



THE

457th BOMB GROUP ASSOCIATION



"THE FIREBALL OUTFIT"



THE 457TH BOMB GROUP ASSOCIATION NEWS

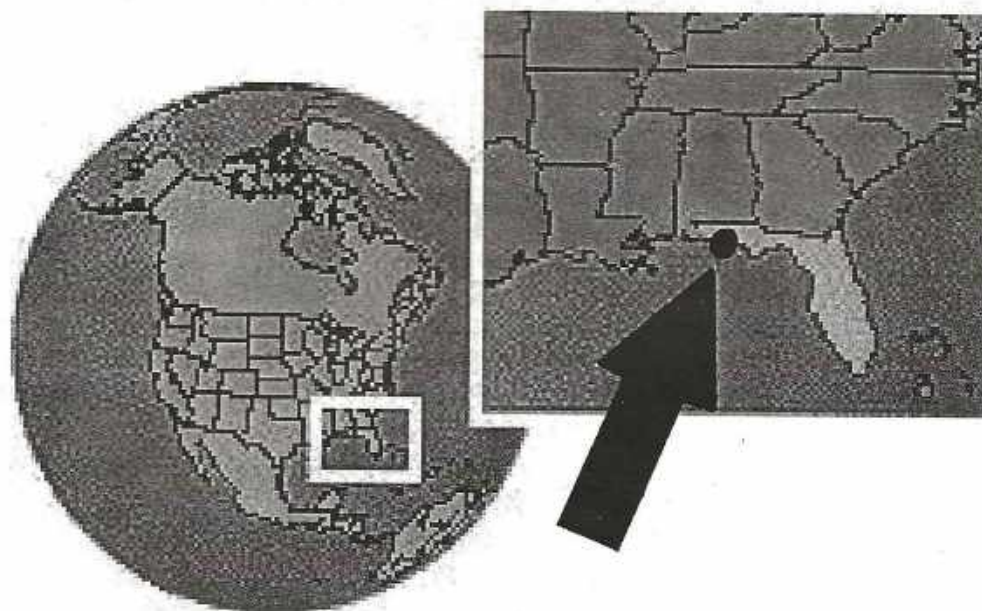
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19th Stateside Reunion of the 457th Bomb Group Association



**PENSACOLA BEACH, FLORIDA
IN NOVEMBER 2007**

**IF THE LORD IS WILLIN' AND THE CREEK DON'T RISE
WE WILL SEE YOU THERE!!!**

THE PREZ SEZ...

GREETINGS!!!

On a warm, sunny October day five Old Soldiers and twenty family members or Friends of the 457th Bomb Group gathered in San Antonio for a luncheon. Primarily, they were strangers in name but bonded by the fact that the 457th had in some way entered into their lives and thus formed a bond of friendship. Four of the families represented shared a common experience, a loved one had lost his life while serving as a member of the 457th and these families found they were a part of the long arms of the Association.

The meeting was a time to meet, greet and talk in an informal atmosphere. The meeting concluded with the Roll Call of those four members of the 457th who had family members present and the remembrance of all of those of the Group who gave their lives for the Cause of Freedom. It was agreed that those in attendance and others would meet again.

The meeting can serve as a prototype for other small meetings sponsored by members of the Association in a particular area. Even meeting at a table in a restaurant can serve as a means of continuing interest in the Association.

Speaking of meetings, we already are looking forward to the 2007 meeting in Pensacola Beach, Florida. The dates are November 1-4. Meeting coordinator, George Grau, is making plans for an interesting return to the Western Gateway to the Sunshine State and surrounding area. Mark your calendar now.

Association affairs remain in good condition and interest remains splendid. We were ably represented at the 8th Air Force Historical Association meeting in October. Our treasurer, John Pearson, was elected vice president of the 8th. Excellent recognition of John's many abilities.

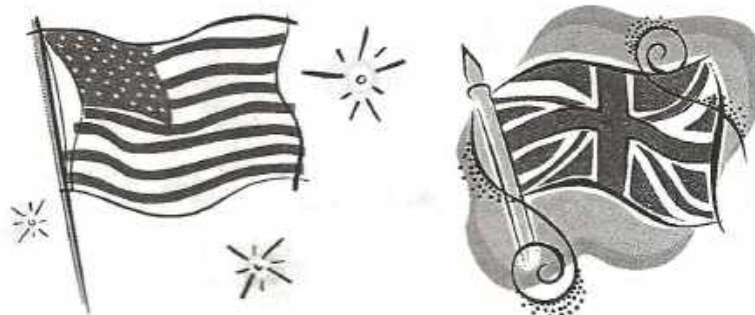
Best wishes for the New Year. --James Bass

We wish to thank Pamela Kabine (Bill's daughter) for serving as hostess for this luncheon meeting.

She was asked to step in at the last minute and graciously accepted.

Thank you Pamela!

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FREEDOM STANDS BECAUSE HEROES SERVE

Pensacola, FL 2007

George Grau is busily planning for our 2007 Reunion in Pensacola, Florida. Take note:

- ✓ Dates are November 1, 2007 thru and including Sunday, November 4th
- ✓ The Hilton Garden Inn is the hotel.
- ✓ Tentative schedule includes:
 - Thur, Nov 1st: Registration, and meet-and-greet social
 - Fri, Nov 2nd: Breakfast buffet, trip to Naval Air Station, social time, Luau
 - Sat, Nov 3rd: Breakfast buffet, boat trip, social and Banquet
 - Sun, Nov 4th: Breakfast buffet, church service, Memorial Service

Please remember these are tentative plans. Final plans and schedule will be printed soon. Registration packet will be included in the June and September newsletters.

Following is a list of area attractions in case you want to arrive early or stay longer...

Pensacola Beach, Pensacola Located on Santa Rosa Island, Pensacola Beach is a popular spot for family vacations. Attraction type: Beach

National Museum of Naval Aviation, Pensacola Visitors are wowed by this collection of over 140 meticulously restored aircraft representing Navy, Marine Corps and Coast Guard aviation. Attraction type: Military museum; Specialty museum

Fort Pickens, Pensacola Visitors can take a self-guided tour of this authentic fort active during the Civil War and later used as a jail to hold the infamous American Indian chief Geronimo. Attraction type: Historic site

Historic Pensacola Village, Pensacola Historic village consists of twenty properties belonging to the Pensacola National Register Historic District, including several museums and the Colonial Archaeological Trail. Attraction type: Historic village; Trail

Pensacola Naval Air Station, Pensacola Homebase for the Blue Angels, the U.S. Navy's Flight Demonstration Squadron, Pensacola NAS is also home to the Pensacola Lighthouse, the National Museum of Naval Aviation and Fort Barrancas, an early 19th-century garrison. Attraction type: Military base/facility; Museum

GEORGE WOULD LIKE TO HAVE A ROUGH "GUESS-TIMATE" OF HOW MANY OF US ARE LIKELY TO ATTEND THIS EVENT. IT'S NOT BINDING, BUT IF YOU ARE PLANNING TO ATTEND, WOULD YOU BE SO KIND AS TO DROP GEORGE A NOTE OR AN EMAIL LETTING HIM KNOW THAT IF THE LORD IS WILLING AND THE CREEK DON'T RISE, YOU PLAN TO BE IN ATTENDANCE.

Contact: George Grau
PO Box 1473
Gulf Shores, AL
36547-1473

graugulfshores@gulftel.com
(251) 968-2673

ATTENTION ALL LADIES PLANNING TO ATTEND THE
2007 REUNION IN PENSACOLA...



