



748th
Squadron



749th
Squadron

THE

457th BOMB GROUP ASSOCIATION



"THE FIREBALL OUTFIT"



750th
Squadron



751st
Squadron

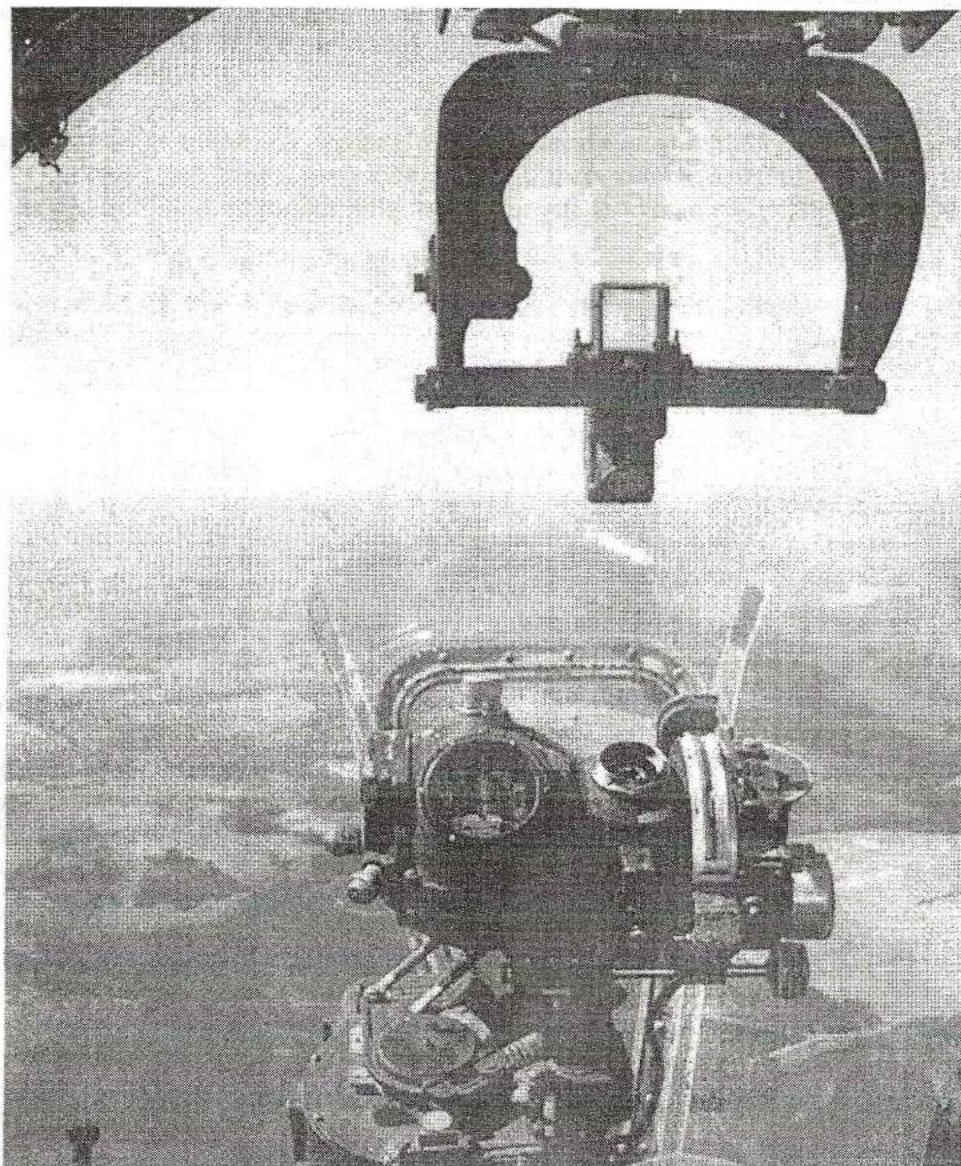
THE 457TH BOMB GROUP ASSOCIATION NEWS

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Set your

sights on

Pensacola-

November

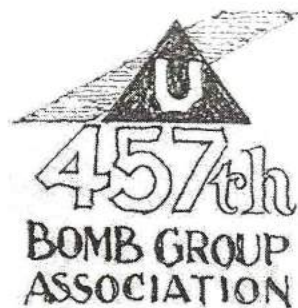
2007

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 7<sup>th</sup> 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

