



748th
Squadron



749th
Squadron

THE

457th BOMB GROUP ASSOCIATION



"THE FIREBALL OUTFIT"



750th
Squadron



751st
Squadron

THE 457TH BOMB GROUP ASSOCIATION NEWS

ESTABLISHED JULY 1971 – BENTONVILLE, AR

January 2008

VOLUME 38

ISSUE 68

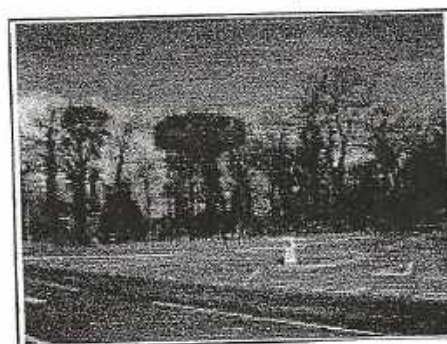
WATER TOWER PLAQUE FUND DRIVE



This view of the water tower shows the plot of land at the intersection of North Road and Connington Lane before the 457th Memorial Monument was built and dedicated in May 2004. Photo by Roy Norris of Peterborough.



This is a view from the Old North Road looking east toward the field and to the left of the entrance to the compound. The water tower is still there after all these years. It is a protected structure that cannot not be torn down. Photo by Diane Reese



Another view of the old 457th water tower at the intersection of North Road and Connington Lane.

Photo by Roy Norris

PLEASE CONTRIBUTE WATER TOWER PLAQUE FUND

The large metal water tower, which looms above the trees just behind our Glatton Memorial Monument, is the only significant structure remaining from the Glatton Air Base. While even the men from Glatton cannot easily locate the only other air base structure, a small power station building, the water tower can be seen from miles away. The tower has been placed in a protected classification which prevents future demolition.

Even as the Memorial Monument was being completed, it was proposed that there someday be an on-site recognition that the water tower was a part of the old air base. Our memorial now attracts many visitors and we should point out that the dark metal tower in the trees is a vintage 457th structure.

The proposal to erect a granite base, topped with an appropriately worded bronze plaque, was considered by our Board of Directors and presented to the general membership at the Pensacola Beach reunion. Some questions were raised about the need for this supplemental installation at the memorial site. After discussion, the project was approved by the membership.

The bronze plaque, 16 inches wide by 28 inches high, will be placed on the sloped top of a granite block 26 inches tall. The placement will be slightly to the rear of the Memorial Monument, at a location which provides the best view of the tower. The paving stones at the monument will be extended to provide wheelchair access to the plaque.

Our intent is to have this plaque in place for our Mini-Reunion in May, 2008. Initial contacts have been made on providing both the plaque and the granite. The work over there is being handled by George Pobgee and Tim Newell. The plaque will be produced in Pittsburgh and the overall coordination is by Will Fluman, Jr.

We recognize that this is not a good time to be purchasing material in England, with the exchange rate that we have today. We also acknowledge that many of you gave generously to the Glatton Memorial Monument fund drive. However, we know there is wide-spread support for the installation of this granite based plaque and are confident that adequate funds will be donated.

Please make your checks out to The 457th Bomb Group Association, with the notation "Water Tower Plaque Fund".

Mail to: John Pearson
1900 Lauderdale Drive C-315
Richmond, VA 23238

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RETURN TO GLATTON 2008

THE 457th BOMB GROUP ASSOCIATION WILL HOLD OUR THIRTEENTH MINI-REUNION IN PETERBOROUGH, ENGLAND, MAY 24 – 28, 2008.

AS USUAL, OUR HEADQUARTERS WILL BE THE BULL HOTEL. WE ALREADY HAVE A BLOCK OF ROOMS RESERVED. THE ROOM RATE HAS NOT YET BEEN SET, BUT WE'RE SURE THE BULL WILL CONTINUE TO GIVE FAVORABLE RATES TO OUR GROUP.

WITH THE HELP OF OUR ENGLISH FRIENDS, JANE AND GEORGE POBCEE, WE ARE NOW REVIEWING OUR SCHEDULE OF ACTIVITIES TO ENSURE THAT WE WILL SPEND FOUR MEMORABLE DAYS TOGETHER IN ENGLAND.

IT'S NOT TOO EARLY TO BEGIN YOUR PLANNING TO JOIN US ON OUR RETURN TO GLATTON. MAKE SURE YOUR PASSPORT IS CURRENT.

IF YOU HAVE ANY COMMENTS OR QUESTIONS, PLEASE CONTACT US. WE WELCOME YOUR INPUT.