FOR YOUR EYES ONLY!!!

Ladies, what do you think about having a craft fair at the November 2007 Reunion. You know that time after the business meeting when the guys usually have their squadron meetings? We could set up our crafts the evening before, then lock the door until that time the guys are meeting and we could have ourselves a craft fair.

Please drop a note, email or phone message to Nancy and if there is enough interest, we can talk to our reunion planner, George Grau, about getting us a room for a few hours for this ladies' activity. The reunion is in November...great time to grab a few stocking stuffers for Christmas!

Let Nancy know if you would need a table for your craft items. If you aren't crafty but would love to get ideas from those who are, let Nancy know that, too.

A Listing of Civil B-17s: cont.

<u>Serial #</u>	<u>Series</u>	<u>Identification Sequence</u>	<u>Fate/Remarks</u>
44-83546	B-17G-85-DL	44-83546, N3703G	Operational, Floyd Bennett Field, NY
44,83563	B-17G-85-DL	44-83563, N9563Z	Operational, Santa Ana, CA
44-83575	B-17G-85-DL	44-83575, N93012	Operational, Stow, MA
44-83663	B-17G-90-DL	44-83663, FAB 5400, N47780	Static display, Hill AFB, UT
44-83735	B-17G-95-DL	44-83735, N68269, FBDRS	Static display, Duxford, UK
44-83785	B-17G-95-DL	44-83785, (44-85531), N809Z, N217EV	Operational, Portland, OR
44-83814	B-17G-95-DL	44-83814, N66571, CFHBP, N66571	Storage, Dulles Airport, MD
44-83863	B-17G-95-DL	44-83863, PB-1W 77231, N6464D, N5233V	Static display, Eglin AFB, FL
44-83868	B-17G-95-DL	44-83868, PB-1W 77233, N6466D, N5237V	Static display, Duxford, UK
44-83872	B-17G-95-DL	44-83872, PB-1W 77235, N7227C	Operational, Houston, TX
44-83884	B-17G-95-DL	44-83884, PB-1W 77244, N6471-D, N5230V	Static display, Barksdale AFB, LA
44-85718	B-17G-105-VE	44-85718, F-BEEC, ZSEEC, G-Fort, N900RW	Operational, Galveston, TX
44-85734	B-17G-105-VE	44-85734, N5111N, N817BR, N390TH	Operational, Douglas, GA
44-85740	B-17G-105-VE	44-85740, N5017N	Operational, Oshkosh, WI
44-85778	B-17G-105-VE	44-85778, N3509G	Operational, Palm Springs, CA
44-85784	B-17G-105-VE	44-85784, F-BGSR, N17TE, G-BEDF	Operational, Duxford, UK
44-85813	B-17G-110-VE	44-85813, N6694C	Partial storage, Kissimmee, FL
44-85828	B-17G-110-VE	44-85828, PB-1G 77254, N9323R	Static display, Tucson, AZ
44-85829	B-17G-110-VE	44-85829, PB-1G 77255, N3193G	Operational, Ypsilanti, MI

Joe Toth provided the following information he found on the internet...

A Listing of Civil B-17s:

Provided below is a listing of all B-17s which have been assigned a legitimate civil registration at some point during the past fifty years. Also included are several B-17s which, for one reason or another, carried bogus numbers. This listing is drawn primarily from material included in the book *Final Cut: The Post-War B-17 Flying Fortress* and is updated with known changes.

Editor's Note: *We thought you might find this information interesting, especially if there is a B-17 on display near you. The list included those which have been scrapped, but I haven't included those here. More information can be found at: www.aerovintage.com and clicking on the 'B-17' link on the left.*

<u>Serial #</u>	<u>Series</u>	<u>Identification Sequence</u>	<u>Fate/Remarks</u>
41-9090	B-17E	41-9090, N3142U	Underwater, Greenland, currently registered and slated for future recovery and restoration
41-9210	B-17E	41-9210, N5842N, CF-ICB, N9720F, CP-753, N8WJ, Ni2355	Under restoration, Arlington, WA
42-29782	B-17F-70-BO	42-29782, N6015V, N17W	Static display, Seattle, WA
42-32076	B-17G-35-BO	42-32076, SE-BAP, OYDFA, DAF672, FBGSH	Static display, Wri-Pat AFB, OH
42-97854	B-17G-35-VE	42-97854, N9094V	Underwater, Greenland, currently registered and slated for future recovery and restoration
43-38635	B-17G-90-BO	43-38635, N3702G	Static display, Atwater, CA
44-6393	B-17G-50 DL	44-6393, CP-627, CP-891	Static display, March AFB, CA
44-8543	B-17G-70-VE	44-8543, N3701G (#2)	Operational, Fort Worth, TX
44-8846	B-17G-85-VE	44-8846, F-BGSP, ZSDXM, F-AZDX	Operational, Creil, France
44-8889	B-17G-85-VE	44-8889, F-BGSO	Storage, Paris, France
44-83514	B-17G-85-DL	44-83514, N9323Z	Operational, Mesa, AZ
44-83525	B-17G-85-DL	44-83525, N4520 (ntu) N83525	Storage, Polk City, FL
44-83542	B-17G-85-DL	44-83542, N9324Z	Partial static display, Polk City, FL

A Listing of Civil B-17s: cont.

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44-83663	B-17G-90-DL	44-83663, FAB 5400, N47780	Static display, Hill AFB, UT
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44-83814	B-17G-95-DL	44-83814, N66571, CFHBP, N66571	Storage, Dulles Airport, MD
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44-83872	B-17G-95-DL	44-83872, PB-1W 77235, N7227C	Operational, Houston, TX
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A Listing of Civil B-17s: cont.

Summary	
Operational	12
Long Term Maintenance (back to operational)	1
Static Display	21
Under restoration to operational	4
Under restoration to static	2
In Storage	7
Total Complete Airframes	47
Partial Airframes	6
Total Recovered Airframes	53

B-17 Tour Information (links can be accessed on the *Aerovintage* page)

- The Collings Foundation B-17G *Nine-O-Nine*, 44-83575 (N93012), has concluded its 2006 tour. Some tour dates with the B-17, B-24, and B-25 for 2007 are now posted. For the most current information, jump to [here](#) for schedule information.
-
- The Commemorative (ex-Confederate) Air Force's B-17G *Texas Raiders*, 44-83872 (N7227C), is noted as being in maintenance until further notice due to the B-17 Airworthiness Directive issued by the FAA (see below also). Jump to [here](#) for the most current information.
-
- The CAF's other B-17G, *Sentimental Journey*, 44-83514 (N9323Z), doesn't have any current dates posted. The Arizona Wing's page can be found [here](#) for the only Wing information posted for *Sentimental Journey*.
-
- The Experimental Aircraft Association's B-17G *Aluminum Overcast*, 44-85740 (N5017N), has dates in the west posted for its 2007 tour. Check out the most current information [here](#).
-
- The Liberty Foundation has begun touring with the most recent B-17 restoration, *Liberty Belle*, B-17G 44-85734 (N390TH). Dates for a 2007 tour will be posted shortly. Check out the current schedule [here](#).
-
- The Yankee Air Force out of Willow Run, Michigan, operates the magnificent B-17G, 44-85829 (N3193G), *Yankee Lady*. The museum is still reeling from the devastating fire that destroyed the hangar facilities but fortunately spared both the B-17 and B-25. Plans are underway to rebuild. The B-17 currently has no appearance dates posted. Jump to [here](#) for their most current information.