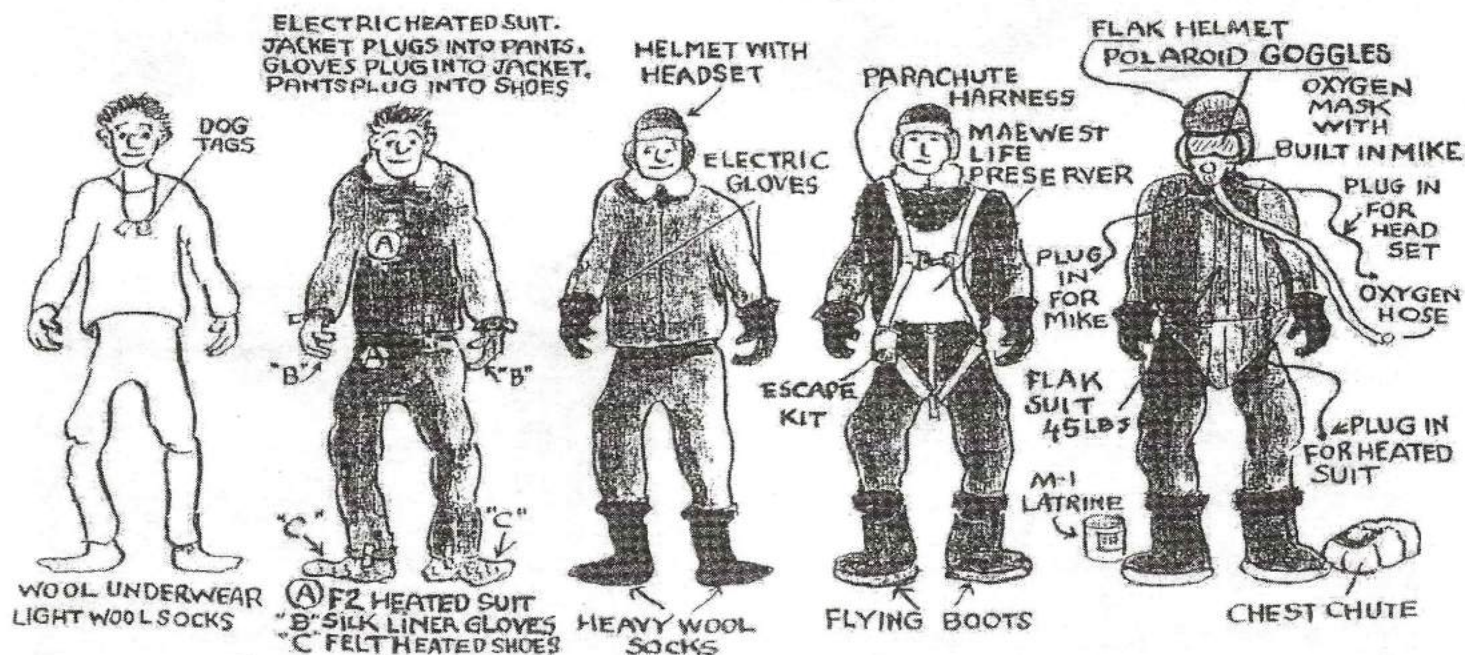
On June 12, 1944, Joe Brusse and Bill Goldsborough climbed into their B-17G for another mission, Joe going to the nose to navigate and Bill to the lonely ball turret. They didn't even nod their heads to each other to recognize they were parting supposedly for the day. Someone had said this should be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



EQUIPMENT WORN BY 8<sup>TH</sup> A.F. BOMBER CREWS ON HIGH ALTITUDE MISSIONS  
WINTER OF 1944-45

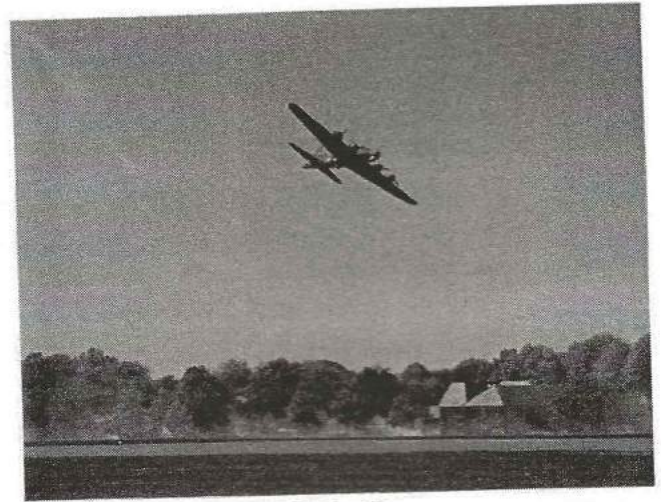
Artist unknown



RETURN TO GLATTON 2006  
Photos compliments of Michael Rodgers



Edward B. Dozier...2 Lt...Pilot...750<sup>th</sup> SQ



Sally B



The Stone American...Conington Cemetery



Sally B



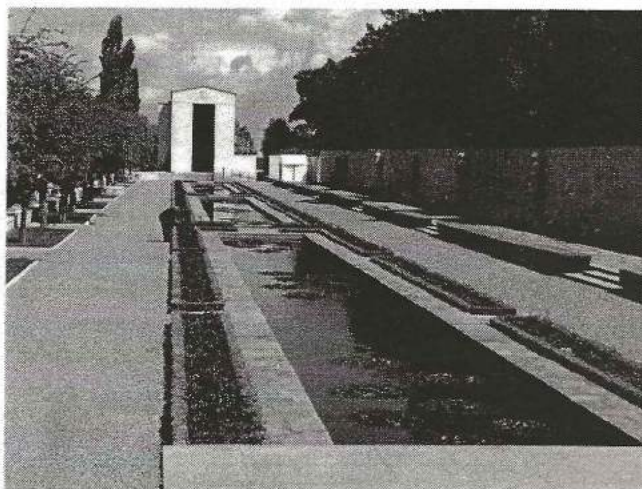
Admiral Wells Pub flies the American flag  
in honor of the 457<sup>th</sup> Bomb Group



