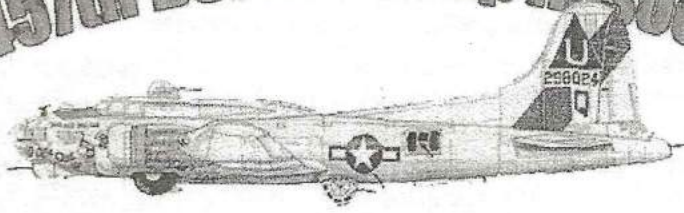


The 457th Bomb Group Association



ESTABLISHED for the plaque. Your donations are still welcome, but what we really need now are donations to the English Travel Fund. Please Help.

AR

VOLUME 38

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JUNE 08



***LAND OF THE FREE
BECAUSE OF THE
BRAVE.***

PREZ SEZ...

Another of our members has taken his final flight...Willard "Hap" Reese passed away a short time ago. James Bass says: "Willard Reese served twice and served well. His contributions to the Group in 1944-45 are well documented within the records of the Group. His contributions to the Association are known to all members. His service has been outstanding both as soldier and citizen." We have Hap to thank for developing and maintaining our website so faithfully over the years.

By the time you get this newsletter, the Mini-Reunion in England will be over and done and all the attendees will have returned home. The next newsletter will include a report on the event.

Those of you who have been to a mini-reunion, especially one of the last 3, will have met and been entertained by Tim and Angie Newell. Tim and Angie are the English folks who have been inviting us to their home for tea, goodies, and fellowship. We are honored that they have accepted our invitation to become our newest English Historians as Friends of the Eighth. Welcome aboard Tim and Angie.

Colorado Springs is the site of our next stateside reunion in October 2009. Fireballer Joe Toth and daughter Nancy will host the reunion. Start thinking about making plans to attend.

Excerpts from a book entitled "The Mighty Eighth—THE AIRWAR IN EUROPE AS TOLD BY THE MEN WHO FOUGHT IT" by author Gerald Astor.

- Harold George (subsequently commander of the U.S. Air Transport Command), as a member of the Air Corps Tactical School faculty in 1935 declared, "The spectacle of huge air forces meeting in the air is the figment of imagination of the uninitiated."
- Plans were made to transfer the entire operation to the Pacific, but V-J day ended World War II before the Eighth could bring its planes and men to bear upon Japan. The Mighty Eighth born and blooded in 1942, like the rest of the American war machine, now stood down.
- A total of 350,000 airmen served with the Eighth Air Force in England, and of this number, 26,000 were killed, or 7.42%. Compared to the percentages of the other military branches—U.S. Marines, 3.29%, the U.S. Army, 2.25% and the Navy, at .41%—the Air Corps sustained the heaviest losses. 21,000 from the Eighth Air Force wound up in POW camps. Of those who flew the original 25-mission bomber tour in 1942-43, just 35% survived; the twenty-five to thirty-mission requirements of 1944 saw 66 percent completed, and by 1945, 81 percent of the combatants flew their full thirty-five mission engagements.
- The planes themselves averaged a shorter period of survival than their occupants, with the typical bomber listed in service for only 147 days. All together the Eighth logged 6,537 B-17s and B-24s lost and another 3,337 fighters destroyed.

- The Eighth Air Force and its compatriots struck two vital blows. While the rain of bombs upon industry could not obliterate it, the Luftwaffe was obliged to commit all of its resources to the protection of the manufacturing and transportation sites along with the workers and nearby residents. That brought the German planes up against superior numbers and overwhelming firepower. Another effect of the bombing was to mandate withdrawal of resources from the armies of men and guns on both the eastern and western fronts to fight off the overhead hordes. An estimated two million people, soldiers and civilians engaged either in anti-aircraft defenses or in the cleanup and repairs after the bombers.
- Overmatched against the Allied bombers and the fighters, the Luftwaffe was defeated in the air. While the Germans still had a considerable number of first-line fighter planes to the end of the war, they began running out of men to fly them.
- There were many more Americans in the flight-training pipeline than the Germans could hope to match. With bombers constantly ranging overhead, there was no safe training facility, and there was always a shortage of fuel. Student fliers in the Luftwaffe could only fly one hour a week in training in the latter stages of the war, not nearly enough to meet their foes with equal proficiency.
- By taking control of the skies, bombers and fighters could wreck the enemy transport system, demolish readily available supply dumps and prevent reinforcements from plugging gaps in the lines. Thus the direct, intended results of strategic bombing, while not accomplishing their avowed purpose of snuffing out the power to make war, nevertheless struck a mighty blow for victory.
- Behind the strategy, tactics and the performance of the Eighth Air Force were the people who actually fought the war in the skies. "My hat is off to the bomber crews. It takes grit and guts to crawl into a bomber day after day after you saw the hits they took."
- "I wonder how I would have stood up in 1944. From the I.P. to the bomb release, straight and level without wavering and flak going off all around, seeing your buddies hit. And after the mission there were the personal matters of those lost. There was always the ten to twenty minutes when those at the helm of a B-17 lacked even the right to control their ships; they were in the hands of a bombardier oblivious to what was going on outside as he manipulated the knobs of his Norden."
- "I have great admiration for the bombers and their crews. It is hard to imagine the guts those guys had sitting in those B-17s, tooling along at 150 mph on a straight-in bomb run—no variations allowed—as the flak pounded the hell out of them, and if they survived that, taking the beating they did from German fighters on the way in and out, particularly those that were battle damaged."
- Bomber crews should draw satisfaction that they ended a terrible threat to our way of life. The generations born since can hardly appreciate what their Fathers and Grandfathers experienced, but it would seem appropriate for them to realize what was achieved by the airmen. Perhaps for an epitaph, the veterans of the Eighth might ask those who came after them to recall the words of Ira Eaker, "We hope that after we're gone, you'll be glad we came."

Note from the Editor: I received the following story from Joe McNichol and his sister, children of Frank McNichol (748th SQ) who was a Navigator on a ship that went down over France on the 457th's 4th mission...target Augsburg. Frank passed on in 1966 when Joe was just 7 years old and he never knew the details of his Father's WWII experiences. In researching, Joe came into contact with the Bombardier that his father had parachuted to safety with on February 25th, 1944. That bombardier was John C. Vollmuth and mission #4 on that date was his only mission. Joe and his sister realized from interviewing John that if their father had not had John Vollmuth as a partner during their three month evasion experience it is uncertain what might have happened to their father in occupied France and for the difficult crossing of the Pyrenees Mountains into Spain. Joe says: *"It was very apparent to us after discussing the interview, that John's physical endurance and keen instincts for survival, made a very significant difference in our father's survival. John C. Vollmuth was the absolute hero of the Frank J. McNichol family."* In the interest of space, I have taken the liberty of picking the parts of the story to include here.