CANDY FLUMAN

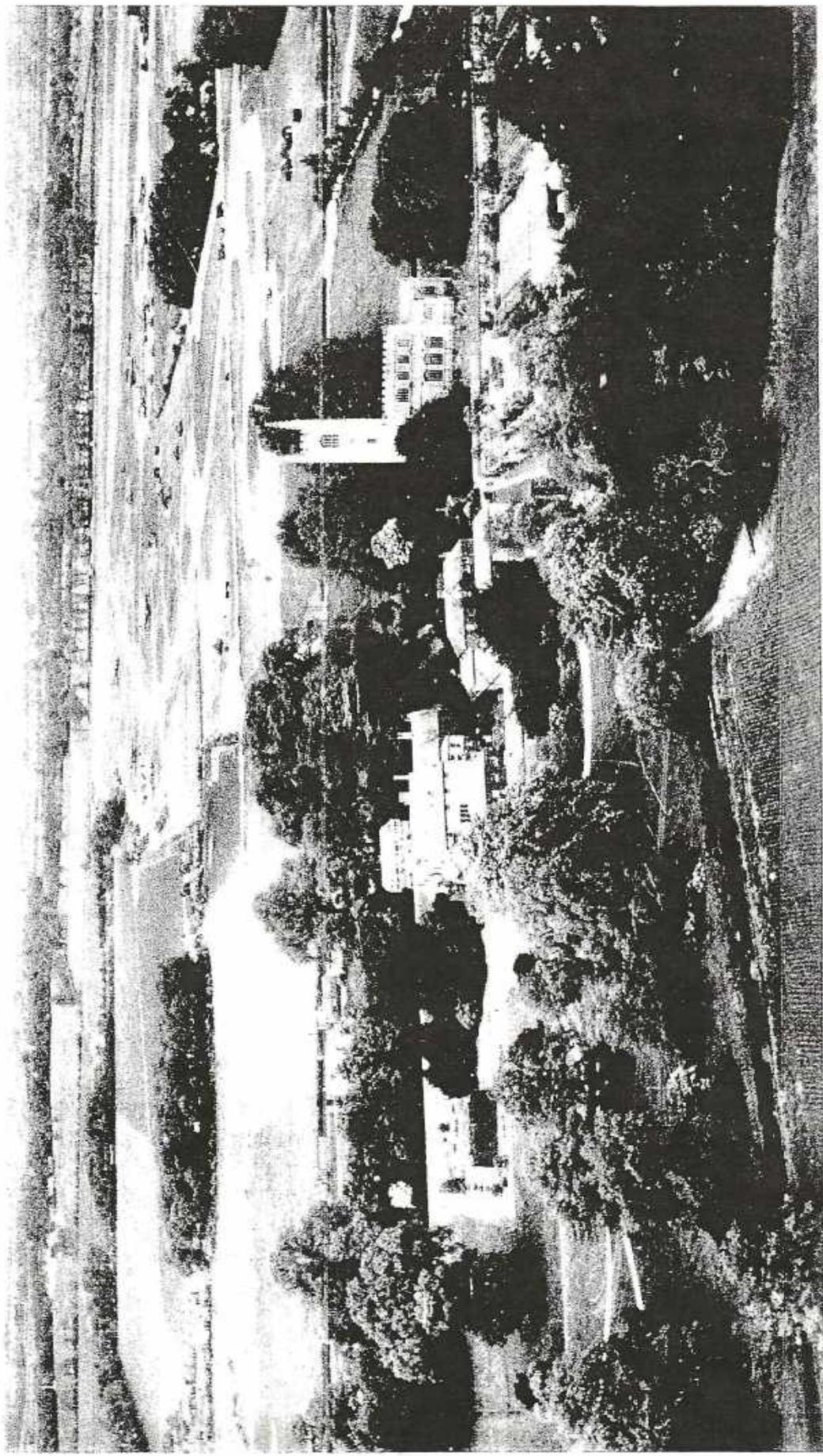
(717) 432-1067 (717) 329-2177
Flumancl@aol.com

WILL FLUMAN, JR.

(717) 432-5138 (570) 971-5757
Oakgrove35@aol.com

On a sad note, our dear Sadie Baines has passed away. We sure will miss seeing her smiling face and listening to her beautiful voice tell something funny about her "Bernie" when we are in England for this next reunion. We will have a full notice in the next NL.