457<sup>th</sup> Memorial Monument



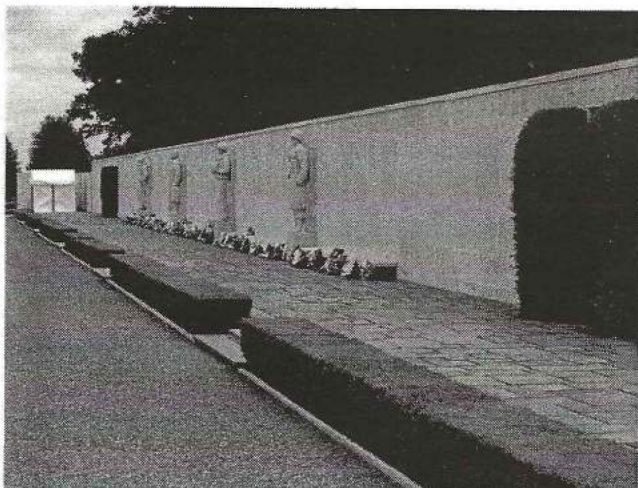
RETURN TO GLATTON 2006  
Photos compliments of Michael Rodgers  
Cambridge American Cemetery



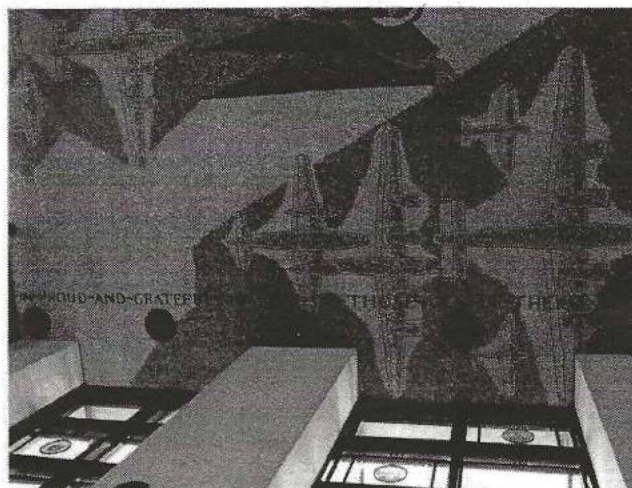
Reflecting pool



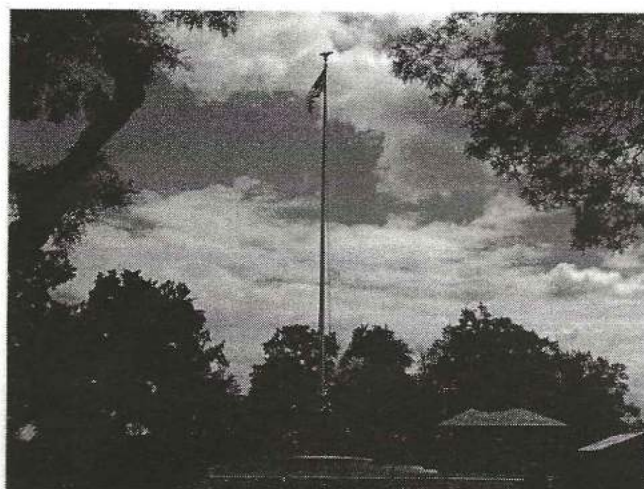
Chapel



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

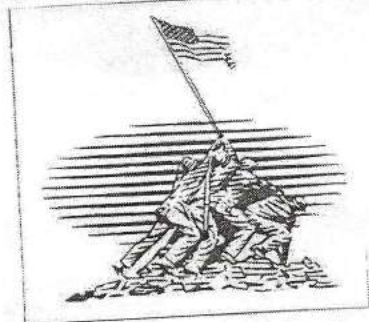


### Editor's Note:

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 8<sup>th</sup> speech. There is a website to check out such things, but I failed to do so. The website is: [snopes.com](http://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 uttermost 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



Editor's Note: The following article appeared in "8<sup>th</sup> AF NEWS" in June 1999. I recently received a copy and thought you might enjoy reading about 'one of our own'.

### 30<sup>TH</sup> MISSION By George Grau, 457<sup>th</sup> Bomb Group



The date was 19 March 1945. The target was the railyards at Plauen, Germany on the north-western border of Czechoslovakia. I was at the controls, leading the low element of the 750<sup>th</sup>

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

Buettner 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. Cowser 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 at Huntingdon, England where a B-17 from the 457<sup>th</sup> BG picked us up. We arrived at Glatton around 1530 hours, March 23<sup>rd</sup>. Apparently none of our reports had gotten to the 457<sup>th</sup> 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 2<sup>nd</sup>.

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

I had received my wings and commission on 23 May 1944. After 35 missions, I docked in New Your 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.