"They were flying in a "V" formation, near the rear of the formation. John said he had no idea how many other planes were flying missions, until they were airborne. It was then he could see that there were thousands of planes in the air, bomber planes as far as the eye could see.

While flying toward the target near the border between France and Germany, their B-17 was hit by flak from enemy anti-aircraft positions on the ground. One of their engines was knocked out, and the other wasn't working properly. They dropped out of the formation and then descended to 7,000 feet, from the 21,000 where they had been flying. They intended to fly back over the Channel on their two remaining engines to return to their base in Glatton. But first, in order to fly lighter, John had to drop their bombs. They flew over a forest, where John armed and dropped their entire load of 18 bombs, each weighing 500 lbs. They all exploded on the ground below them. Just after that, three enemy ME 109s came after them and fired directly at them. John returned their fire with his mounted 50-caliber guns. By intercom the pilot told him to hold his fire. He looked at our dad, not understanding the pilot's orders. Without exchanging a word, they headed for the escape hatch. Mac (Frank's name

to his crew members) got to the hatch first and opened the cover. The force of the air blew him back inside. John took his foot and shoved Mac out of the hatch and jumped right behind him. A third member of the crew was also observed to have bailed out before their aircraft exploded and crashed. John later learned that the 3rd survivor had been captured. The other seven crew members were lost in the crash and explosion of the plane.

After jumping, our dad opened his parachute immediately. John was able to fall further before opening his parachute. They were fired upon for their entire descent. John landed near a hedge at the edge of an open field, still drawing fire. He cut himself free of the parachute, and ran as far and fast as he could, until he was able to take cover in a ditch in a wooded area. He stayed there for a few hours. He heard people calling out to him. John spoke German, and he knew they weren't speaking German. He believed they were calling for him in French. He made himself known to them and they led him to a barn. There was a false floor in the rear of the barn. They hid him there under the floorboards. Sometime after dark, they brought him from the barn into their farmhouse. They gave him some cognac, and then they brought

Mac in. He had landed in a tree, and had some trouble cutting himself loose, but did make it down and found cover. They would spend the next six months together.

On the Casualty Questionnaire, Frank wrote that their B-17 had exploded and crashed in Mt. Saint Martin, near the border between France and Belgium in the Ardennes Forest area. John believes that the town was called Marvieu Vieux. They stayed on the farm where they first landed for just one night. They were moved the next day to another location. Again, John's not sure where they were. But, they weren't in enemy hands. That much they did know.

After being moved a few more times, John and Frank stayed in the small town of Bouzy, along the Marne River. They stayed with a family for almost three weeks—the longest they would stay in any one place. They stayed with a farmer and his wife. The farmer's name was Camille. The family lived upstairs in the house, and the downstairs was for the farm animals. They were hidden with the animals in the daytime, and in the evening, they joined Camille and his wife for dinner and lots of champagne. They now had new identity cards. In their emergency packs, each man carried photos of himself that were used to create fake identity cards. John was a Frenchman named Jean Reynard, and our dad was a naturalized Belgian, Francois Chapointe.

Their stay in Bouzy ended suddenly when they got drunk one night, and when walking back to Camille's house on their own, began singing Marine songs in the street late at night. The next morning they were quickly sent on their way to Rheims. At one point I had asked John if they feared the Germans. He said yes, but that they were more afraid of the French

Underground. One wrong move on his or Mac's part, and the Underground would have abandoned them for fear of exposure of their network. Two airmen weren't worth the risk of discovery by the Germans. I asked John, "So there were some good times?", and he answered..."no, there weren't." They had lost all of their friends in an attack on their plane, and they had no idea what the hell was going to happen. So, no, there were no "good times" for these two. A sense of lightheartedness ends when I remember that there were German soldiers everywhere, and the danger for them and their French handlers was always close at hand.

They arrived in Rheims that day, had a meal in a restaurant, and then were taken to the train station and put on crowded train to Paris. There were German soldiers everywhere on the train. When they were put on a train, their handlers would then leave them. Sometime during the trip, another handler would make themselves know to them. The handlers led them out of the Paris train station. From there, John could see that the Germans had bombed the train yard. There were German fighter planes in the air overhead. It was apparent that Paris was suffering. They were then taken to the home of a doctor in the outskirts of Paris. The doctor was very careful, and they stayed indoors in his home. They were kept in his library.

They were put on a train from Paris. The final destination of the train was Toulon. John remembers being given a copy of the German propaganda magazine called "Das Signal" to read for their trip. The cover of the magazine had a photograph of a pile of B-17s in a junk heap. It was so disheartening to them.

When they got off the train, it was probably the riskiest part of the trip.

Apparently the Germans were onto the fact that there might be Americans and British using Pau as an escape route to Spain, through the Pyrenees Mountains. Their guide told them, when they got off the train, to split up, and walk up the road separately. They walked up the hill, not knowing what to expect.

They were taken to a farmhouse in the countryside. The hostess fed them well to prepare them for the climb over the Pyrenees Mountains. She warned them not to give their identification numbers to their guides, until they were certain that they were in Spain. The guides had been known to leave people to fend for themselves in the mountains. These guides would be paid when they gave the serial numbers of the soldiers that they had assisted into Spain. The sooner they got those numbers, the sooner they'd take off back to France for their next trip. They traveled with two guides who were Basques, one Frenchman who wanted to go to join the Free French in North Africa, a Spanish republican and a Jewish man who was escaping the German occupation.

The trip through the mountains was rough. They slept outside, and had little to eat and could only travel at night to avoid detection. My father was exhausted and had a difficult time with the climb. At a certain point, he gave up, and asked to be left behind. John wouldn't leave him, and basically supported him, carried him, pushed him, pulled him, and dragged him the rest of the way.

They all made it into Spain where the local police immediately took them into custody. They were kept in jail for a day and then released. They ended up in Pamplona, Spain. While there, the Allied forces invaded the Normandy coast of France.

Eventually they were driven to Madrid. Then they were on their way to Gibraltar. Once in Gibraltar, they were given army uniforms to put on. Back to work, essentially. It seemed to have been a strange feeling. Gibraltar was under the control of the British. They were on a C47 to go back to their base in England. They were none too happy to be airborne again. John and Frank would not be going back into the air. They couldn't have risked being shot down again and forced to give up the names of the people who had helped them out of France. They did find out that the woman who fed them in the countryside before their trip over the Pyrenees had been discovered and taken into custody by the Germans. They spent time in England in Eisenhower's Headquarters where they were interrogated, and asked for the details of their six months behind enemy lines. Then they were returned to their unit. Their presence was partially to show other flight crews that being shot down didn't necessarily mean being killed. There, they addressed the entire 457th. It was a bit tough for them to know what they could say and what they couldn't say. John was hospitalized with infectious hepatitis. Our Dad stayed on to instruct other airmen on evading captivity. They were "evadees" now in army terms and seemed to have been treated with a certain amount of respect for their ordeal behind enemy lines.