B-17 Tour Information (cont):

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The following article is 'borrowed' from *Arizona Wing, Newsletter*. It was a story by Erik Lacitis, "Seattle Times" newspaper, Sept. 25, 2006.

"Boeing's Seattle Plant building 2-40 is where B-17s were built during World War II. Its daily production was 12 planes a day. However, on April 29, 1944, it turned out 16 B-17s. All totaled, 6,981 B-17s were produced in that building. Some 30,000 people were employed there, many of them were Rosie the Riveters. During the war, a fake residential area made of board, mesh, and clapboard homes was built on its roof to disguise the factory. Boeing had planned to demolish the building but has now given it a temporary reprieve and will let it stand into 2007.

Today, building 2-40 houses a B-17 and a B-29, both planes owned by and being restored by the Museum of Flight. With the building's temporary reprieve, the restoration has a new lease, at least to the end of 2007. The B-17 has been under restoration since 1991 with some 100,000 volunteer hours already spent on the plane. Its entire restoration project has been valued at \$3.7 million, working toward making the B-17 into a flyable plane.

Even though the building has a reprieve to the end of 2007, its demolition may not happen. There is an idea supported by Mike Lombardi, Boeing corporation's historian, that the building or maybe a small chunk of it may be saved as a piece of history to show future generations where a great plane that helped win a big war was built."



Editor's Note: Once again Frank Bernd has come to my rescue with a great story for the newsletter. I've often told you that the best part of doing the newsletter is putting in those true stories from our own members. Keep 'em comin' folks!

Frank wrote: *"The September Magdeburg mission has been in the back of my mind for many years. Apparently every one who was or was not there saw the fighter action differently. So, I might as well join the party. Why we were not shot down or had crew members killed or wounded, only the man upstairs knows."*

My name is Frank Bernd and I was assigned to and flew with the 457<sup>th</sup> HBG as a squadron lead bombardier. Our squadron was the 748<sup>th</sup>. This article is about the Magdeburg Mission our group flew on September 28<sup>th</sup>, 1944 which I believe up to that time resulted in the largest loss of planes for our group. This mission is listed in Roland Byers book "Black Puff Polly". The picture shown with Roland's description of the mission is of Captain Burningham's lead crew. I am second from the left in the back row. Lead crew pictures were taken after the mission if you were lucky. It is also stated that five of our planes were shot down. In contrast, the CD published by the 457<sup>th</sup> states that 7 planes were lost and fifteen damaged. Now I will tell you what I saw and heard over the intercom of how the mission went.

This was to be our nineteenth mission and our first as a lead crew. Everything in the morning was normal as far as I can remember including the breakfast which I never ate, the briefing with the usual intelligence estimates of hundreds of 88MM anti-aircraft guns in the area, possible fighters and the area might be clearing of clouds. Assembly had no problems and our combat wing, the 94<sup>th</sup> found its place in the hundreds of four engine bombers who were going to give the Germans hell today.

I don't know what altitude we were assigned but I do remember the clouds were all under us and at our altitude the sky would have been clear except for the con-trails every plane was producing. Most of the way we could see our fighter escorts. There was a

mutual admiration between the fighters and the bombers. To fly a single engine plane over Germany in our opinion took a weak mind and they thought flying at 150 miles per hour through the flak from hundreds of German flak guns (and in a straight line) showed that we had no brains at all. Seriously, we loved our little friends.

Just before we reached the initial point (the initial point is where you turned to the target heading for your bombing run) our tail gunner, Nick Toscano, yelled over the intercom that there were German fighters coming at us from six o'clock low and emphasized, large quantities. After briefing we were told there were about forty or fifty German fighters involved. Since we knew by this time that the bombing would be by a combination of radar and Norden bombsight the PFF man (this was the radar operator situated in the radio room working the radar screen) and I were working together so there would be a good drop. Looking ahead I could see literally hundreds of what we called popcorn shell bursts. The 20MM cannon shells the German fighters used were fused to explode at 600 yards if they did not hit anything up to that point. I was use to anti aircraft fire, but if I did not have a helmet on, my hair would have been standing straight up looking at the 20MM shells bursting right in front of us. Our whole ship was shaking violently because every gun except my chin turret two fifty's were working overtime. You could feel the jolt when we were hit by several 20MM shells. Gene Baker, our right waist gunner, was firing at a German fighter that was so close that he saw his 50 caliber shells



Frank Bernd article (cont)...

hitting the German plane, so close that Gene could see the pilot. From what the gunners told me later during briefing, the Germans just sat there and fired 20 MM at us. From what I heard but did not see, our little friends drove off the Germans. Our bombs were dropped and the usual, "let's get the hell out of here" rang over the intercom.

Since I did see several of our planes go down and one exploded right under us I called Nick and asked him how many planes were left in the squadron. Nick replied, "we have our wing men." So out of twelve B-17 bombers that we started out with, there were three left. With the exception of the plane that exploded below us we had no idea what happened to the other bombers. I believe it was only at our briefing back at the base that we knew that the other officer crew in the nut hut, (that's what we called our home away from home) was flying the plane that exploded. It was only about nine years ago at a 457<sup>th</sup> reunion that I met Lt. Ellsworth who told me that all of the crew were able to bail out before the explosion except him. He did bail out just seconds before the big bang 100 octane went up in a tremendous red blazing explosion. He was able to open his chute, landed in Germany, was captured and spent the rest of the war in a POW camp.

After turning off the target we lost the other two squadrons from our group. With German fighters in the area this was not a good situation. Since the pilot's windows were completely frozen, George Voris, the Navigator, and I directed Capt. Burningham to the safest place we could find. There was a very loose B-17 formation in the area, and George and I arranged for our plane to be right in the middle of the formation. It is difficult to imagine the faith the Capt. had in us. This is how we returned to our base, lots of holes including several really big ones, but not a man was hit.

At our base, as usual, we went through briefing. We all had something to say and of course no two men saw things the same way. Our crew, every man, did a superb job and I am still proud of them today. I think of each crew member as a brother. -Frank Bernd

#### LETTERS TO THE EDITOR:

Don Muston wrote that he recently moved to Wyoming to be near his daughter Carole, who was born in Sept 1944 and he didn't get to see her until June 1945. Don said, "I was a POW in Sagan, and was housed in the same barracks as Joe Brusse. We spent a lot of time together and I have met Joe a couple of times since we were liberated. We went down on the same mission June 14, 1944. Joe and his crew were on our left wing as we approached the target. We were bucking 100 mph winds and the flak gunners were Bursting their shells right inside our plane, just seconds from 'bombs away'.

Wes Haggans writes about receiving his newsletter: "I'm guessing that this is a labor of love and respect for your Dad. I have been able to contact two of my gunners: Jack Denny and Kirby Wright. I also have been able to contact relatives of many of the rest of the crew that have passed away. I'm still hunting for my navigator Leo Rush and the bombardier that trained with us but obviously did not get sent to Glatton. I have almost given up on them. Do the Veteran's organization such as the American Legion and VFW keep lists that they might check?"



