: baj098@comcast.net
2440 Buckingham Road – Ann Arbor, MI 48104

DIRECTOR (6YR)
CLYDE GRIMM
Tel: (954) 972-2817  Email: old123@bellsouth.net
720 NW 44th Avenue – Pompano Beach, FL 33066-1553

IMMED. PAST PRES.
DONALD NIELSEN
Tel: (623) 561-2644  Email: dl nielsen@highstream.net  Fax: (623) 825-1878
9142 West Kerry Lane – Peoria, AZ 85382-4623

ROSTER and UNIT CONTACT
JOE TOTH
Tel: (719) 566-1714  Email: jandjtoth@juno.com
449 Sunset Lane – Pueblo, CO 81005

WEB MASTER
JAMES DERR
Tel: (812) 831-7741  Email: derk@sigecon.net
10286 Wexford Court – Newburgh, IN 47630

PAST WEBMASTER
WILLARD REESE
Tel: (386) 445-5773  Email: awree se@bellsouth.net
11 Fletcher Ct. – Palm Coast, FL 32137

PAST SEC/TREAS/NL ED
MICKEY BRIGGS
Tel: (479) 273-3908
811 NW B St – Bentonville, AR 72712

ENGLISH HISTORIANS

GORDON TOWNSEND
"Quakers Rest" – Main street, Kings Ripton – Huntingdon Cambs PE17 2NW ENGLAND
Tel: 44 1487 773493  Email: ogord.cakey@virgin.net

JOHN WALKER
29 Chancery Lane – Eye, Peterborough PE6 7FY ENGLAND
Tel: 44 1733 222994

ERIC BRUMBY
82 Bluebell Ave – Peterborough PE1 3XU ENGLAND
Tel: 44 1733 709811

GEORGE POGGEE
1 Scalldgate Court Whittlesey Cambridgeshire PE7 1UX ENGLAND
Tel: 44+ (0)1733 202183  (same number for FAX)  Email: poggee@tesco.net

PAST PRESIDENTS

1973-75 – William Wilborn
1976 – Howard Larmen (dec)
1977-78 – Rand Collins
1980-81 – Edward Reppa (dec)
1982-83 – Daniel Graham (dec)
1984 – William Good (dec)

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

1997-99 – Lee Zimmerman
1999-01 – Craig Harris
2001-03 – Willy Bl... 2003-05 – Don Nielsen
ADDRESS SERVICE REQUESTR

NAME, YOUR MEMBERSHIP WILL EXPIRE
IF THE NUMBERS 06 APPEAR AFTER YOUR
December 31, 2006. RENEW NOW!

was Amelia Earhart.

was Amelia Earhart.

and overshadowed the single fighter per area.

became overloaded, though, when bombers concentrated

was loaded so the bombers were soliciting our. The system

would be in a concentration zone for three to five minutes

and wearing from a large. It was successful

at each area of the eight. That enemy4 breaching

one fighter in each area on the heavy, and our, primarily

that utilizing fewer search lights, and talk to detect enemy

Name of a German defensive belt around the continuous

Himmelwerke

hit by enemy fighters and ships.

According to the FDL the top three items that were

Himmelwerke

weren't included in the World War II to be sold on the black

markets were housing, tires, and shoes.

by Don Michael and Real T. Women

from a book, and the Y.W.L. (Army Women's League)

Strange and Fascinating Facts...

Pueblo, CO 81005-1140

453 Sunset Lane

45th Bomb Group Association