I asked John what had made the difference in their ability to make it through being shot down and successfully evading captivity. I wondered if their training had prepared them for what might lie ahead. He said there was no training for evading, and even if there were, it could never have prepared them for their six months underground.

John said there was one advantage to being an evadee. When it came time to be discharged, they were at the head of the line to go home.

Quote from W. S. Hold, Lt. Col. AC Commanding: "Note how quickly the German search plane was on the job. Good work on evader's part in recognizing the danger of exposed parachute."

PILOT	James R. Chinn
CO-PILOT	Robert R. Cooper
NAVIGATOR	Frank J. McNichol
BOMBARDIER	John C. Vollmuth
RADIO OP	Robert J. Mullins

TOP TURRET	Vito Peragine
BALL TURRET	Jeremiah B. Rolison
WAIST GUNNER	Marion D. Ross
WAIST GUNNER	William J. Sullivan, Jr.
TAIL GUNNER	Dillard V. Engdahl

Flight Crews of the 457th Bomb Group

Pilot's Name: James R. Chinn



Crew Names:

James R. Chinn, Robert F. Cooper, Frank J. McNichol, John G. Vollmuth, Robert J. Mullins, Vito Perakine, William J. Sullivan, Jr, Jeremiah B. Rolison, Dillard V. Engdahl, Marion D. Ross

MISSION DEBRIEFING

Whenever possible, we will use original copies of official documents that have been declassified. Those that will not print well will be retyped to improve the quality. The reports are very old and difficult to read. Every effort has been made to retype the contents 'as is' and accurately.

Thank you for the very positive feedback I received on the first 'Debriefing'.



MISSION 73 --- 21 June 44

This mission was to Berlin.

Bomb Load: 8 500 G.P.
Altitude: 28,000
Base to Base in Mileage: 1169
Average Gas Consumption: 2116
Gas Load: 2700

Position Flown: Lead, Low, High
A/C Sortie: 37
Returned Early: 4
Battle Losses: 2
Results: Target of Opportunity

Retyped from the original report exactly as written:

"The greatest aerial assault of the war was ordered for today and although the scale of the effort was reduced by more than a half before take off, the operation as actually carried out remained the largest and most significant to date. A thousand bombers from Italy were scheduled to fly to the north of old CheckoSlovakia to give Breslau its first bombing while 900 R.A.F. Lancasters were to follow U.S. heavies to Berlin for their first daylight raid into Germany. These two operations were scrubbed.

In the first deep penetration since "D" Day, the 457th Group dispatched 42 aircraft as part of the "Second Force" of 500 heavies to bomb the center of Berlin while 677 heavies went to bomb aero engine factories in the suburbs. In addition 153 B-17s were dispatched to the Ruhland synthetic oil refinery, southeast of Berlin, and then continued on to Russia.

The 457th Group composed the entire 94th "B" Combat Wing except for twelve planes in the high box. Three aborted from the lead box reducing its strength to fifteen. Major Watson led the Wing in a PFF plane while Capt. Hoelzer led the low box and Major Spencer the high box until he was forced to abort. Take off began at 0447, and after assembly over Cottessmore Buncher, the formation, fourth in the Division line, proceeded over the same route as on the two recent missions to Hamburg. The old direct route to Berlin along the 5237 parallel was abandoned some time ago for this more flak free route.

The North Sea was completely covered by clouds which however broke to 2-4/10 as the formation penetrated the enemy coast at the base of the Danish Peninsula. Smoke was still boiling up above the clouds at 15,000 feet from yesterday's bombing of Hamburg. The formation encountered no flak or fighters as it flew southeast and then east on a feint to Stettin before turning down on the circuitous route to the IP east of Berlin. Along this leg Lt. Krumm, on his 29th mission, developed engine trouble, jettisoned his bombs and left the formation. He landed in Sweden.

Major Watson gave the order for PFF bombing so the planes turned on the IP in Wing formation. About halfway down the bomb run he descended 2,000 feet because very dense contrails from previous wings covered the sky over Berlin at 27,000 feet. Also it was decided to bomb visually as the cloud cover was only 2-4/10. Lt. Tonelli hurriedly threw corrections into the bombsight and selected a marshalling yard in the Horst Wesel district of Berlin, two miles east of Friedrichstrasse, as his aiming point. The assigned MPI in the center of the city was obscured by smoke. He dropped his bombs at 1019 from 25,500 feet and was followed by the other two boxes. The Wing formation was very confused at the time. At least six distinct bomb patterns were made over a very large area. However, damage was done to the yards and built-up areas.

Anti-aircraft fire was less intense than on previous missions because 100 of the 450 guns had been removed; yet it was intense enough to damage 24 of the 36 returning planes and cause the loss of another. Lt. Wilson flying his first mission as a plane commander was hit, caught fire, and blew up 7 minutes after leaving Berlin.

The rest of the return trip was flown without incident. Let down was over the North Sea and the planes landed between 1320 and 1430. Fifty of the 1200 bombers attacking were lost in this the greatest deep penetration raid of the war to date.

S E C R E T

HEADQUARTERS 457TH BOMBARDMENT GROUP (H)
Office of the Operations Officer
AAF STATION 130

E-A-1

APD 557
21 June 1944.

SUBJECT: Report of the Operations Officer - Mission 21 June 1944 - Berlin.

TO : Commanding Officer, 457th Bombardment Group (H), A.P.O. 557.

1. The 457th Group Leaders were as follows:

Lead Box - Maj. Leroy H. Watson, Jr.
Low Box - Capt. Richard E. Hoelzer.
High Composite Box - Maj. Fred. A. Spencer (lead A/C returned early and lead was taken over by the Deputy, Lt. Jonathan M. Herbold.

2. Boxes

- a. Lead Box - Eighteen aircraft, including one PFF aircraft (no spares) were airborne. Three aircraft returned early. Fifteen aircraft were credited with sorties and fifteen aircraft attacked.
- b. Low Box - Seventeen aircraft, (no spares), were airborne. No aircraft returned early. Seventeen aircraft made sorties and seventeen aircraft were credited with attacking.
- c. High Composite Box - Seven aircraft, including one spare, were airborne. One aircraft returned early and was replaced by the spare aircraft. Six aircraft made sorties and six were credited with attacking.

3. Position - The 457th Group supplied the lead box, low box, and the lead squadron of the high composite for the 94th "B" Combat Wing. The 401st Group furnished the high squadron of the high composite and the 351st Group supplied the low squadron. The 94th "B" Combat Wing was fourth in Division formation.