## LETTERS TO THE EDITOR:

### "The 45 Caper"

"Many years ago at our air base in England called Glatton, there was a question about some missing pistols. Now after 62 years the story can be told. One day there was in the mail a certain letter from a brother to an airman stationed at Glatton. The letter came from Barrow Infurness in northern England. This led to two consecutive days of leave for the brother at Glatton to visit the other brother stationed at Barrow. The artillery unit was on its way to France. Needless to say, the brothers had quite a party. Before leaving to go back to Glatton the question was posed, 'what was the possibility of furnishing a couple of 45's for brother, Frank, and his Master Sergeant and buddy to carry over to France (no sidearms were issued to artillery men at that time). The agreement was to send the buddy down to Glatton at which time the 45's mysteriously disappeared from the equipment hangar. Lots of us did not carry our sidearms on missions and left them there. The three artillery soldiers were happy to have them and carried them all through the war. They were turned in when the men were discharged after the war. To explain the 2 consecutive 24-hour passes: Our officer in charge could not issue a 48-hour pass. But because of two brothers who wanted to see each other he issued the two 24-hour passes with instructions to dispose of the first one as soon as it was over. This worked out quite fine!"

Jim Conklin

Dear Readers: Remember the note from Ralph Evans in the last newsletter about the discrepancy in the number of missions the 457<sup>th</sup> flew? 237 or 236??? We received several responses. The following one is from Cedric N. Priest, who wrote: "I never knew that I flew a mission that the 457<sup>th</sup> BG had no record of, or so I was told, and never really gave it much thought. So here goes! My tour of duty was a lead radio operator and 8<sup>th</sup> Air Force lead, so I often flew with crews I wasn't acquainted with. My first crew I was assigned to was Capt. Deal in the 749<sup>th</sup> B Sqd. In a conversation with Jeffers 50 + years later he asked if I knew there was a mission that they had no record of. The talked about a mission I had record of on 18<sup>th</sup> Dec 1944. Jeffers said that there was no record of this mission. I told him I had a picture of us on a mission that day so I sent him one. Now everytime a lead crew flew a mission we had our crew picture taken by intelligence of OSS and each crew member got one. On the bottom of the picture was this information: Bomb Gp, date, aircraft no. and air commander on that mission and some had "lead crew" too. On 18<sup>th</sup> Dec '44 my picture has crew, Maj. Maguire, Air Commander, aircraft no. 152 "Miss Ida". Our mission was to Cologne, Germany. Weather was terrible all day and hazy over the target and we used visual bomb drop. It was foggy when we returned to base. Maybe this is the "missing mission" Ralph is wondering about? I don't know. Now in the book, "Fait Accompli", page 172 there is no mention of any mission on 18<sup>th</sup> Dec 1944, then on page 370 no record of mission. Mission 160 and 161 were to Kassel and Koblenz. I flew my last mission on Dec 19<sup>th</sup> 1944 to Koblenz, Germany and all of England was covered with fog and we were sent to Lands End England, only air base we could land at. It was an RAF base. We were there for 5 days before we got back to 457<sup>th</sup> base on Christmas Eve. This is the way it was with me and what I have written down. Just some food for thought."



# LETTERS TO THE EDITOR:

More on that same subject from Hap Reese

"In the September issue of the Newsletter, Ralph Evans raised the question of why most acknowledge that the 457<sup>th</sup> Bomb Group flew 236 missions, there are existing reports stating that the Group flew 237 missions. One is the memorial, and, in the same issue of the Newsletter an article entitled "Glatton", reports that *"in 14 months, 237 operations had been made from Glatton"*. I've heard reports of this confusion from others as well. I don't have the answer but..... in reviewing all the loading lists that we've obtained from the National Archives, we have one for a date that is not indicated anywhere else, and it's December 18<sup>th</sup>, 1944. Since most photos of lead crews were taken at the end of the mission, it could be that this was the missing mission. Also a loading list of Dec 18, 1944 indicates Maj Maguire and the aircraft #152."



| Crew No. 401 |         |                    | Ship No/ 152 |
|--------------|---------|--------------------|--------------|
| P            | Capt.   | DALE S. JEFFERS    | 0-809812     |
| CP           | Major   | James A. Maguire   | 0-           |
| N            | 1st Lt. | LIONEL J. CUSSON   | 0-692378     |
| N            | 1st Lt. | WALTER H. SALE     | 0-719154     |
| B            | 1st Lt. | FRANCIS J. PITELKA | 0-673944     |
| AEG          | T/Sgt   | George W. Emerson  | 32832058     |
| ROG          | T/Sgt   | CEDRIC N. PRIEST   | 37505236     |
| AAG          | S/Sgt   | Leo A. Steele      | 19002596     |
| AG           | 2nd Lt. | REX R. MONSON      | 0-819576     |
| MN           | 1st Lt. | HERBERT A. DOLPH   | 0-729541     |

TT  
RO  
BT  
TG  
RN





## IN MEMORIAM



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

**The following are reported deceased since newsletter #63—June 2006.**

**If you know of someone who passed away and we have not reported it, please notify Nancy.**

### **Roland O. Byers**

**December 9, 2006**

#### **Reported by several of our members**

His obituary reads in part: "Roland enlisted in the Army Air Forces in 1941, serving as an enlisted man for one year in the 50<sup>th</sup> Bomb Squadron. He then passed the exam for Flying Cadets and subsequently was commissioned as a 2<sup>nd</sup> Lt and was awarded his wings as a navigator. After being an instructor at the AAFNS in Texas he volunteered for combat duty. He was assigned to the 750<sup>th</sup> Squadron of the 457<sup>th</sup> Bombardment Group, flying missions over Germany and occupied Europe during 1944 and 1945. He flew two tours of combat in B-17s, flying the usual 25 missions for the first tour and then volunteered for a second tour during which he flew as a Lead Navigator."

**Roland served the 457<sup>th</sup> Bomb Group Association as President in 1992-1993. He is the author of 7 books including "Flak Dodger" and "Black Puff Polly". In 1967 he retired as Lt. Colonel USAFR after seven years of active duty and twenty-six years of reserve duty. He was recalled from civilian life at considerable sacrifice to a professional career and served in the Air Force during the Korean War.**

### **James E. Doerr**

**October 18, 2006**

#### **Reported by wife Jean Doerr to Mary Addison**

Jim's obituary reads in part: **Former postmaster was decorated WWII Veteran**—In February 1944, James E. Doerr was a 20-year-old Army Air Forces technical sergeant about to embark on his first combat mission with the rest of his crew. "He said they were very nervous and they all prayed together to return safely," said his son Paul. Mr. Doerr not only returned but went on to fly a total of 32 missions during World War II, a number of them to targets in Berlin and Munich. He was a top turret gunner on B-17 aircraft. One of his duties was to enter the aircraft's bomb bay to pry loose bombs that didn't release automatically because of the cold. He was wounded once by flak. After his 32 missions, Mr. Doerr was given a 30-day furlough, after which he was supposed to serve as an instructor at a Texas base. Instead, he volunteered to be sent to the Pacific theater, where he worked as a flight engineer on a B-17 in an air/sea rescue group. Mr. Doerr was inducted into the Hall of Valor in Soldiers and Sailors National Military Museum and Memorial in Oakland.

### **Phil Dupont**

**December 2006**

#### **Reported by George Grau**

Phil was Bombardier on George's crew.

### **Donald K. Goss**

**December 20, 2006**

#### **Reported by nephew Kenneth Clayton**

Don was a Pilot. He flew "Lady Katherine" on its last mission.



**Edward Grybos**

Late 2005

**Reported by John Welch**

Ed was the radio operator on the Spleth/Welch crew. He had never attended a reunion.