Office of the Operations Officer E-E-10  
750th Bombardment Squadron  
457th Bombardment Group (H)  
Station 130, APO 557

19 March 1945

|            |           |           |                |     |  |
|------------|-----------|-----------|----------------|-----|--|
| A/C 614    |           |           |                |     |  |
| P 2nd Lt.  | Buettner  | Harlan    | (NMI) 0-776227 | P   |  |
| C 2nd Lt.  | Grau      | George    | J 0-827143     | CP  |  |
| NB 2nd Lt. | DuPont    | Philip    | A 0-2068195    | NB  |  |
| CH S-Sgt   | Hawkins   | Ray       | F 33516060     | CH  |  |
| RO T-Sgt   | Cowsert   | Theo      | A 34636322     | RO  |  |
| TT T-Sgt   | Montagno  | Rocco     | V 37208435     | AEG |  |
| BTG S-Sgt  | Westbrook | James     | R 18242712     | AG  |  |
| TG S-Sgt   | Rendina   | Leo       | (NMI) 36897071 | AAG |  |
| LWG S-Stt  | McDougall | Alexander | E 39209444     | AAG |  |



Can anyone answer this question??? Ralph Evans wrote:

Everynow 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. 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."*

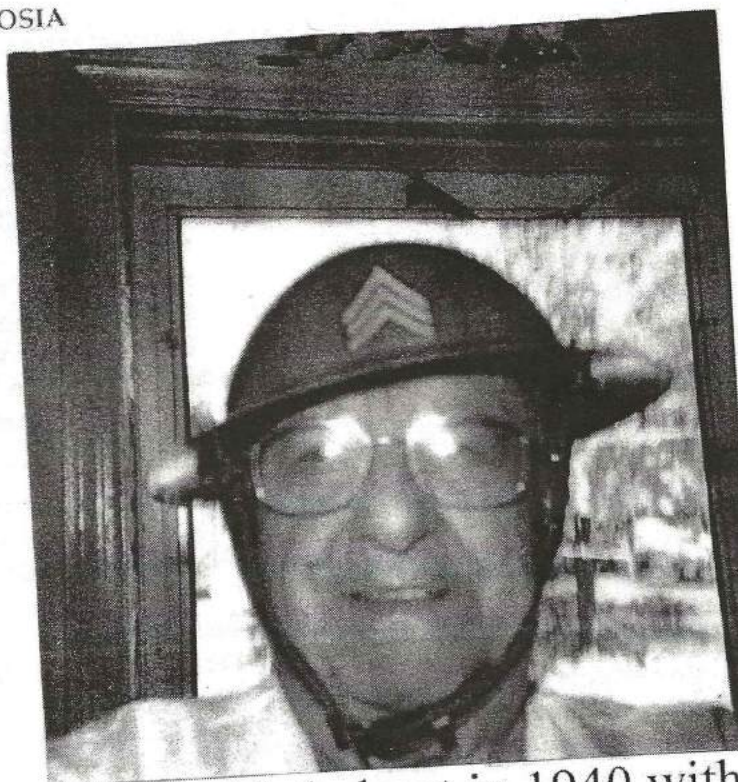
Was that #237?

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  
457<sup>th</sup> BM GRP



I wore this helmet in 1940 with  
the 108th FA 28th div. PA



The following article is reprinted from a book entitled "Cambridgeshire Airfields in the Second World War" by Graham Smith

## GLATTON

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 809<sup>th</sup> 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 457<sup>th</sup> Bomb Group was the last B-17 Group to join the 1<sup>st</sup> Division and it was placed in the 94<sup>th</sup> 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 748<sup>th</sup> to 751<sup>st</sup> 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 19<sup>th</sup> February 1944 when a favourable forecast suggested a period of clement weather. The RAF opened Operation Argument on the night of 19/20<sup>th</sup> 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 457<sup>th</sup> was brought into action on the second day (the 21<sup>st</sup>) of what became known in the USAAF 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 23<sup>rd</sup>), the Eighth called for a complete stand down, which was merely a brief respite for the crews before the next big task for the 1<sup>st</sup> 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 no 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 25<sup>th</sup> 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 1<sup>st</sup> 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 457<sup>th</sup> 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 457<sup>th</sup> acquitted itself well as only 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 16<sup>th</sup> 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, 27<sup>th</sup> and 28<sup>th</sup> May, the 457<sup>th</sup> 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 bench-mark for the completion of a tour and with it a posting back 'State-side'.

On the 7<sup>th</sup> 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 operations 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 2<sup>nd</sup> November over the Leuna oil plants at Merseburg. On this operation the Group, like the 91<sup>st</sup> 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 12<sup>th</sup> December when the Eighth attacked this important oil target for the 18<sup>th</sup> and last time. In just eight operations to various German oil targets, the 457<sup>th</sup> 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 18<sup>th</sup> March 1945, when the German capital, or what was now left of it, suffered once again under the might of the Eighth. This was the 18<sup>th</sup> 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 457<sup>th</sup>. 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.