I



457th BOMB GROUP ASSOCIATION
2007 REUNION—PENSACOLA BEACH, FL

2007 REUNION ATTENDEES - PENSACOLA BEACH, FLORIDA

Alexander, Donna & Chuck and Son Cliff-----Donna is the daughter of Clifton Smith (dec)---Karen Cox attended with the Alexanders and is also a daughter of Clifton Smith

Barnett, Lori and daughter Erin-----Lori is the daughter of Herb Paris

Bass, James...457th Veteran

Bell, Bill...457th Veteran-----and wife Lucille

Briggs, Mickey and son Jerry-----Mickey is Homer's widow

Brusse, Joseph...457th Veteran and wife Corre

Buxton, Reg and wife Betty were registered but had to cancel

Byers, Elaine and guest-----Elaine is Roland's widow

Day, Bob...457th Veteran---wife Marjorie, son/dtr-in-law Bob & Carol, daughter Jaime and guest

DeCunzo, Louis...457th Veteran-----and wife Rosalind

DeLuccia, Joseph...457th Veteran

Digre, Cliff...457th Veteran---wife Bernice and daughters Kathleen and Carrie

Farrell, Thomas...457th Veteran---and wife Rosalie

Fluman, Will...457th Veteran--guests Harry Evans & Nancy Noll

Fluman, Candy....Will's daughter

Fluman, Will, Jr.... Will's son and guest Missy Moyer

Friedman, Angeline...Angeline is Daniel's widow

Gallagher, Lawrence...457th Veteran

Gibbs, Richard L...457th Veteran---wife Barbara and son/dtr-in-law Richard T. and Sandra and guests Edd and Barbi Switlik

Grau, George...457th Veteran and Reunion Host-----sons Joseph and Tuck, granddaughter Jordan, and guest Chip Dobson

Grimm, Clyde and wife Nancy were registered but had to cancel

Hanley, Jim...457th Veteran-----and wife Dixie

Hedge, Willard...457th Veteran-----and wife Irene

Huels, Robert...457th Veteran---and wife Florence

Johnson, Bennie...457th Veteran

Karl, Russell...457th Veteran-----and wife Ella

Kerr, Bob---Nephew of Earl N. Pledger (dec)

Landsman, Jack...457th Veteran---and wife Florence

Lewis, Irv and wife Sue were registered but had to cancel

Lindholm, John...457th Veteran---and wife Mildred

Martin, Albert...457th Veteran---and guest Chris Jaeger

Martin, Frank...457th Veteran

McCurry, Cynthia & Melinda---daughters of George McCurry (dec)

McCurry, Eric & wife JoAnna---son/dtr-in-law George McCurry (dec)

McDonough, Owen...457th Veteran

McMahon, Larry...457th Veteran---and guest Marjorie Lewis

Morse, Bill...457th Veteran---and wife Erika

Muston, Don...457th Veteran-----and guests David & Carole Rowlette
Newell, Tim & Angela...The Newells are the English folks who treat us to a proper English Tea at their home during the mini-reunions in England

Nielsen, Don...457th Veteran-----and wife Sandra along with daughter and son-in-law Kristine and Max Shook

Nose, Daniel and wife Jeanne were registered but had to cancel

Osborne, Charles...457th Veteran-----guests Jim & Cleo Giachino, and Virginia Tays

Panaretos, Clara---Clara is Ted's widow--guest Mavis Moore

Papaiani, Anthony...457th Veteran-----and wife Sarah

Parker, George...457th Veteran---wife Maggie and son David

Parker, John B....457th Veteran

Pearson, John was registered but had to cancel

Petersen, Jim and guest Jack Peake--Aviation historians

Peschen, George...457th Veteran-----wife Nancy and dtr/son-in-law Jacqui & Ken Mericle and granddaughter Brittany

Reese, Willard "Hap"...457th Veteran

Reese, Diane---Hap's daughter

Reese, David and wife Marianne---Hap's son/dtr-in-law

Sale, Walter...457th Veteran---guest Jean Grames and son/dtr-in-law Jerry and Linda

Schwab, Del...457th Veteran

Sechrist, Carl and wife Chris, dtr Justina and son Cameron---Carl is Will Fluman's nephew and he and Chris are the very talented graphic artists who prepare the displays in the Mickey Briggs Memorabilia Room

Sellon, Don and wife Jeanne were registered but had to cancel

Siler, Bill...457th Veteran

Staff, Francis...457th Veteran---son Joel

Stevens, Edward...457th Veteran---sons Ed, Jr. and David

Tiemann, Arthur...457th Veteran---and wife Glenda

Toth, Joe...457th Veteran

Toth, Nancy---Joe's daughter

Vanzant, Loyd registered but had to cancel

Vaughan, Art...457th Veteran---and wife Gloria

Wilde, Larry...457th Veteran---and wife Claudia

Williams, Albert...457th Veteran-wife Shirley & guest Cindy Mackool

Zeagler, R.C....457th Veteran---wife Ethel and son Rodney

Zimmerman, Lee...457th Veteran---and wife Helen

2007 Pensacola Reunion

is a

FAIT ACCOMPLI!