**Leonard S. Henson**

September 24, 2006

**Reported by W. Henson**

Former SSGT Leonard S. Henson has passed away. Leonard was a waist gunner with Lt. Roy Allen's crew assigned to the 749<sup>th</sup> Sqdn. They were shot down in June 1944 over France and their experiences have been depicted in a book titled "In The Shadows of War" by Thomas Childers and the subject of a documentary film by the History channel. He was 83 years of age.

**Franklin Marra**

November 23, 2006

**Reported by his wife Joan**

Franklin passed away on Thanksgiving night in a crash. Joan said that he always had good memories of all his associates in the 457<sup>th</sup> outfit.

**Norman T. Ozenberger**

August 9, 2006

**Reported by John Welch**

His obituary reads in part: "He served in the European Theater during World War II on the Spleth/ Welch crew as nose gunner toggaler.

**Franklin D. Rollins**

April 21, 2006

**Reported by Max R. Lund, LtCol, USAF**

Major Franklin DeWolf Rollins, USAF Retired died at age 86. He served in Europe during WWII with the 8<sup>th</sup> Army Air Force, 457<sup>th</sup> Bombardment Group, as pilot and Squadron Commander.

**Clarence E. Schuchmann**

May 17, 2006

**Reported by Roland Byers and James Bass**

Lead Pilot in the 750<sup>th</sup> Sq. He was 87 years old at his passing. Roland Byers was his Navigator and Tom Goff was his original Navigator. Byers wrote the following tribute about Clarence in the book "Black Puff Polly". It reads: Capt. Clarence E. Schuchmann, a lead pilot who was a member of the 457<sup>th</sup> Bomb Group during its gestation and who fought successfully through some of its roughest missions, epitomizes the men of the United States who were willing to endure, to defend the principles of freedom they stood for, as have millions of other American men and women over the centuries."

**Editor's Note:** Before he passed away, Roland Byers gave me permission to reprint a story that Clarence wrote about his service as a member of the 457<sup>th</sup> Bomb Group. It will be in the next newsletter.

**Dave Summerville**November 29<sup>th</sup>, 2006**Reported by friend/neighbor Chuck Spiteri and Alan Morton on our website.**

Chuck wrote: I'm sad to report that my neighbor and friend of 30 years, Dave Summerville has passed away. He was a great neighbor, friend and a hero to me. One of "America's Greatest Generation." Dave's obituary reads in part: He was a captain in the Army Air Corps during WWII. He flew 27 missions as a B-17 pilot with the 8<sup>th</sup> Air Force from England. After the war, he was a pilot for Pan American Airlines for 37 years until retiring in 1981. He has been to 49 states and visited over 140 countries and been around the world 36 times."

Dave served as President of the 457<sup>th</sup> Bomb Group Association in 1985.

## IN MEMORIAM



### Dwight F. Swanson

May 21, 2006

#### **Reported by wife Nadine and James Bass**

Dwight was a gunner on Edward Kozel's crew "Hell's Bell's". On the July 12, 1944 mission to Munich the plane was badly damaged by flak. "Hell's Bell's" landed and Dwight was interned in Switzerland. He later escaped and returned to England. Dwight was a lifetime member of the Switzerland internees.

*"A beautiful life that came to an end, he died as he lived, everyone's friend. In our hearts a memory will always be kept, of one we loved, and will never forget."*

### Gladys Hightower

May 14, 2006 (Mother's Day)

#### **Reported by James Bass**

### Mrs. Elmer Witten

March 22, 2004

#### **Reported by James Bass**

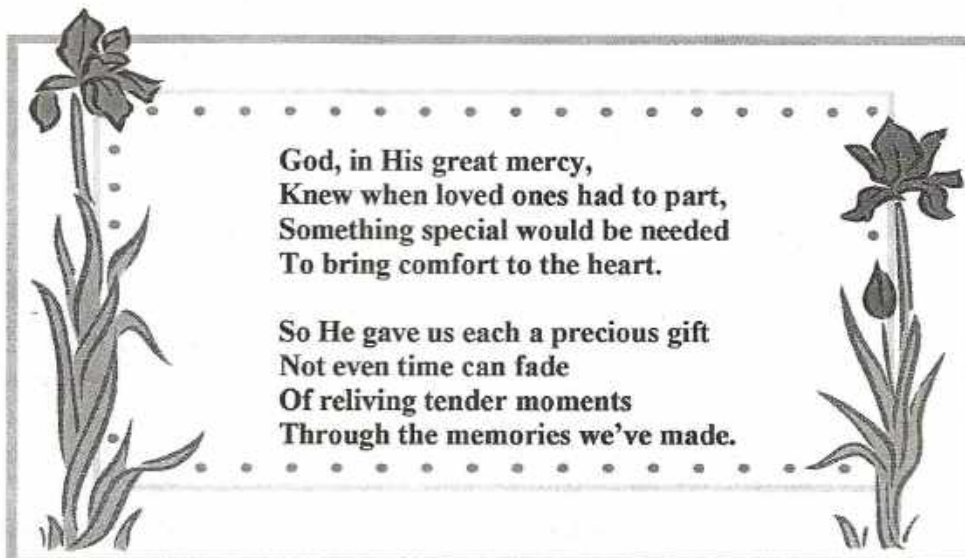
### Helen Rose Schwab

July 18<sup>th</sup>, 2006

#### **Reported by her loving husband of 63 years, Del**

Del wrote: "The world lost my dear wife Helen on July 18<sup>th</sup>, my birthday, as a gentle reminder not to forget all the wonderful years we had together. I was overwhelmed by the huge attendance at her memorial service, relatives, friends and even hospital and long term care staff came to show their love and respect for her valiant spirit. I have over sixty-five wonderful years of memories to keep me going until such time as we will be together again."

Helen's obituary reads in part: **Store Buyer was a 'Rosie the Riveter' during WWII**-----Helen was a homemaker who was one of the many women of the Rosie the Riveter campaign during World War II and later made a successful career out of buying women's clothes for department stores around the country. She started her career in the women's fashion industry soon after the end of World War II where she worked on parts for Navy fighter planes at the Willys-Overland Co. She was very proud of her 'Rosie the Riveter' title as well as her Hungarian heritage.





## LETTERS TO THE EDITOR:

**From the Editor:** *This letter was received from a gentleman named James Lee Hutchinson. Mr. Hutchinson is an 80 year old, World War II Veteran from the 490<sup>th</sup> Bomb Group. What follows is a press release about his book: Through These Eyes: A World War II Eighth Air Force Combat Diary. I have not read the book and I am not endorsing it, but the press release made it sound like a good read, and I wanted to pass it along.*

"Hutchinson was one of the 16 million young men and women called to military service by Uncle Sam more than half a century ago. The author's combat service was as a teenage radio operator on a B-17 Flying Fortress. Interspersed with his frank, sometimes humorous and always riveting narrative are excerpts from his tour diary.

Readers travel back in time and ride with Hutchinson and his fellow crew members on 20 missions aboard the "Fort", the most deadly aircraft in the European Theater, as they join hundreds of other bombers headed deep into the heart of Hitler's Germany. No bombing run was ever routine, and readers are kept on the edge of their seats as Hutchinson's vivid descriptions convey what it was like to be flying at 25,000 feet on oxygen in sub-zero temperatures for hours at a time facing anti-aircraft flak and attack by Luftwaffe fighters. There was also the sickening sight of other B-17s falling out of formation and wondering if the next one to go down could be his.