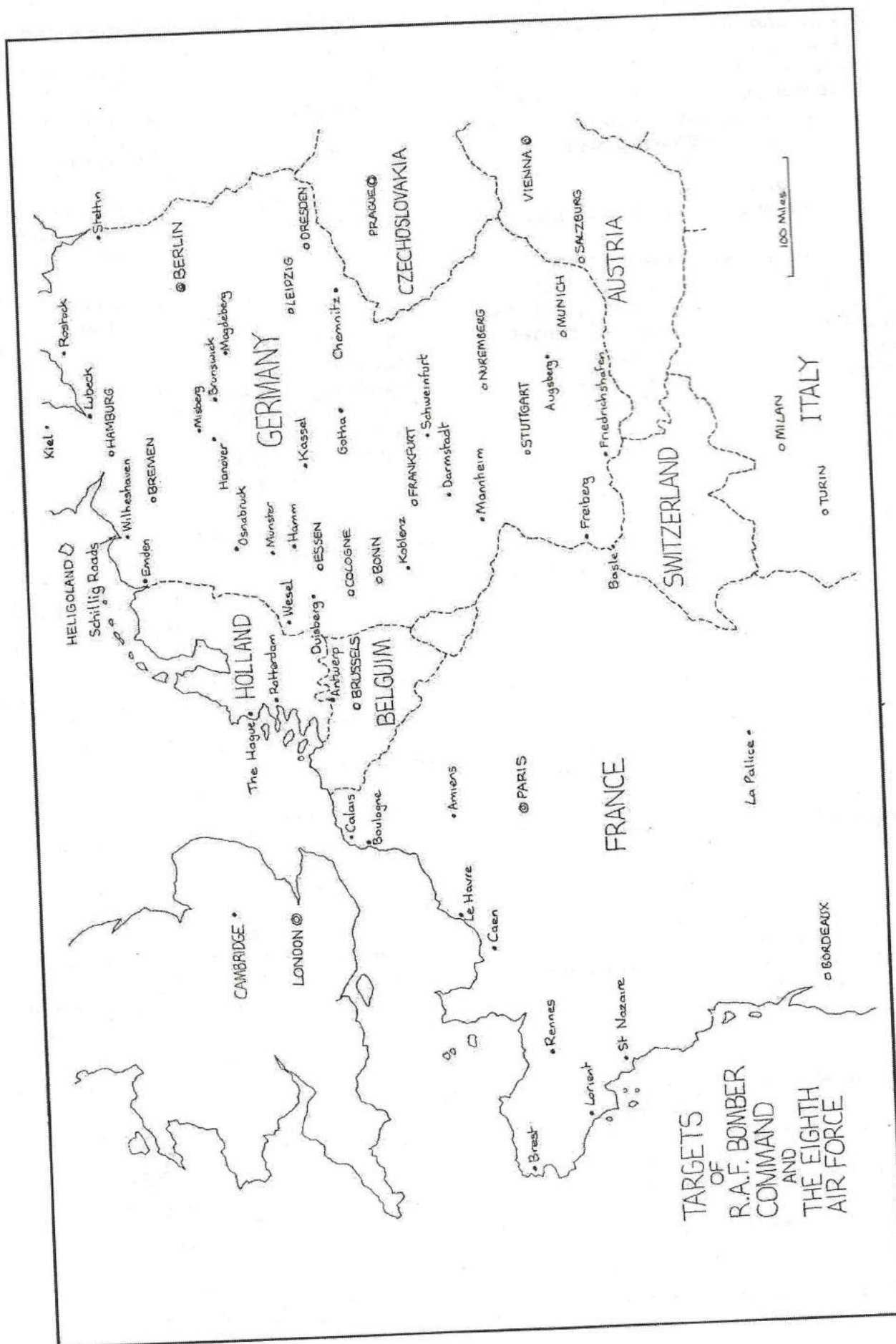
From then on until the end of the war just five crews were lost in action, the final casualty falling on 18<sup>th</sup> April over Rosenheim in southern Germany. Two days later the crews left on their final operation of the war to the marshalling yards at Brandenburg; in just 14 months, 237 operations 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 21<sup>st</sup> 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 as 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'.