4. Take-Off and Assembly - The lead box took off at 0447-0613 hours; the low box took off at 0449-0550 hours, and the high composite took off at 0451-0527 hours. Assembly of the 94th "B" Wing was accomplished without difficulty on the Cottesmore Buncher by 0605 hours at 5,000 feet. Assembly course to point "C" was flown without incident. The 94th "B" Combat Wing arrived at point "C" on time, but two other Combat Wings, viz. 1A and 1B were late, causing the three Wings to bunch up at point "C". Several double drifts were executed over the North Sea before the 94th "B" Wing assumed its proper position in Division formation. The English coast was crossed on course at 0642 hours.

5. Penetration - The formation crossed the enemy coast at 0843 $\frac{1}{2}$ hours. The route from the enemy coast to the I.P. was flown without incident.

S E C R E T

SECRET

Page 2.

Report of the Operations Officer - Mission 21 June 1944 - Berlin.

The I.P. was reached at 1008 hours. A few minutes after the formation had started on the bomb run, the Wing was forced to descend 2,000 feet because of dense contrails caused by preceding Combat Wings. The primary target and the surrounding area was obscured by smoke. The Bombardier then picked a target of opportunity - a marshalling yard in the city of Berlin. At first, it was believed that it would be necessary to bomb this target by PFF because of cloud coverage, and consequently the high and low boxes did not take interval. Bombing was done visually and all boxes released on the Wing Leader.

6. Return Route and Landing - After bombing, the formation proceeded on the return route without incident. The enemy coast was recrossed at 1132 hours. Let-down from 20,000 feet was begun at 54-30N and 08-00E. The English coast was crossed at Cromer at an altitude of 5,000 feet at 1313 hours. The 457th Group returned to base without incident. The lead box landed at 1340-1432; the low box landed at 1330-1409 hours, and the high composite landed at 1317-1412 hours.

7. Aircraft Lost - A/C 42-107015 - A/C left the formation in the vicinity of the I.P. A/C is believed to have salvoed bombs at this point. As A/C was last sighted, it was observed to be under control. Neither flak nor fighters were believed to be contributory causes. Causes are unknown.

a. A/C 42-31656 - A/C was observed to blow up at 1026 hours on the route out, about seven minutes after the formation passed over the target. Causes unknown.

8. Fighter Escort - Some fighter escort was observed in the target area.

9. AAGF - AAGF over Berlin was moderate but accurate tracking flak. At Lubeck, moderate flak was observed. Flak was also observed at Maritz Lake.

LEROY H. WATSON, Jr.,
Major, A. C.,
S-3.

HEADQUARTERS
AAF STATION 130
APO 557

U-E-1

21 June 1944.

SUBJECT: Mission Summary Report, LEAD BOX.

TO : Commanding Officer, 457th Bombardment Group (H), AAF
Station 130, APO 557, U.S. Army.

1. Following is the Mission Summary Report for LEAD BOX flown
21st June 1944:

a. Abortives:

(1) None.

b. Battle damage:

- (1) Airplane No. 42-32101, 748th Squadron. No. 8 Tokyo, left wing, hit by flak. Flak burst hit left horizontal stabilizer. Gee equipment hit by flak.
- (2) Airplane No. 42-97190, 748th Squadron. No. 3 engine exhaust stack hit by flak. Left wing tip had flak hole, skin damage. Flak hole in left elevator and horizontal stabilizer, skin damage. Brace in fuselage under left waist window damaged by flak.
- (3) Airplane No. 44-6103, 748th Squadron. Right outboard wing panel main truss spar damaged by flak. No. 8 Tokyo tank hit by flak. Two ribs in right side of fuselage damaged by flak.
- (4) Airplane No. 44-6118, 748th Squadron. No. 3 engine hit by flak causing the following damage: Mixture control cable severed; Push-rod housing hose damaged; Exhaust stack damaged. Left wing flap destroyed by flak. Right waist oxygen system shot out by flak. Flak hole left horizontal stabilizer, minor.
- (5) Airplane No. 42-97899, 748th Squadron. Two flak holes right horizontal stabilizer, skin damage. Electrical wiring #4 supercharger hit, flak. Oil line #2 engine damaged, flak. Flak hole left aileron, skin. Right wing brace near tip damaged by flak.

- (6) Airplane No. 42-97591, 748th Squadron. Bulkhead #7 and stringer hit by 20mm burst. Tail section hit by 20mm burst. All tires hit by 20mm. Flak hole left elevator, skin damage. Canvas cover on elevator bar torn and former destroyed by 20mm.
- (7) Airplane No. 42-102458, 748th Squadron. Extensive skin damage over entire right wing, flak. Main spar right wing damaged by flak. Exhaust stack #2 engine hit by flak. Left waist window busted by flak, also right waist window. Chin turret hit by flak. Both top and lower ball turret damaged by flak. Spar truss in left inboard wing panel hit by flak. Nose section hit, flak. All control cables for #3 and #4 engines shot away, flak.
- (8) Airplane No. 42-31552, 748th Squadron. Flak hole right elevator, skin damage. Flak hole left horizontal stabilizer, stringer damaged. Flak hole #1 engine damaging induction system. Flak hole in right and left outboard wing panels, skin damage.
- (9) Airplane No. 42-97060, 749th Squadron. Glass in nose section cracked by flak. Flak hole left wing tip, skin.
- (10) Airplane No. 42-97164, 749th Squadron. Flak skin damage to following: Two holes left wing tip; Right wing leading edge near fuselage; Vertical stabilizer.
- (11) Airplane No. 42-31706, 749th Squadron. Flak struck #1 engine bending #5 push rods and supercharger induction out. Flak hit #2 engine damaging #7 cylinder push rod.
- (12) Airplane No. 43-37574, 749th Squadron. Flap rod left wing damaged by flak. Two flak holes, skin damage, left inboard wing panel. Two flak holes right wing tip, skin.
- (13) Airplane No. 42-97889, 750th Squadron. Flak hole in lower ball turret damaged oxygen regulator. Flak hole in left elevator and horizontal stabilizer, minor.

MINOR	MAJOR	BY FLAK	ENEMY & FLAK	TOTAL DAMAGED
9	4	12	1	13

Cecil B. Elgar
 CECIL B. ELGAR
 WOJG, USA
 Ass't Sta Engr O.

S-E-C-R-E-T

HEADQUARTERS
AAF STATION 130
APO 557

U-E-1

21 June 1944.

SUBJECT: Mission Summary Report, HI COMPOSITE BOX.