BE THINKING ABOUT IT...

Next Stateside Reunion is
 scheduled for October 8-11,
 2009 in Colorado Springs, CO.

MEMORIAL SERVICE -- PENSACOLA 2007

The following 457th members have passed away since the 2005 reunion and were honored at the Memorial Service

Robert Bergeron	Leonard S. Henson	Robert C. Reid
Solon Boydston	Robert Ingraham	Franklin D. Rollins
John Jack Butterly	Jim Jenkins	George L. Sanders
Roland O. Byers	Norman A. Kriehn	Johnny Sartor
Elton G. Conerly	Andy Kuzemchak	Clarence E. Schuchmann
James E. Doerr	Sam Lisica	Russell Selwyn
Phil Dupont	Franklin Marra	Clifton Smith
Daniel Friedman	Ben W. McChesney	Frank C. Stein
Paul F. Gillman	Walter W. Megin	Dave Summerville
Robert H. Goerss	Walter Osika	Dwight F. Swanson
Donald K. Goss	Norman T. Ozenberger	Virgil W. Terral
Edward Grybos	Louis Pike	Jack Van Ingen
A. J. Harris	Earl N. Pledger	Vernon Whatley
C. Craig Harris	Kenneth Post	Cecil D. Woodruff
Kinney Hellums, Jr.	Peter Puleo	

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MISSION DEBRIEFING

Beginning with this newsletter issue, we are going to try a new feature called "*MISSION DEBRIEFING*". I would very much like to know how you feel about this addition to the newsletter. Email Nancy at nancytoth@comcast.net. If you like it, we will continue with it, if not, we'll discontinue the feature. 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.

Read on for the first 'Debriefing'...



MISSION 53 28 May 44

Editor's Note: This mission was to Dessau.

Bomb Load: 10 500 G.P.
Altitude: 25,000
Base to Base in Mileage: 1217
Average Gas Consumption: 2035
Gas Load: 2700

Position Flown: Lead
A/C Sortie: 16
Returned Early: 1
Battle Losses: 3
Results: Secondary: Fair

Retyped from the original report: (Please note that the reports are very old and difficult to read and every effort has been made to retype the contents 'as is' and accurately.)

"With the first good visual bombing weather since May 12th & 13th the Eight Air Force today resumed its campaign to destroy German synthetic oil production.

Rothensee, Lutzkendorf, Leuna, Ruhland, and Zeitz-Troglitz were targets for twelve combat wings while three combat wings, including the 94th were assigned the parent Junkers aero engine and aircraft factory at Dessau. The works were primarily engaged in the design of new aircraft and are turning out jet propulsion units. 'This target has the highest priority of all the remaining targets of this type'.

The 457th formation led by Maj. Hozier in a PFF ship took off at 1030 to form the lead box in the 94th Combat Wing. After assembly the formation made its penetration of the enemy's territory through Holland and across northern Germany, the common route for all fifteen combat wings in today's aerial assault. The 94th was the last combat wing in the 1st Division formation. The flight was uneventful until a point northeast of Brunswick had been passed where the fifteen wings took up separate courses in a south-easterly direction to their various targets. As the formation approached its I.P. near Magsburg it was attacked again and again by large forces of single engine and twin engine German fighters. First an enmass saturation attack was made by fifty Me 109's and FW 190's. Lt. Knipfer #5 in the low squadron, dropped out of formation with #1 engine blazing. He was last seen several thousand feet below under control flying a course toward England. At least four other B-17's from the low and high Groups went down on this pass. A second mass frontal attack was made and then waves of Ju 88's & Me 110's attacked from the side firing cannon followed immediately by Me 109's and FW 190's. Lt. Stohl's plane was hit and he was last seen lagging behind the formation. Other planes in the high and low Groups went down. There was no fighter escort in the immediate vicinity. The enemy had thrown in his fighters, 200 in number, at what he believed to be the weakest link in the chain of bomber wings at a time when the fighter escort was most spread out. It occurred at a time when the wing formations had separated to reach their assigned targets. The 94th Combat Wing for the second successive day bore the brunt of German fighter attacks. Twelve of its planes were lost in this 20 minute attack. Our gunners fought back savagely spending 42,000 rounds of ammunition and claiming 14 enemy fighters destroyed. One was killed by a 20mm shell, S/Sgt Harry Bernstein, engineer on Lt. Breckley's plane. During these attacks the formation took up the bomb run but Dessau was obscured with thick haze and industrial smoke. The Lead Bombardier, Lt. Fast, was unable to pick up the Junkers works until past the B.R.L. The Low box dropped into the smoke and haze and the High box salvoed its bombs when the leader had to jettison his.