*Through These Eyes* is a timeless, fascinating firsthand look at one of the most important eras in modern history; a slice of life from the Greatest Generation. It contains 336 pages including 40 WWII photos and is available in bookstores and amazon.com. An autographed copy and/or a copy of the original diary, complete with Stars and Stripes articles may be obtained at [jlhutch5@localnet.com](mailto:jlhutch5@localnet.com)

**From Don Nielsen:**

"I enjoyed the story in the June 2006 issue of the 457<sup>th</sup> Bomb Group Assn. News about leaflets dropped on Germany. I had a similar "bomb drop" on my 3<sup>rd</sup> mission on January 17, 1945 to Paderborn. I am enclosing a copy of the leaflet that was in a bundle that was a small part of our bomb load that day. It was originally on one sheet of paper, with page 1 on one side and page 2 on the other.

I belong to an informal group here called, "The World War 2 Roundtable". We have different presentations each month. A couple of years ago, we had a talk by a woman who was in the Intelligence group that printed these leaflets. The dark part of the enclosed copy was originally solid red so it would stand out in the snow.

This leaflet was printed in Belgium which created a logistics problem getting them back to England and loaded in our B-17s. She said that many German soldiers had these in their possession when they surrendered to our people. Also, many German civilians appreciated receiving the leaflets because it gave them a different picture of the war than what they were receiving from the Nazis. She was convinced that dropping such leaflets contributed a great deal to our war effort."

Copies of the leaflet and the translations are on the following pages ●————→

# **EINER GEGEN NEUN**

---

## **Wie lange noch?**

**Kann EIN Nazi NEUN Deutsche zwingen, für einen verlorenen Krieg**

- an der Front weiter zu bluten ;
- in der Heimat weiter zu leiden ;
- sich von ihren Familien zu trennen ;
- sich ins Innere des Reiches verschleppen zu lassen ;
- Haus, Hof und Habe einem unbekannten Schicksal zu überlassen ;
- gegen die gepanzerte Übermacht der Alliierten Armee Schützengräben und Unterstände zu buddeln ;
- ihre Städte dem Bombenregen des 6. Kriegswinters auszusetzen ;
- die für den Wiederaufbau lebenswichtigen gemeinnützigen Werke zu vernichten ;
- ganz Deutschland zu einem Stalingrad zu machen ? ? ?

---

**Gegen EINEN Nazi für Kriegsverlängerung  
NEUN Deutsche für FRIEDEN!**

---



TRANSLATION OF PAGE 1 OF PROPAGANDA LEAFLET

ONE AGAINST NINE

HOW MUCH LONGER

CAN ONE NAZI FORCE NINE GERMANS  
FOR A LOST WAR TO:

CONTINUE BLEEDING AT THE FRONT

CONTINUE SUFFERING IN THE HOMELAND

SEPARATE HIMSELF FROM HIS FAMILY

HAVE HIMSELF DRAGGED INTO THE "REICHS" CENTER PRISON

LEAVE HOUSE, PROPERTY AND BELONGINGS TO AN UNKNOWN  
DESTINY

TO DIG SHOOTING TRENCHES AND DUGOUTS AGAINST

THE SUPERIORITY OF TANKS OF THE ALLIED ARMY

EXPOSE THEIR CITIES TO THE RAIN OF BOMBS OF THE 6TH WINTER  
IN WAR

DESTROY THE LIFE SUPPORTING FACTORIES NECESSARY FOR  
REBUILDING

TURN ALL OF GERMANY INTO A "STALINGRAD" ???

AGAINST ONE NAZI FOR WAR EXTENSION

NINE GERMANS ARE FOR PEACE

# SOLDATEN ANTWORTEN!

- Rund 700 000 deutsche Soldaten sind seit der Landung der Alliierten gefangengenommen worden.
- Freie und geheime Abstimmungen werden von Zeit zu Zeit in den alliierten Kriegsgefangenen-Lagern (in Frankreich, England und Übersee) durchgeführt.
- Viele Tausende von kriegsgefangenen deutschen Soldaten haben den untenstehenden Fragebogen beantwortet.
- Die Ausfüllung des Fragebogens war absolut freiwillig.
- Beantwortete Fragebogen werden ohne Namensangabe in die versiegelte Wahlurne des Lagers geworfen.

HIER SIND DIE FRAGEN UND DAS BISHERIGE RESULTAT DER RUNDFRAGE:

| FRAGEBOGEN                                                                                                                                  |     |       |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----|-------|
| FRAGE:                                                                                                                                      | Ja  | Nein  |
| 1. Glauben Sie noch an die Möglichkeit eines deutschen Sieges ?                                                                             | 15% | 85%   |
| 2. Glauben Sie an die kriegsentscheidende Wirksamkeit der Vergeltungswaffen ?                                                               | 31% | 69%   |
| 3. Glauben Sie, dass die alliierten Besatzungstruppen die wehrlose deutsche Zivilbevölkerung misshandeln oder schikanieren werden ?         | 5%  | 95%   |
|                                                                                                                                             | Für | Gegen |
| 4. Sind Sie für oder gegen die Zwangsräumung der Frontstädte und die Verschickung der Zivilisten ins Reichsinnere ?                         | 16% | 84%   |
| 5. Sind Sie für oder gegen die angeblich militärisch notwendige Selbstzerstörung lebenswichtiger Anlagen, die der Zivilbevölkerung dienen ? | 10% | 90%   |

WENN die deutsche Zivilbevölkerung die gleichen Fragen unter den gleichen Bedingungen des absoluten Wahlheimnisses und der Wahlfreiheit beantworten könnte,

## WAS WÄRE DAS RESULTAT?



## TRANSLATION OF PAGE 2 OF PROPAGANDA LEAFLET

### SOLDIERS REPLY

- \* ABOUT 700,000 GERMAN SOLDIERS WERE IMPRISONED SINCE THE LANDING OF THE ALLIES
- \* INDEPENDENT AND ANNONYMOUS VOTES ARE BEING HELD FROM TIME TO TIME IN THE ALLIED PRISON CAMPS IN ENGLAND, FRANCE AND OVERSEAS.
- \* MANY THOUSANDS OF GERMAN WAR PRISONERS HAVE ANSWERED THE QUESTIONNAIRE BELOW.
- \* THE FILLING OUT OF THE QUESTIONNAIRE WAS ABSOLUTELY VOLUNTARY
- \* COMPLETED QUESTIONNAIRES WERE PLACED INTO SEALED BALLOT BOXES WITHOUT NAME IDENTIFICATION.

**HERE ARE THE QUESTIONS AND THE RECENT RESULT OF THE SURVEY**

### QUESTIONNAIRE

#### **QUESTION**

1. Do you still believe in the possibility of a German Victory? - Yes 15% - No 85%
  2. Do you believe in the war deciding effectiveness of the revenge weapons?  
Yes 31% - No 69%
  3. Do you believe that the Allied occupying troops will mistreat or oppress the helpless German civilians? Yes 5% - No. 95%
  4. Are you for or against the forced clearing of the front cities and the displacement of civilians into the center of the "Reich"? For 16% - Against 84%
  5. Are you for or against the seemingly military necessity of self destruction of life supporting complexes which serve the civilian population? For 10% - Against 90%
- 

IF THE GERMAN CIVILIAN POPULATION COULD ANSWER THESE SAME QUESTIONS UNDER THE SAME CONDITIONS OF THE ABSOLUTE VOTER'S SECRECY AND THE FREEDOM OF VOTING -

**WHAT WOULD BE THE RESULT?**



Capt. Clarence E. Schuchmann's story as found in "Black Puff Polly". This is Part 1 with Part 2 in the next newsletter.