TO : Commanding Officer, 457th Bombardment Group (H), AAF
Station 130, APO 557, U. S. Army.1. Following is the Mission Summary Report of the HI COMPOSITE
BOX flown 21st June 1944:a. Abortives:

- (1) Airplane No. 42-38113, 749th Squadron. Pilot stated that his oxygen system started leaking causing him to return early. Ground check found that the Pilots emergency direct flow knob had been turned $\frac{1}{2}$ turn toward the on position; with the knob turned off the system filled with oxygen and checked for $1\frac{1}{2}$ hours approximately a 5 lb. drop was found.

b. Battle Damage:

- (1) Airplane No. 42-30731, 748th Squadron. Two flak holes in tail damaging oxygen line. Flak hole left outboard wing panel, stringer damaged. Left elevator and stabilizer hit by flak, changes necessary. Flak hole right inboard wing panel, stringer damaged.
- (2) Airplane No. 42-32086, 749th Squadron. Flak hole right wing tip, skin damage. Main spar left outboard bomb-bay damaged by flak. Flak hole right inboard wing panel near fuselage trailing edge, skin damage.
- (3) Airplane No. 42-107034, 749th Squadron. No.3 engine prop hit by flak. Electric conduit wire #4 engine cut by flak. Flak hole left wing tip, skin. Flak hole left aileron, skin.
- (4) Airplane No. 42-32051, 749th Squadron. Flak hit #4 feeder tank in right wing, change necessary.

DECLASSIFIED

Authority

By

NARA Date

S-E-C-R-E-T

- (5) Airplane No. 44-6161, 749th Squadron. Flak skin damage to the following: Left inboard & outboard leading edges; Right inboard leading edge.
- (6) Airplane No. 44-6111, 749th Squadron. Flak hole right outboard leading edge, skin damage. No.3 engine hit by flak, change necessary. Bottom of fuselage near waist window hit by flak, skin damage.

MINOR DAMAGE	MAJOR DAMAGE	BY FLAK	TOTAL DAMAGED
5	1	6	6

CECIL B. ELGAR

WOJG, USA

Ass't Sta Engr Officer

-2-

S-E-C-R-E-T

15

DECLASSIFIED

Authority

By

NARA Date

S-E-C-R-E-T

HEADQUARTERS
AAF Station 130
APO 557, U. S. Army

U-E-2

21 June 1944.

SUBJECT: Mission Summary Report, LOW BOX.

TO : Commanding Officer, 457th Bombardment Group (H), AAF Station 130, APO 557.

1. Following is the Mission Summary Report on the LOW BOX flown 21st June 1944:

a. Abortives:

- (1) Airplane No. 42-97087, 748th Squadron. Pilot's Statement: Oxygen from radio room back decreased steadily. Average reading on landing 140 pounds. Ground Check revealed, cracked oxygen line fitting between waist and tail regulators.
- (2) Airplane No. 42-97470, 748th Squadron. Pilot's Statement: Unable to locate formation due to late take-off.
- (3) Airplane No. 42-32079, 749th Squadron. Pilot's Statement: Number 1 Turbo drew only 25" at 17,800 feet. No. 2 drew only 30" at 17,800 feet. Could not keep in formation with full boost and high R.P.M. Ground Check revealed: #1 amplifier fuse blown, replaced and ground checked O. K. #2 engine ground checked O. K.

b. Battle Damage:

- (1) Airplane No. 44-6167, 750th Squadron. Flak hole main entrance door damaging tail wheel canvas and fuselage stringer. Flak hole RH horizontal stabilizer damaging rib and skin damage. Flak hole under navigator's window damaging oxygen line and bulkhead..
- (2) Airplane No. 42-97131, 751st Squadron. Flak hit lower ball turret causing skin damage. Flak hole in fuselage above waist window causing skin damage.
- (3) Airplane No. 42-107026, 751st Squadron. Flak hole RH outboard wing panel causing extensive skin damage to tip of outer panel.
- (4) Airplane No. 44-6155, 751st Squadron. Flak hole near navigator's escape hatch causing skin damage and aileron and trim tab controls. Flak hit #3 cowling and pierced exhaust shroud tube. Flak hole LH horizontal stabilizer, near leading edge, skin damage. Flak hit LH inboard wing panel causing skin damage to wing and flap.

DECLASSIFIED

Authority

By

NARA Date

ANN 745005
3/9/03

S-E-C-R-E-T

H

Mission Summary Report, LOW BOX 21 June 1944.

Page 2

- (5) Airplane No. 43-37556, 751st Squadron. Flak hit LH horizontal stabilizer causing secondary and structural damage. Flak hole LH inboard wing panel causing skin damage.
- (6) Airplane No. 43-37562, 751st Squadron. Flak hole RH inboard wing panel causing skin damage. Flak hole LH bomb bay door, minor. Flak hit and damaged plexiglass nose section. Flak hole in fuselage below left wing damaging fuel line. Flak hole in tail section below horizontal stabilizer, minor. Two flak holes in RH outboard wing panel, causing skin damage.

MINOR DAMAGE

BY FLAK

MAJOR DAMAGE

TOTAL DAMAGED

6

6

0

6

Cecil B. Elgar

CECIL B. ELGAR,

W/O, JG, USA,

Asst Engineering Officer.

SECRET

HEADQUARTERS
ARMY AIR FORCES STATION 130
Office of the Intelligence Officer
A.P.O. 557, U. S. Army

21 June 1944

SUBJECT: Statistical Telephone Report, Mission 21 June 1944, Berlin

TO : Commanding Officer, 457th Bomb Group (Hv), A.P.O. 557,
U. S. Army

1.	Designation of Group - - - - -	457
2.	Total number of airplanes airborne per Group, including spares - - - - -	41
3.	Total number of aircraft dispatched per Group - - -	37
4.	Total number of airplanes attacking per Group - - -	35 M/Y Berlin 1 W. Berlin
5.	Number of airplanes dispatched which failed to attack per Group.	
	(a) To any mechanical failure - - - - -	4
	(b) Due to weather - - - - -	0
	(c) Due to enemy action - - - - -	0
	(d) Other - - - - -	1
6.	Number of airplanes lost.	
	(a) To anti-aircraft fire - - - - -	1
	(b) To enemy fighters - - - - -	0
	(c) To anti-aircraft fire & enemy fighters - - - - -	0
	(d) To accident - - - - -	0
	(e) By reasons unknown - - - - -	1
7.	Times of attack - - - - -	1018
8.	Altitudes of attack - - - - -	26,000'
9.	Bombs on each target.	
	(a) Number - - - - -	276 70 : 8 2
	(b) Size - - - - -	500 500 500 500
	(c) Type - - - - -	GP IB CL GP IB
10.	Personnel casualties.	
	(a) Number killed - - - - -	1
	(b) Number wounded - - - - -	2
	(c) Number missing - - - - -	18
11.	Airplanes suffering battle damage (Estimate).	
	(a) Minor (Category A and AG) - - - - -	18
	(b) Major (Category B) - - - - -	6
	(c) Salvage (Category E) - - - - -	0
12.	Claims - - - - -	0
13.	Leaflets dropped - - - - -	0

For the Group Intelligence Officer:

James G. France
JAMES G. FRANCE,
1st Lt., Air Corps,
Asst Gp S-2 Officer.