The 457th then made a wide circle to the left and came back over the target a second time, with anti-aircraft bursts enveloping the formation. The target could not be picked up again. In the meantime the low squadron let its bombs go when the lead of the high squadron salvoed his. Lt. Gides the Bombardier in this plane had received a direct hit in the head by a .303 machine gun bullet.

The Group Leader then decided to bomb the secondary target, an aircraft factory at Leipzig. It was sighted and the Group turned on course for a two minute bomb run. The six planes in the Group that still had bombs dropped them in the western edge of the target area.

By this time there was fighter cover and the formation took up course for home after having spent 30 minutes in the target area.

A fire developed in Lt. Hauf's #4 engine which burned all the way to the Channel coast. There he left the formation as if to ditch. Lt. Poore went with him. At 10,000 ft. his whole wing burst into flame and then broke off. The plane went into a spin, hit the water and exploded.

No chutes were seen. The rest of the formation arrived over base at 1750. Two hours later Lt. Connors, who had been given up as lost, came limping in with only one engine functioning properly. Two had burned out in the target area and three cylinders on a third had been punctured by enemy fire. He had dropped out of formation, thrown everything movable out of his plane on German towns and flew all the way alone at 12,000 ft. altitude with an airspeed of 115-135 M.P.H.

Only fifty planes in the 1st Division out of 296 dispatched were able to attack their primary targets, due to the poor visibility and fighter attacks. 1027 heavies were dispatched including one wing glider bombing the Cologne M/Ys but only 865 had attacked, 32 failed to return.

The following are loading lists from the 457th website for this mission:

		748th Squadron	749th Squadron	750th Squadron	751th Squadron
		A/C # 630	A/C # 079	A/C # 651	A/C # 452
p	Lt	Charles D. Brannan	Lt Benny M. Flowers	Lt Russell M. Selwyn	Lt Emanuel Hauf
cp	Lt	George C. Hozier	Lt Joseph F. Reilly	Lt Wilbur D. Snow	Lt Donald V. Swain
n	Lt	Patrick W. Henry	Lt Robert D. Newcomb	Lt William M.	Lt William R. Hawley
b	Lt	James H. Kincaid	Lt John J. Gides	Lt Hammersley	Lt Richard E. Jaqua
tt	Lt	James E. Fast	Sgt William L. Finley	Lt Gabriel D. Ofiesh	Sgt Willis H. Johnson
ro	Sgt	John T. Matovina	Sgt Andrew H. Bouchard	Sgt Thomas A. Goff	Sgt James J. Kilroy
bt	Sgt	Joseph M. Colechia	Sgt William Zamecnik	Sgt Arvele Mizell	Sgt Paul R. Moore
lwg	Sgt	Charles R. Vandeventer	Sgt Reginald W. Buxton	Sgt Harold B. Rhodes	Sgt Oscar A. Gascon
rwg	Sgt	Edward M. Hardin	Sgt Virgil G. Maier	Sgt Wayland H. Keefover	Sgt Walter C. Furtta
tg	Lt	Gordon H. Lowe	Sgt Victor U. Meador	Lt Clifton H. Harrel	
	Lt	Walter F. Creigh		James C. Mattison	

		A/C # 686	A/C # 034	A/C # 649	A/C # 520
p	Lt	Louis J. Maginis	Lt Jonathan M. Herbold	Lt Charles D. Brannon	Lt Clyde B. Knipfer
cp	Lt	Jesse L. Smith	Lt Harry E. Cameron	Lt James M. Luper	Lt Richard A. Bruha
n	Lt	William H. Dupont	Lt Theodore J. Mellow	Lt James N. Kincaid	Lt Geroge R. Derdzinski
b	Lt	Norman L. Gootee	F/O Jack W. Oescher	Lt John L. Kabalac	Lt Stanley V. Gray
tt	Lt	Harry G. Vaal	Sgt Elihue R. Mayo	Sgt John B. Blachley	Sgt Stephen T. Voit
ro	Sgt	David R. Shrom	Sgt Richard R. Hazelhurst	Sgt John T. Matovina	Sgt Nicholas F. Bendino
bt	Sgt	William T. Palmar	Sgt David V. Scharff	Sgt Joseph M. Colechia	Sgt Joshua Goldstein
lwg	Sgt	Charles W. Amos	Sgt Charles D. Shebell	Sgt Edward N. Hardin	Sgt Percy Waltho
rwg	Lt	John T. Fowler	Sgt Johnny Miller	Sgt Charles H. Vandeventer	Sgt Nicholas D. Furrie
tg	Lt	F. B. Broderick	Sgt William C. Cain	Sgt Clifton J. Polenski	