Lead crew to Epinal—Capt. Clarence E. Schuchmann's crew. Left to right kneeling: Schuchmann, Goff, Smith, Blachley, Marra, Byers (author). Standing: Hibbs, Smith, Thorpe, Lanzoni, McMullen.

After you flew a mission or two, you decided there was no chance for you to finish a tour. As rough as those early missions were, I didn't see how in the world a crew could finish twenty-five missions. When they raised the number to thirty-five missions, I was sure we couldn't! We talked about our chances of finishing a tour when we were losing long-time friends every day, some on each mission. Seventy-two crews and made the trip to England as part of the original combat crew complement and by the time the first crew had completed a tour of 25 missions, nearly one of three of the original crews had been lost in combat.

I can remember vividly the men in the 'Q hut' talking in their sleep—of my waking up in the middle of the night and hearing someone 'calling out' fighters, or talking about throwing out 'chaff.' Then when you had flown all but four or five missions to complete your tour, you begin to think, 'By golly, maybe I will make it through.'

Fear was with you all the time, I guess, even though you did not show it outwardly. Even with the outside temperature at 50 below zero, and looking ahead at the flak coming up that you knew you were going to fly through, you would feel the sweat running down your sides from your arm pits.

The flying condition that I despised more than anything was 'fog.' There were many collisions between airplanes resulting from flying formation in the 'fog.' Being shot at by fighters and flak guns was bad enough without having weather to fight as well. And let me tell you, we had our share of bad weather. The fog seemed to press in on you—you had no margin for error and the slightest mistake resulted in disaster! Assembly was particularly difficult, for as you circled the Glatton buncher you invariably ran into someone's 'prop wash.' Such a case was that which happened to Lt. Owen Coffman when he pulled out of severe turbulence, too sharply in the fog, and broke off the tail of the airplane.

I don't recall which particular mission we were flying, but Lt. Col. Tom Goff says it was on 4 March 1944. Anyway, at the time we were flying at about 25,000 feet, well above the Sandhill cranes and storks. I was leading the high squadron, and we were in the soup!—the fog. It had been a difficult day, as we had assembled in the soup and now were trying to fly a mission that took us in and out of fog banks. At one point we made a course change to the left and after turning and when rolling out of the turn, my right wing man did not roll out as quickly as he might have and 'Crash' Marra—yes, that was his name and he got it in flying school!—well anyway Crash looked out his right window and saw the end of a wing heading for him. He yelled something and pulled the stick back in his lap! I disconnected the auto-pilot as quickly as I could and can remember pushing the throttles as far toward the fire-wall as possible. So we went as near straight up as a bomber full of gas and bombs can climb. We stalled out—and fell off—one way or the other, I don't remember which way, into a spin! I can recall the safety belt tightening around my lap. One of my wing men saw all of this



happen and said to his co-pilot, "Well, I guess that is the last we will ever see of Schuchmann!" So he was real surprised when he arrived back at the base and we were already there. Anyway, we leveled out after spinning down to about 12,000 feet. I think Tom Goff, the navigator, recorded our elevation to be 10,000 feet. Well, it had been 'touch and go' there for a bit. I reached across and 'clipped' Crash on the chin to make him let up on the stick and then I gradually eased back on the stick so as not to shed the wings. Then I called Tom Goff and asked him for a heading for home. I'm sure he placed his hand on his map and said, "Go west, young man." I guess in some respects we were glad the fog was as thick as it was, as we had no difficulty with fighters all the way home. At one point we did come out of the fog and there were three German fighters, close enough we could see the 'swastika.' I don't think they saw us, for they made no attempt to attack us. We headed for the nearest cloud bank however at full throttle. We dropped our bombs on an airfield in Belgium and were home one-half hour before the group returned. *"The Rest of the Story" next newsletter!*

---

An anonymous letter dated April 28, 1965. It appeared in that issue of the Air Division Advisor, Tan Son Nhut Airfield, Vietnam...

"I'm an unknown factor so it seems. I am support. I know they can't get along without me. I just want everyone else to know it too. What do I do? Ten thousand things.

- I'm the intelligence expert who pores over a reconnaissance photo with a magnifying glass looking for anti-aircraft emplacements and foxholes and possible troop concentrations.
- I'm the clerk typist who transformed the scribbles and paperwork into a strike plan and I'm the communication operator who made it into a message and sent it to all concerned.
- I'm the telephone operator who tried to get the general through to headquarters and I'm the one he yelled at when the line was down.
- I'm the mechanic who insured that the aircraft was capable of making the strike.
- I'm the medic who patched up a minor wound and I'm the surgeon who took out the bullet.
- I'm the one who sent the helicopters after the pilot when his plane didn't make it all the way and I was his honor guard when he didn't make it at all. I was the chaplain who said the service over his body and I'm the paymaster who sent the check to his widow.
- I'm the cook who feeds them all.
- I'm the supply people who ordered the part a multitude of times (*WWII guys sometimes even had to make the part themselves*).
- I'm the hero behind the hero and I'm the great man behind all great men.

You won't find me in the colorful stories and I'm not mentioned in the outstanding citations but you will find me as far back in history as you care to go. I am an enlisted man. I'm a draftee and I'm an officer. I am doing the job Uncle Sam thinks I am best qualified for and has spent many dollars training me to do. I'm helping my country to help another country to help itself. I'm the muscle in the arm that took the bull by the horns.

*I'm support and don't you forget it!"*

Editor's note: *Even though this was written more than 20 years after WWII, we should never forget the ground personnel who worked 24/7 so the war could be won. They were as much a part of a crew as the tailgunner in the tail of the plane, the pilot in the nose and all those in-between.*



## Secretary's Station 130



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

\*\*\*

### A BIG THANK YOU TO ALL WHO HAVE LET ME KNOW OF THEIR ADDRESS CHANGES.

The following newsletters were returned by  
the Post Office without a forwarding  
address. If you know any of these people,  
please let me know how to reach them or  
have them contact me with their correct  
address. Thanks!

Bernard Weinberg  
August DeRosa  
Catherine Jackson (Frank)  
Rayford L. Brooks  
Mildred Metzger (George)  
Barbara Fonda (John)  
Thomas B. Hayman  
Theodore C. Hoffman  
Lee Dahler



The most difficult part of the newsletter  
mailing is for those of you who move with the  
seasons. I don't always know which address  
you may be at. It would be a huge help if you  
would notify me when you go from your  
winter home to your summer home, etc.  
Some of you already do this, but it would be  
great if everyone who fits this situation would  
take a few minutes to let me know.

\*\*\*

As you are aware, I am off the schedule I  
made for myself to get newsletters out.  
When I took over production of the  
newsletter from Mickey Briggs, she warned  
me to NEVER plan to do a newsletter in  
December. I should have listened to her  
wisdom and experience. Anyway, not one  
person has called to complain so I thank you  
for your patience.