SECRET

DECLASSIFIED
Authority *NNN 745005*
By *MNARA* Date *3/9/03*

S-E-C-R-E-T

HEADQUARTERS
AAF STATION 130
APO 557

U-E-1.

21 June 1944.

SUBJECT: Fuel Consumption Report, LEAD BOX.

TO : Commanding Officer, 457th Bombardment Group (H), AAF
Station 130, APO 557, U. S. Army.

1. Following is the Gas Consumption Report of LEAD BOX
flown 21st June 1944:

<u>Airplane Serial No.</u>	<u>Gallons Gas Consumed</u>	<u>Hours Flown</u>
97087 Abortive	1327	3:05
97470 Abortive	419	1:35
97088	2470	10:15
102458	2364	9:45
31552	2432	10:15
6118	2327	10:25
32101 Tanks Punctured	----	----
6103	2397	9:50
97190	2393	10:20
97899	2275	9:00
97591	2475	10:50
32079 Abortive	1250	6:05
31706	2395	8:20
97164	2515	10:00
37574	2350	9:15
97060	2350	9:50

Cecil B. Elgar
CECIL B. ELGAR
WOJG, USA
Ass't Sta Engr O.

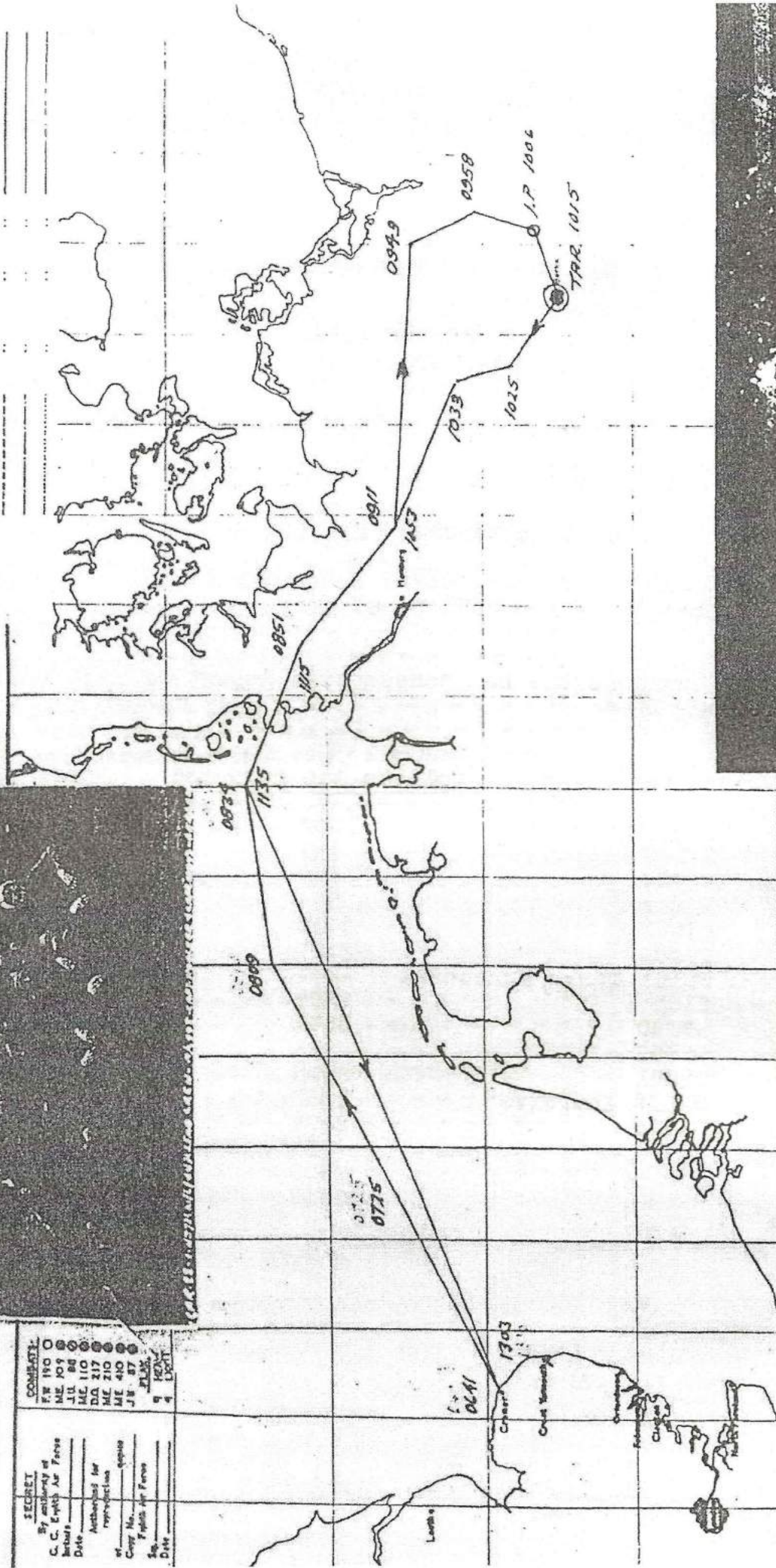
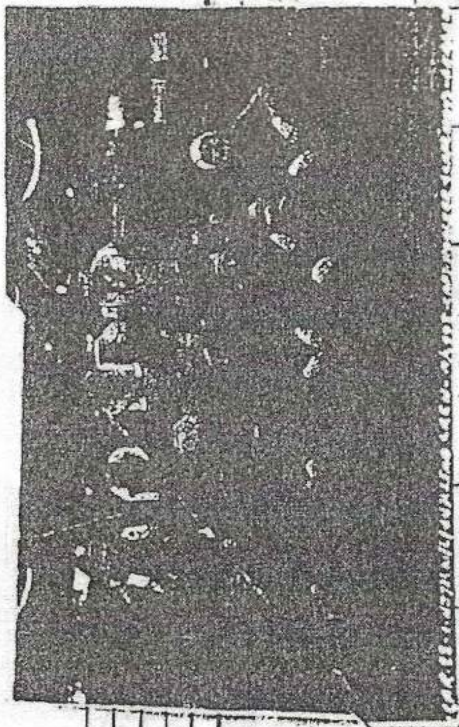
ARCETS: PRIMARY BERLIN

TRACK CHART
DATE 6-21-44

BRIEFED & ACTUAL ROUTE FOLLOWED BY 457 BOMB GP.