		A/C # 591	A/C # 113	A/C # 571	A/C # 505
p	Lt	Edward A. Taylor	Lt Roy W. Allen	Lt Edward R. Stevens	Lt William L. Brackley
cp	Lt	Paul D. Wood	Lt Verne H. Lewis	Lt Charles W. Johns	Lt Charles E. Robb
n	Lt	Harold W. Walbright	Lt Joseph C. Brusse	Lt Claude H. Sullivan	Lt Winifred E. Stortz
b	Sgt	Edward J. Colleran	Lt Lawrence Anderson	Lt Charles J. Canty	Lt Harry Whitaker
tt	Sgt	Elie R. Carrier	Sgt Roy E. Plum	Sgt Stewart C. Moody	Sgt Harry Bernstein
ro	Sgt	Frank W. Winchester	Sgt James J. Vaughn	Sgt Joseph W. LaBonte	Sgt Glenn A. Jackson
bt	Sgt	Herbert L. Webster	Sgt Earnest L. Smith	Sgt James H. Neelan	Sgt Bernard J. Geraghty
lwg	Sgt	Lewis H. Shane	Sgt Robert D. Grimes	Sgt James H. Bryant	Sgt Thomas E. Gougarty
rwg	Sgt	George S. Kamas	Sgt William C.	Sgt Crad W. McCollum	Sgt Daniel D. Elieff
tg			Sgt Goldsborough		
			Leonard S. Henson		

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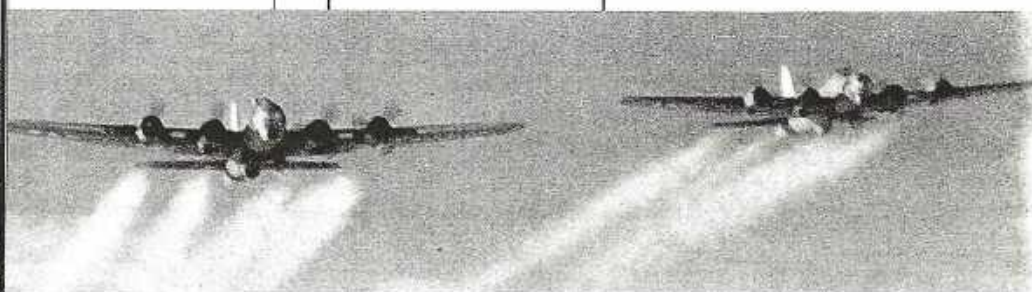
	A/C # 101	A/C # 633	A/C # 923	A/C # 630
p	Lt Thomas E. Lee	Lt Richard J. Dudek	Lt Winfred L. Pugh	Lt Norman A. Erbe
cp	Lt John M. Bristow	Lt Russell M. Dobyns	F/O Arthur M. Richards	Lt Robert J. Shaffer
n	Lt John C. Sherwin	Lt John F. Moore	Lt Julius H. Drummond	Lt Robert A. Carson
b	Lt Regis J. Creehan	Lt James H. Coonrod	Sgt Melvin R. Bernhardt	Lt Russell H. Auten
tt	Sgt Gerard J. Hyink	Sgt John J. Connell	Sgt Harold V. Barris	Sgt Richard H. Cochran
ro	Sgt Jasper Stewart	Sgt John Kessock	Sgt James E. Woodgate	Sgt James M. Kirkland
bt	Sgt John R. Barber	Sgt Alfred A. Sabory	Sgt Joseph R. Wheatley	Sgt Noma R. Norman
lwg	Sgt John A. Robinson	Sgt Henri A. Boulay	Sgt John T. Poshefko	Sgt Wayne A. Taylor
rwg	Sgt Irvin V. Gerlich	Sgt Harold D. McFarland	Sgt Howard W. Martin	Sgt William L. Egri
tg	Sgt Ralph R. Zagorski	Sgt Robert E. Bergeron		