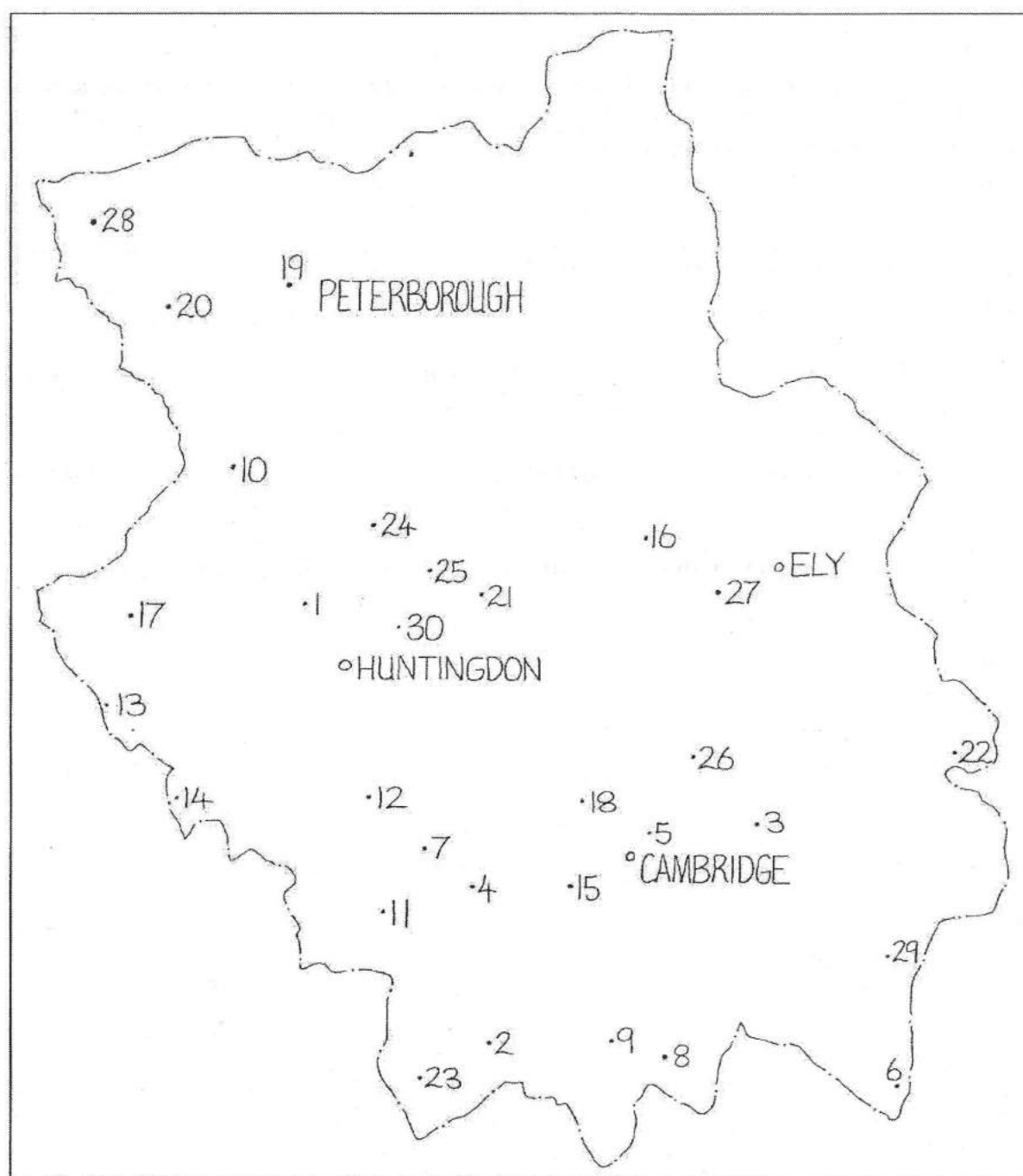








# CAMBRIDGESHIRE'S WORLD WAR II AIRFIELDS



## KEY TO MAP

- |                  |                      |                     |
|------------------|----------------------|---------------------|
| 1. Alconbury     | 11. Gransden Lodge   | 21. Somersham       |
| 2. Bassingbourn  | 12. Graveley         | 22. Snailwell       |
| 3. Bottisham     | 13. Kimbolton        | 23. Steeple Morden  |
| 4. Bourn         | 14. Little Staughton | 24. Upwood          |
| 5. Cambridge     | 15. Lord's Bridge    | 25. Warboys         |
| 6. Castle Camps  | 16. Mepal            | 26. Waterbeach      |
| 7. Caxton Gibbet | 17. Molesworth       | 27. Witchford       |
| 8. Duxford       | 18. Oakington        | 28. Wittering       |
| 9. Fowlmere      | 19. Peterborough     | 29. Wratting Common |
| 10. Glatton      | 20. Sibson           | 30. Wyton           |



The following letter and article were received in June, following the Mini-reunion in Peterborough:

Dear members and friends of the 457<sup>th</sup> 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 457<sup>th</sup>'s experiences during World War II. His Uncle Pete Herrmann was part of the 457<sup>th</sup> 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*

Gloria Freeland  
7213 Neef Drive  
Manhattan, KS 66503  
[gfreela@ksu.edu](mailto: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 457<sup>th</sup> 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 457<sup>th</sup>'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 48<sup>th</sup> Fighter Wing of the Royal Air Force, the vice commander of the U.S. 16<sup>th</sup> 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.

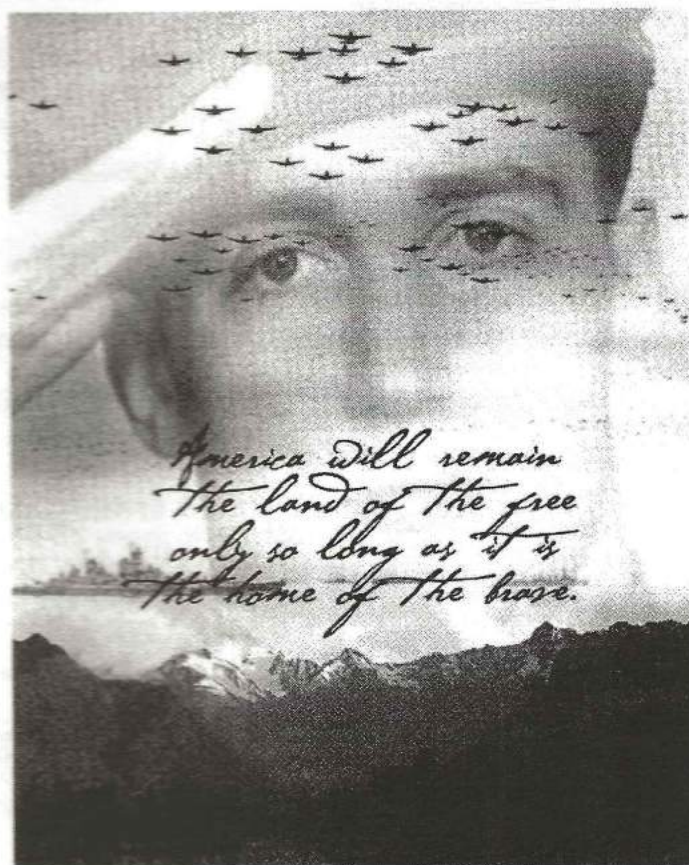
Then, 120 U.S. Air Force and RAF officers carried floral wreaths – made up of mums, roses, lilies, poppies and other flowers – along the limestone wall beside the reflecting pool. Inscribed on the wall are the names of 5,125 missing. Representatives from the various groups presenting the memorials,

including one from the 457<sup>th</sup>, met their wreath carriers. After the wreaths for the United Kingdom, the United States and the U.S. Air Force were placed, the others placed theirs along the wall and stood for a moment of silence and a prayer of remembrance.