SECRET	
By authority of	
C. C. English Air Force	
Date	
Authorized for	
reproduction	
Copy No.	
English Air Force	
Date	

COMBAT:	
FW 190	0
ME 109	0
JU 88	0
ME 110	0
DO 217	0
ME 210	0
ME 410	0
JU 87	0
PLAN	
9	100%
4	100%



21 June 1944

BERLIN

n 773

Continuation of an article taken from a booklet entitled AIRFIELD FOCUS Glatton Conington by John N. Smith. The first installment was in the previous newsletter:

Take off was at 0900hrs. By 1100hrs they had left Cromer on the east coast and were heading out over the North Sea.

Cloud was covering Gutersloh, so the 18 B-17s bombed by radar, all aircraft returning safely to Glatton. The aircraft attacking Lippstadt were not so lucky. They were met by heavy and accurate flak, and 42-31596 piloted by Lt. Llewellyn (Lew) Bredeson received direct hits from enemy fighters and plunged downward. Lt. Bredeson together with eight crew members survived the crash as POWs, although tail-gunner Bill Shenkel was mortally wounded.

42-31588 *Homesick Angel* flown by Lt. E.B. Dozier was heavily attacked and soon fell out of formation. The radio operator, Sgt. Pliss, was wounded during the attack and was taken to the 49th Station Hospital and sadly later died from his wounds. Sgt. Pliss was the first American from Glatton to be buried in the American Military Cemetery at Cambridge. Lt. Dozier was awarded the Distinguished Flying Cross for bringing his badly damaged B-17 back to Glatton safely.

Next day, the Group bombed the Fw-190 final assembly plant at Oschersleben in central Germany, led by Lt. Col. Luper in 42-38113 *Rene III*. This machine was Douglas Aircraft's 1,000th B-17 built at the Long Beach plant in California and was to receive its baptism of fire this day. Of the twenty aircraft that took off from Glatton, only three reached the target. Technical problems prevented four aircraft from taking off, several others were late getting airborne whilst very heavy cloud reaching to 24,000 ft over East Anglia caused tremendous assembly problems.

24 February saw the 457th send 18 B-17s to Schwienfurt. Lt. Max Morrow's aircraft 42-38060 was badly hit by flak and was seen going down near the target. Eleven other machines received flak damage before returning to base.

The raid on Augsburg on 25 February marked the end of the 8th Air Force's 'Big Week' of operations concentrating on the German aircraft industry. The Group put up 32 B-17s into the air for the deepest penetration raid yet made by the 8th.

The Group took a few days off before taking part in the 8AF's first (but in many respects abortive) daylight raid on Berlin on 3 March, but again due to extended bad weather the 457th returned to base with their bomb-loads intact.

Three days later they returned, successfully bombing their secondary target. The Group was heavily attacked by enemy fighters as they were returning to England. One enemy fighter collided head-on into 42-31627, the wreckage falling onto 42-31595, *Flying Jenny*, causing all three aircraft to crash.

11 March 1944 saw a new shape in the skies over Glatton, when a Boeing B-29 Superfortress complete with a full Colonel as part of the crew, visited and was made welcome on the station. The 401st at Deenethorpe appeared to be not quite so forthcoming, as reported in the Flying Control Tower log: "11.10hrs. Area Engineer. The main runway will not support the weight of a B-29. Control Officers will refuse permission for any of the above aircraft to land at this airfield. Operations and 1st Division informed."

This Aircraft, 41-36963, the 10th machine built, was diverted to the UK from its journey to India on a multi-purpose mission. It was to be evaluated by 8th Air Force technical and tactical staff and also be used as a ruse to mislead German intelligence into thinking that the new 'super-bomber' was to be employed in the European theatre of operations. It was also a great attraction as a morale-booster, drawing huge crowds of airmen when it visited Glatton, Knetishall, and Horsham St. Faith.

The 457th BG's 11th mission was to the railway marshalling yards at Munster, Germany, making use of PFF Radar technique. This was of some significance to the 457th for it was the first time that all bare-metal finished B-17s were used by any Group in the 8th Air Force. Twenty aircraft were flown, and there were no losses.

The advantages of using all silver B-17s was an increase of 15-20 miles an hour due to less drag caused by the camouflage paint, a fact that was not missed by the crews – faster in, faster out!

On 19 March the Group headed for Watten in Northern France, where the Germans were engaged in construction of V-Weapon sites to launch attacks on the UK. The 457th bombed separately from the other Groups, but the raid could hardly be classed as a success. According to official reports, the group managed to miss the target by 5,000ft, due to the lead bombardier having insufficient time to sight correctly. Nevertheless, all 24 aircraft returned safely to Glatton by 20.00hrs just as darkness fell, with 13 aircraft suffering flak damage.

The Group's 17th Mission was to the Heinkel Assembly Plant at Oranienburg, some sixty miles north of Bonn, where He-177 long range bombers were being built. A tragic accident occurred on the run-in to target when 42-39849, a 351st BG aircraft (which had joined the 457th low squadron) was hit by several bombs on its tail section from an aircraft somewhere above. It was seen to disappear from the formation. Later it was learned that it's pilot, 2nd Lt. Wyman C. Slosson, had been killed and the other nine members of the crew taken POW.

This mission was remarkable for there was an absence of enemy fighters, 688 bombers taking part and only 13 being lost.

Once again unpredictable flying weather kept the Group inactive until 29 March when they attacked Waggon in Germany, a fighter and bomber assembly factory. They lost one aircraft on the raid, 42-31531 of the 749th BS, being flown by Lt. Lewis Lennartson, which was shot down by a fighter. The Group did not drop only bombs, as the official diary for the day says: *"16 parcels of leaflets: U.S.O. 30 and U.S.O. 26 were dropped over the target."*

The end of March 1944 saw the beginning of British Double Summertime, which gave more daylight hours to the evenings. According to *The Fireball Outfit* by Ken Blakeborough (1968) *"...Coca-Cola became available at last – one bottle per man per week."* The Red Cross moved in and set up an Aero Cub. Plans were in hand to organise a Station Band under Sgt. Phil Falappino which the musicians naturally became known as The Fireballs in honour of the nickname fast gaining popularity when one spoke of the 457th BG. Ken Blakeborough served with the 457th as a pilot from December 1944, completing seven months with the unit at Glatton.

Editor's note: This article will continue in the next edition of the newsletter.

"Courage is what it takes to stand up and speak. Courage is also what it takes to sit down and listen." --Sir Winston Churchill

Secretary's Station 130



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

*Interest in 457th embroidered polo shirts
and hats far exceeded our expectations.
Orders will be filled as quickly as possible.
Please continue to be patient.*

I sure do appreciate the address changes
I have been receiving. Makes it so much
easier and cheaper to get them from you
instead of the Post Office.

Plans continue for the 2009 Reunion in
Colorado Springs. The dates are
October 8-11. Our hotel will be the
same as at the 2001 Reunion, only the
name has changed: Crowne Plaza. It's
never too early to start thinking about
attending. Stay healthy!!!