	A/C # 470	A/C # 545	A/C # 468	A/C # 131
p	Lt Bernard V. Connor	Lt James V. Elduff	Lt Joseph O. Paschal	Lt Louis O. Auld
cp	Lt John W. Norton	Lt Morris H. Shuff	Lt Donald S. Hain	Lt Arthur N. Hoffman
n	Lt Glen S. Thornton	Sgt Albert P. Banks	F/O Vincent L. Vaccarro	Lt Jack Gumm
b	Lt Morris F. Swerdlow	Lt Ras M. Clausen	Sgt Arthur J. Russell, Jr	Lt Alden N. Rittman
tt	Sgt Frank T. Aylstock	Sgt Norbert A. Meeuwesen	Sgt Charles R. Miller	Sgt Carl D. Seibrands
ro	Sgt Arthur M. Lustig	Sgt Andrew G. Voytko	Sgt Edward F. Rugg	Sgt Lyod G. Vanzant
bt	Sgt Hal H. Willett	Sgt Patrick J. Fucci	Sgt Harry C. Minor	Sgt Nicholas P. Weber
lwg	Sgt Edward J. Brazinski	Sgt Robert E. Way	Sgt Clifford R. Wilson	Sgt William L. Stringer
rwg	Sgt Carl W. Lewis	Sgt Charles R. Carlisle	Sgt Lorne G. Smith	Sgt Richard Mellott
tg	Sgt Leo L. Lange			

	A/C # 615	A/C # 067	A/C # 706 (ground spare)	A/C # 021
p	Lt Robert H. Magill	Lt <u>Rudolph M. Stohl</u>	Lt Franklin H. Morrell	Lt Green B. Poore
cp	Lt Kinney Hellums	Lt <u>David W. Schellenger</u>	Lt Andrew B. Whitten	Lt Wilton M. Jaraslow
n	Lt David C. Watts	Lt <u>John O. Millham</u>	Lt Marsh M. Calloway, Jr	Lt George L. Brice
b	Lt William A. O'Connor	Lt <u>James E. Thomas</u>	F/O Lawrence C. Ghiorse	Lt Frank J. Rowe
tt	Sgt Norman Hirsch	Sgt <u>Robert C. Kreite</u>	Sgt Robert C. Kogler	Sgt Frederick A. Smith
ro	Sgt Herve J. Paquin	Sgt <u>William F. Bemus</u>	Sgt Charles L. Bradford	Sgt John F. Nechak
bt	Sgt Floyd T. Stitely	Sgt <u>Walter W. Waganer</u>	Sgt Lloyd L. Fortna	Sgt Lynn W. Rice
lwg	Sgt Charles Minter, Jr	Sgt <u>Sheldon T. Moore</u>	Sgt Dwight W. Parken	Sgt George T. Murphy
rwg	Sgt Walter F. Pittman	Sgt <u>Erwin A. Welling</u>		Sgt Ralph R. Stowe, Jr
tg	Sgt Harold R. Moore	Sgt <u>Charles L. Stewart</u>		

A/C # 051 (weather ship)

Lt Alfred W. Fischer
 Lt Donald H. Snyder
 Sgt Ralph D. Stutzman
 Sgt James E. Pickle
 Sgt Robert M. Jensen