A 21-gun salute followed and then two buglers played "Taps". Then eyes turned skyward for the fly-bys, led by F-15s of the U.S. Air Force in "Missing Man" formation, a Dakota, a Spitfire and a B-17. The B-17, named the Sally B, is the last remaining airworthy B-17 in the United Kingdom of the more than 12,000 that flew during the war.

With the ceremony barely over, the rain and gusty wind moved back in and we made a dash for the bus.

While the service was moving, the best part for me was being surrounded by the old soldiers, some of who were back in Britain for the first time since the war. It was a Memorial Day service to remember.





## ROLL CALL

### **MEMBERS WHO UPGRADED TO LIFE MEMBERSHIPS**

Ken Christensen 749<sup>th</sup> Sqd.

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

Homer W. Haggans "Wes" 751<sup>st</sup> 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.

Maurice H. Keesling 2 Lt. Navigator  
for Pilot D. Meyers 750<sup>th</sup> Sqd.

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...751<sup>st</sup> Sq  
For Pilot Fred Rohrig  
17 Crest Drive  
Midland Park, NJ 07432-1312

### NEW MEMBERS, cont.

Thomas J. Celani Son of Edward J. Celani  
751<sup>st</sup> Sq.

1100 Pondella Rd.  
Cape Coral, FL 33903

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

Mary RemenVeria Need information  
76 W. 29<sup>th</sup> 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 749<sup>th</sup> 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 749<sup>th</sup> 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 1<sup>st</sup> of  
Nov. 1945."

Oscar Koirttyohann



# 457<sup>TH</sup> 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-

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

Make checks payable to: 457<sup>th</sup> BG Assoc.

Mail this form and check to: John Pearson, Treasurer  
457<sup>th</sup> 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.

| 751ST BOMBARDMENT SQUADRON<br>457TH BOMBARDMENT GROUP<br>Office of the Operations Officer |         |                      |                |    |
|-------------------------------------------------------------------------------------------|---------|----------------------|----------------|----|
|                                                                                           |         |                      | 3 January 1945 |    |
| Crew No. 422                                                                              |         | <i>Low Span</i>      | Ship No. 887   |    |
| P                                                                                         | 1st Lt. | MEDFORD E. HOLLIS    | 0-755439       |    |
| CP                                                                                        | Capt.   | DONALD E. LADY       | 0-393783       |    |
| N                                                                                         | 1st Lt. | JOHN F. KELLY        | 0-719091       |    |
| B                                                                                         | 1st Lt. | RICHARD I. HINMAN    | 0-771921       |    |
| AEG                                                                                       | T/Sgt   | Charles Calcaterra   | 32781304       | TT |
| ROG                                                                                       | T/Sgt   | Leonard O. Vittliow  | 38369954       | RO |
| AAG                                                                                       | S/Sgt   | Chester L. Mohler    | 13090424       | BT |
| AG                                                                                        | S/Sgt   | Mario D. Terenzio    | 32799826       | TG |
| AAG                                                                                       | S/Sgt   | Luois H. Pena        | 38307363       | WG |
| Crew No. 450                                                                              |         |                      | Ship No. 885   |    |
| P                                                                                         | 2nd Lt. | RICHARD L. MACK      | 0-811110       |    |
| CP                                                                                        | 2nd Lt. | DONALD H. SCHICK     | 0-829569       |    |
| N                                                                                         | 2nd Lt. | JOHN S. NIERENGARDEN | 0-2064635      |    |
| B                                                                                         | 2nd Lt. | RALPH L. BELL        | 0-783102       |    |
| AEG                                                                                       | S/Sgt   | Raymond V. Hunter    | 14160328       | TT |
| ROG                                                                                       | S/Sgt   | Charles Held         | 17113745       | RO |
| AAG                                                                                       | Sgt     | Lloyd R. Kennedy     | 39213772       | BT |
| AG                                                                                        | Sgt     | Frank J. Eichenlaub  | 13104958       | TG |
| AAG                                                                                       | Sgt     | Robert F. Reublin    | 6992764        | WG |
| Crew No. 442                                                                              |         |                      | Ship No. 123   |    |
| P                                                                                         | 2nd Lt. | ROBERT H. WOOD       | 0-566478       |    |
| CP                                                                                        | 1st Lt. | FRANK S. FOSTER      | 0-763988       |    |
| N                                                                                         | 1st Lt. | MAX NMI ANDERSON     | 0-773013       |    |
| TOG                                                                                       | S/Sgt   | Joseph H. Jones      | 16113650       |    |
| AEG                                                                                       | T/Sgt   | Ralph W. Libby       | 11068613       | TT |
| ROG                                                                                       | T/Sgt   | John Prendergas      | 37262847       | RO |
| AAG                                                                                       | S/Sgt   | Jessie T. Gill       | 14172155       | BT |
| AG                                                                                        | S/Sgt   | Richard J. Cambria   | 12206753       | TG |
| AAG                                                                                       | S/Sgt   | David M. Fleming     | 13169477       | 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 = \_\_\_\_\_ + \$4 postage = Total \_\_\_\_\_

20

MAKE CHECK PAYABLE TO: JOE TOTH



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

Loading Lists...shows crew members you flew with on a mission. Most have been retyped to improve visual quality. Available for nearly all missions flown by the 457<sup>th</sup> 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 below.