CALLING ALL GROUND CREWMEN

I would like to do a special tribute to you in a
future newsletter. Please send a story, long
or short, about an experience you remember
from your service. Send to: Nancy Toth

Just in case you need a laugh!



After every flight, UPS pilots fill out
a form, called a 'gripe sheet' which tells
mechanics about problems with the aircraft. The
mechanics correct the problems, document their
repairs on the form, and then pilots review the
gripe sheets before the next flight. Never let it be
said that ground crews lack a sense of humor. By
the way, UPS is the only major airline that has
never, ever, had an accident.

P: Left inside main tire almost needs replacement.
S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.
S: Something tightened in cockpit.

P: Dead bugs on windshield.
S: Live bugs on back-order.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what friction locks are for.

P: IFF inoperative in OFF mode.
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.

P: Aircraft handles funny.
S: Aircraft warned to: straighten up, fly right, and
be serious.

P: Target radar hums.
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.
S: Cat installed.

P: Noise coming from under instrument panel.
Sounds like a midget pounding on something
with a hammer.
S: Took hammer away from midget.

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-

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

Make checks payable to: 457th BG Assoc.

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

Your canceled check is your receipt.

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

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

Your Name _____ Address _____

Squadron # _____ Phone# _____

Date of first or last mission _____

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

PX ITEMS:

Quantity

Amount

***NEW ITEM --- POLO SHIRTS --- SEE ORDER FORM ON REVERSE OF THIS PAGE

Enamel 457 th Tac Pic	\$5.50	_____	_____
457 th Group Patch	\$5.50	_____	_____
748 th Squadron Patch	\$5.50	_____	_____
749 th Squadron Patch	\$5.50	_____	_____
750 th Squadron Patch	\$5.50	_____	_____
751 st Squadron Patch	\$5.50	_____	_____
Gunner's Wings Patch	\$5.50	_____	_____
457 th Hat...Royal Blue	\$12.00	_____	_____
457 th Ink Pen..Engraved - From the Pensacola Reunion...	\$5.00	_____	_____
457 th Engraved Key Tag	\$3.00	_____	_____
457 th BG Roster (roster prices already include postage)	U.S. \$18.00	_____	_____
	Canada \$20.50	_____	_____
	Overseas \$26.00	_____	_____

Total cost of items ordered: _____

Postage (except for roster): 3.00

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

25

B-17 Tailgunner



457th Bomb Group

POLO SHIRT ORDER FORM

\$20 + \$4 POSTAGE

You choose what you want your shirt to say and what picture(s) to use.

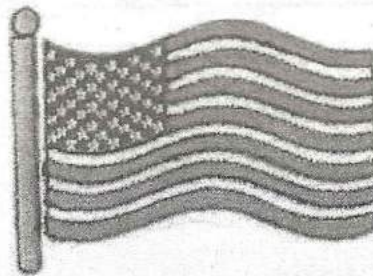
Some wording examples: 457th Bomb Group - WWII Glatton Airfield - England
Your name or name of the veteran B-17 Navigator (your position)
Ground Crewman 751st Squadron (your squadron)

ALL EMBROIDERY WILL BE DONE ON THE LEFT CHEST SIDE UNLESS YOU REQUEST OTHERWISE. ALL PICTURES WILL BE SIZED UP OR DOWN TO FIT APPROPRIATELY ON THE SHIRTS.

STEP 1:

Choose a picture:

- ☐ 1 B-17
- ☐ 2 USA Flag
- ☐ 3 Crossed USA & British Flags
- ☐ 4 Eagle with flag
- ☐ 5 Red, White and Blue Eagle
- ☐ 6 Red, White and Blue USA
- ☐ 7 Army Air Corp Logo
- ☐ 8 WWII Vet and Globe



STEP 2:

What do you want your shirt to say:

Above the picture: _____

Below the picture: _____

STEP 3:

Do you want a small picture added to the right side? # _____

STEP 4:

Choose your size and color of shirt:

Colors: ☐ Royal Blue ☐ Burgundy ☐ Navy ☐ White
Size: ☐ Adult S ☐ Adult M ☐ Adult L ☐ Adult XL

NAME: _____

PHONE: _____

SHIP TO ADDRESS: _____

Please enclose your check for \$24 per shirt ordered. Make your check out to: 457th BG PX

Mail check and order form to: Nancy Toth 453 Sunset Lane Pueblo, CO 81005

THE 457TH BOMB GROUP ASSOCIATION

2005-2007 OFFICERS & APPOINTMENTS

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Email: graugulfshores@gulftel.com

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DIRECTOR (6 YR)

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Email: Flumancl@aol.com

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PO Box 500 – Carthage, TN 37030-0500
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Email: dereese@mail.com

PAST WEBMASTER

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Tel: (386) 445-5773

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Email: awreese@bellsouth.net

PAST SEC/TREAS/NL ED

MICKEY BRIGGS
Tel: (479) 273-3908

811 NW B St – Bentonville, AR 72712

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1 Scaldgate Court Whittlesey Cambridgeshire PE7 1UX ENGLAND
Tel: 44 1733 202183 (same number for FAX) Email: pobsee@tesco.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 Email: eric.brumby@ntlworld.com

TIM NEWELL

Contact information will be in next newsletter.

PAST PRESIDENTS

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

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

1997-99 – Lee Zimmerman
1999-01 – Craig Harris (dec)
2001-03 – Will Fluman
2003-05 – Don Nielsen
2005-07 – James Bass

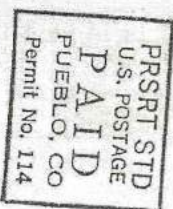
Strange and fascinating facts...

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

- Henry H. "Hap" Arnold (1886-1950)
U.S. General and Chief of the Army Air Forces. He was taught to fly by the Wright Brothers, becoming one of the Army's first four aviators. Arnold was an advocate of a separate Air Force and of heavy bombers. He became the first five-star general of the U.S. Army Air Forces.
- The first American flag flown over Berlin on July 20, 1945, was the same flag that was flying over the Capitol in Washington, D.C., on December 8, 1941, when war was declared.
- Ira C. Eaker
U.S. Army Air Force Major General. An early advocate of air power and strategic bombing, he led the first American daylight raid of the war in Europe; twelve B-17s escorted by seventy-five Spitfires attacked a locomotive repair depot at Rouen, France, on August 17, 1942.
- Operation Flying Elephant
Japanese attempt to bomb the U.S. northwest forests with hydrogen-filled balloons which were launched from Japan and carried across the Pacific by the jet stream. Nearly 10,000 balloons were launched, but very few actually made it to the U.S.

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

ADDRESS CORRECTION REQUESTED



Ed S. Jackson.....LM-
680 Edgewater Trail NW
Atlanta, GA 30328-2821