### 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             | 1 <sup>st</sup> wk of Sept |
| Oct 15            | Nov 15             | 1 <sup>st</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.*

David M. Fleming.....9813 Hilltop Rd.  
Bellevue, WA 98004-4005

Benjamin F. McClelland.....1413 E. Lake Rd  
McDonough, GA  
30252-2615

Joseph Waszkierscz.....279 Onota St. Apt 105  
Pittsfield, MA 01201-2404

Lilla Jane Hoyt.....1811 9<sup>th</sup> Ave NW Rm 77  
Ardmore, OK 73401-2326

Phillip Finkelstein.....474 Clearbrook Rd.  
Orange, CT 06477-2103

Norma Anderson.....1631 Highland St.  
Helena, MT 59601-5248

Cindy McCurry.....2003 Winslet Way Apt. 2A  
Indianapolis, IN  
46217-9418

Barbara Treadway.....5200 Potomac Dr.  
Pascagoula, MS 39581-4031

Cory Getz.....22716 Waterside Ln.  
Lake Forest, CA 92630-3060

Murray F. Swerdlove.....398 Columbus Ave.  
Boston, MA 02116-6008

Murray L. Cooper.....8007 Cameron Rd.  
Richmond, VA 23229-8401



### MORE RECENT ADDRESS CHANGES...

Don Muston.....23 N. Mountain View Dr.  
Riverton, WY 82501-9465

Dorris Maitland.....201 Reynolds Ln.  
West Grove, PA 19390-1370

David B. Jones.....20240 Mountain Track Rd.  
Orange, VA 22960-3377

Marguerite Kenyon.....1044 Mendon Rd. Unit 202  
Woonsocket, RI 02895-3954

Margaret Osika.....3433 Troy Drive  
Los Angeles, CA 90068

Bill Morse.....333 South Garfield Apt. 5  
Traverse City, MI 49686

Julius Kornblatt.....13300 E Via Linda Unit 1067  
Scottsdale, AZ 85259-4347

In the last newsletter, I mistakenly listed a change of address for Gerald Whitman. That address should have been for his wife Alice as Gerald passed away a few years ago. Alice, please accept my apology for my error. Alice's address is:

933 Rosemarie Cir.  
Wadsworth, OH 44201

~~~~~

**Big surprise coming soon in the PX
...to be unveiled at the 2007 Reunion
in Pensacola...**

*POLO SHIRTS embroidered with a B-17
complete with the blue stripe on the tail.
Shirts can be ordered in white, navy blue,
and royal blue in all sizes. You will be able
to pick your own wording such as:*

457th Bomb Group

B-17 (your position)

Your name

The aircraft name of your choice

Aircraft number

Pretty much whatever you would want.

**Also available is the American and British
flags, in color, crossed.**

Samples will be available for you to see and order forms. Shirts will need to be paid for in advance and will be mailed to you after the reunion.

The prices are not firm yet but I'm shooting for under \$20. I got my Dad one for Christmas...

B-17 Tailgunner



457th Bomb Group

YOU ARE GONNA LOVE THESE SHIRTS!

We are also looking into the possibility of having the patches embroidered right on the shirts. Also in the planning stage is a new design for the hats...using the same B-17 from the shirts. We have also looked into having the squadron patches made into pins like the group logo pin. The only problem with pins is that we have to order so many and I'm not sure we could sell them.

Finally, some of the younger generation have asked for a baseball style hat so we may be able to have a sample of that at the reunion as well.

The PX does not operate on a profit...we sell to you what we buy the items for so we never have money in the PX to try new items. It's kind of a gamble to order and then hope we can recoup our money.

Rosters are a good example...we have lots left. When we ordered in 2002, we got a better price the more we ordered printed. They have not sold as we had thought, so we have many rosters left.

◆.....◆

I guess that's it for now from your secretary. If you have any questions or concerns, please contact me:

Nancy Toth 453 Sunset Lane Pueblo, CO 81005
(719) 564-8599 n.henrich@comcast.net

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
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Richmond, VA 23233

Your canceled check is your receipt.

THE 457TH BOMB GROUP ASSOCIATION

2005-2007 OFFICERS & APPOINTMENTS

PRESIDENT and LEGAL ADV.

JAMES BASS
Tel: (615) 735-1122

PO Box 500 – Carthage, TN 37030-0500
Email: bassandbass@bellsouth.net Fax: (615) 735-3149

VICE PRESIDENT

GEORGE GRAU
Tel: (251) 968-2673

PO Box 1473 – Gulf Shores, AL 36547-1473
Email: graugulfshores@gulftel.com

SECY and NL EDITOR

NANCY TOTH
Tel: (719) 564-8599

453 Sunset Lane – Pueblo, CO 81005-1140
Email: n.henrich@comcast.net

TREASURER

JOHN PEARSON
Tel: (804) 740-2635

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

DIRECTOR (2YR)

RICHARD GIBBS
Tel: (785) 382-6835

301 West 5th Street – Vermillion, KS 6654
Email: barbndic@yahoo.com

DIRECTOR (4 YR)

JOHN WRANESH
Tel: (734) 971-6985

2440 Buckingham Road – Ann Arbor, MI 48104
Email: bajo98@comcast.net

DIRECTOR (6 YR)

CLYDE GRIMM
Tel: (954) 972-2817

720 NW 44th Avenue – Pompano Beach, FL 33066-1553
Email: old123@bellsouth.net

IMMED. PAST PRES.

DONALD NIELSEN
Tel: (623) 561-2644

9142 West Kerry Lane – Peoria, AZ 85382-4623
Email: dlnielsen@cox.net

ROSTER and UNIT CONTACT

JOE TOTH
Tel: (719) 566-1714

449 Sunset Lane – Pueblo, CO 81005
Email: jandjtoth@msn.com

WEB MASTER

JAMES DERK
Tel: (812) 831-7741

10286 Wexford Court – Newburgh, IN 47630
Email: derk@sigecom.net

PAST WEBMASTER

WILLARD REESE
Tel: (386) 445-5773

11 Fletcher Ct. – Palm Coast, FL 32137
Email: 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

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 POBGE

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

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453 Sunset Lane
Pueblo, CO 81005-1140

Strange and fascinating facts...

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

• Room 900

Secret office located in the British War Office in London. It was the headquarters of MI-9, the escape apparatus for the continent of Europe. It aided in the escape of over 5,000 Allied soldiers and airmen from occupied Europe and was headed by Airey Neave, who himself had escaped from Colditz Castle.

• Time magazine Man of the Year

- 1938----Adolf Hitler
- 1939----Joseph Stalin
- 1940----Winston Churchill
- 1941----Franklin D. Roosevelt
- 1942----Joseph Stalin
- 1943----George C. Marshall
- 1944----Dwight D. Eisenhower

• John Martin

Telephone code name of Prime Minister Winston Churchill when he called President Franklin Roosevelt at the white House in World War II.

• Operation Argument

U.S. Army Air Force plan to destroy all German factories that produced fighters. It began on January 11, 1944, and was to be completed by March 1, 1944, in preparation for the D-Day landings.

• ABC-1

Designator of the most important conference in World War II. The meeting was held in Washington, D.C., from January to March, 1941, between American and British staff officers. It was decided that if the United States and Britain were involved in World War II as allies, their main effort should first be directed toward defeating Germany. Rainbow 5 was the American strategy devised by the ABC-1 to provide the course of action in the Pacific until the defeat of Germany.

• Generals

At the end of World War II, the U.S. had 1,500 generals, the Germans had almost 2,500, and the Russians had over 10,000.

IF THE NUMBERS '06 APPEAR AFTER YOUR
NAME, YOUR MEMBERSHIP HAS EXPIRED

RENEW NOW!

Ed S. Jackson.....LM
680 Edgewater Trail NW
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