\*\*\*\*\*

| <u>PX ITEMS:</u>                                                         | <u>Quantity</u> | <u>Amount</u> |
|--------------------------------------------------------------------------|-----------------|---------------|
| Enamel 457 <sup>th</sup> Tac Pic .....                                   | \$5.50          | _____         |
| 457 <sup>th</sup> Group Patch .....                                      | \$5.50          | _____         |
| 748 <sup>th</sup> Squadron Patch THESE.....                              | \$5.50          | _____         |
| 749 <sup>th</sup> Squadron Patch PATCHES.....                            | \$5.50          | _____         |
| 750 <sup>th</sup> Squadron Patch ARE BACK.....                           | \$5.50          | _____         |
| 751 <sup>st</sup> Squadron Patch IN.....                                 | \$5.50          | _____         |
| Gunner's Wings Patch STOCK.....                                          | \$5.50          | _____         |
| 457 <sup>th</sup> Hat...Royal Blue .....                                 | \$12.00         | _____         |
| 457 <sup>th</sup> Ink Pen..Engraved .....                                | \$5.00          | _____         |
| 457 <sup>th</sup> BG Roster (roster prices already include postage) U.S. | \$18.00         | _____         |
|                                                                          | Canada          | \$20.50 _____ |
|                                                                          | Overseas        | \$26.00 _____ |
| 8x10 Color Photo of our Chapel Window .....                              | \$10.00         | _____         |
| **NEW** 457 <sup>th</sup> Engraved Key Tag .....                         | \$3.00          | _____         |

Total cost of items ordered: \_\_\_\_\_

Postage (except for roster): 4.00

Total Enclosed: \_\_\_\_\_

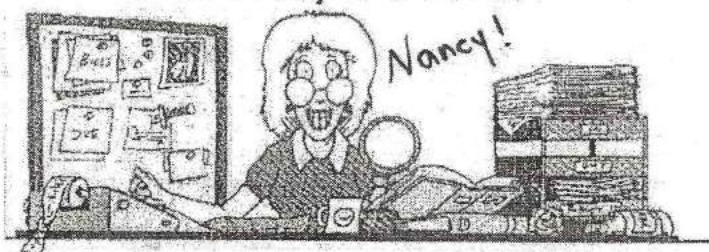
MAKE CHECKS PAYABLE TO: 457<sup>TH</sup> BG PX

Mail order form and check/money order to:

Joe Toth 449 Sunset Lane Pueblo, CO 81005



## Secretary's Station 130



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

### 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...

\*\*\*

*Nancy*

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

| <u>Deadlines:</u> | <u>To Printer:</u> | <u>In the Mail:</u>        |
|-------------------|--------------------|----------------------------|
| Jan 15            | Feb 15             | 1 <sup>st</sup> wk of Mar  |
| Apr 15            | May 15             | 1 <sup>st</sup> wk of June |
| July 15           | Aug 15             | 3 <sup>rd</sup> wk of Sep  |
| Oct 15            | Nov 15             | 2 <sup>nd</sup> wk of Dec  |

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-----37171 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 Hibern St.  
Spring Hill, FL 34604

Don Sellon-----13373 N. Plaza Del Rio  
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Peoria, AZ 85381

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Norridge, IL 60706

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

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

Gerald Whitman-----933 Rosemarie Cir.  
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Morris Woodell-----7740 Redlands St. # 2076  
Playa Del Rey, CA 90293



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

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Email: [dlnielsen@highstream.net](mailto:dlnielsen@highstream.net) Fax: (623) 825-1878

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Tel: (719) 566-1714

449 Sunset Lane – Pueblo, CO 81005

Email: [jandjtoth@juno.com](mailto:jandjtoth@juno.com)

### WEB MASTER

JAMES DERK

Tel: (812) 831-7741

10286 Wexford Court – Newburgh, IN 47630

Email: [derk@sigecom.net](mailto:derk@sigecom.net)

### PAST WEBMASTER

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Tel: (386) 445-5773

11 Fletcher Ct. – Palm Coast, FL 32137

Email: [awreese@bellsouth.net](mailto:awreese@bellsouth.net)

### 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](mailto: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 3XH ENGLAND

Tel: 44 1733 709811

### GEORGE POBGEE

1 Scaldgate Court Whittlesey Cambridgeshire PE7 1UX ENGLAND

Tel: 44+ (0)1733 202183 (same number for FAX) Email: [pobgee@tesco.net](mailto:pobgee@tesco.net)

## PAST PRESIDENTS

1973-75 – William Wilborn

1976 – Howard Larsen (dec)

1977-78 – [unclear]

1980-81 – Edward Reppa (dec)

1982-83 – Daniel Graham (dec)

1984 – William Good (dec)

1985 – Dave Summerville

1986-87 – Clayton Bejot

1988-89 – [unclear]

1990-91 – John Welch

1992-93 – Roland Byers

1993-97 – Billy Hightower (dec)

1997-99 – Lee Zimmerman

1999-01 – Craig Harris

2001-02 – [unclear]

2003-05 – Don Nielsen



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