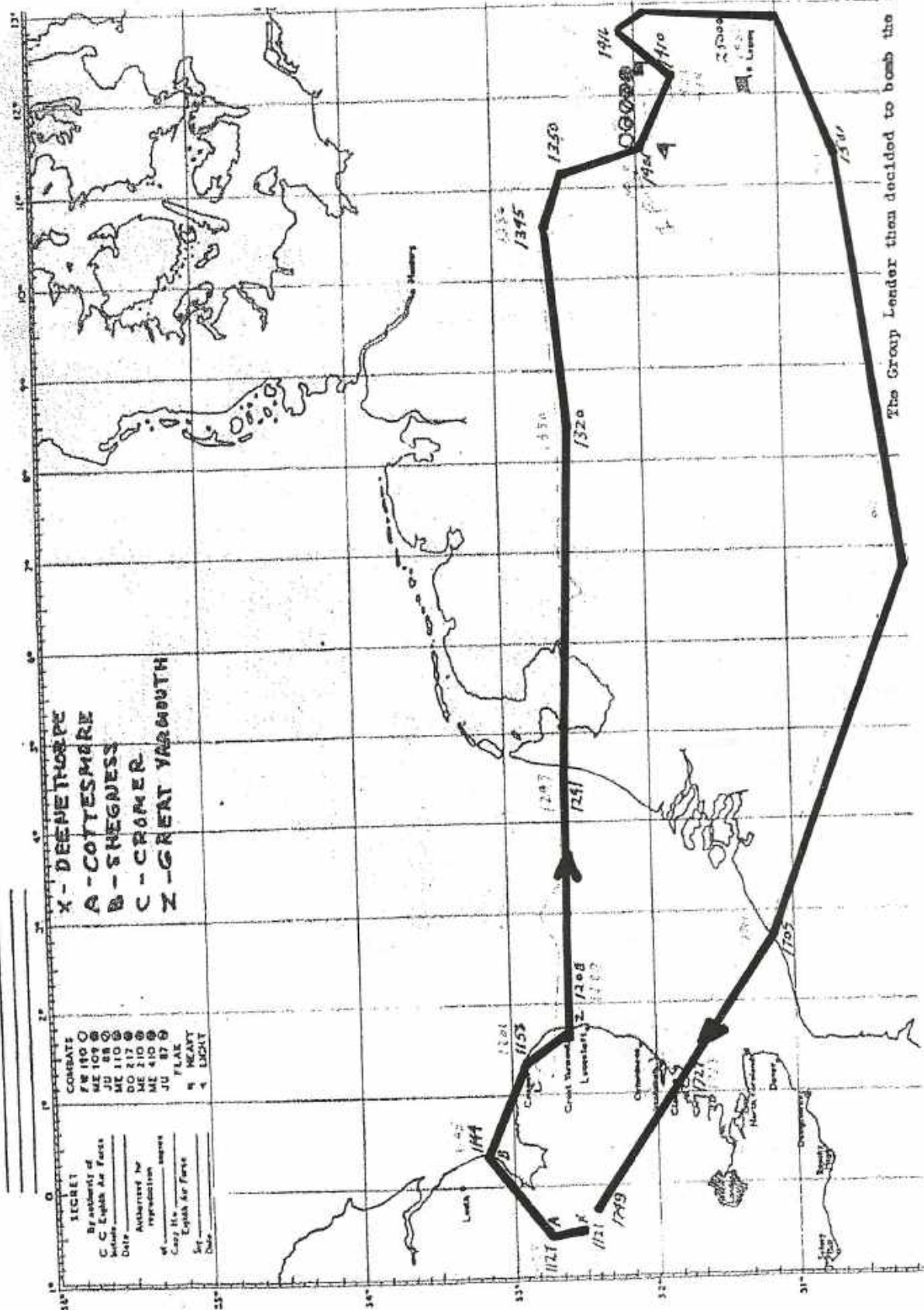
12

May 28-44

TRACK CHART
DATE 28-5-44

PROCEED ROUTE FOLLOWED BY 451 MAR 6P

TARGETS PRIMARY DESSAU



The Group Leader then decided to bomb the n

Authority NND 745065
By AS NARA Date 12-30-02

A COPY

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

A COPY

APO 557
4 June 1944SUBJECT: Narrator's Report of Missing Air Crew - Mission of 28 May 1944 -
Dessau, Germany.TO : Commanding General, Eighth Air Force, APO 634.
(THRU: Channels) Attn: Statistical Control.

1. Lt. Emanuel Hauf, the second ship we lost, made it to Leipzig undamaged. On the bomb run and turning away from the secondary target, we encountered moderate flak. Lt. Hauf was seen to receive a near burst of flak which left his right wing on fire between the #4 engine and the wing tip. The fire seen went out and he was able to stay in formation. The damage to the wing was very noticeable to us as it was on the leading edge of the wing and on top. From Leipzig to Brussels, the fire was seen to smoulder at times. The co-pilot of my crew, Lt. Jaraslow, reported seeing one body leave Lt. Hauf's ship after the flak burst, but no other one of my crew could verify it. At Brussels, Lt. Hauf was seen to start lagging behind the formation and start to lose altitude. We were at 25,000 feet at the time. We decided Lt. Hauf was going to try to ditch in the Channel so we kept a very close watch on him. As we left the Belgian coast, he was approximately 10,000 feet below us. We had dropped to 21,000 feet at the time. I contacted Major Hozier, the Group Leader and reported Lt. Hauf's intention to ditch. I was given permission to remain behind with Lt. Hauf. Lt. Hauf was going to a lower altitude very rapidly and the fire seemed to spread across the wing and fuselage. The right wing broke away and the ship went into a violent spin and blew up before hitting the water. I was on Air/Sea Rescue at the time and one of the fighter escort (P47) had contacted the ground sector and reported the matter. The fighter was below us and reported no one leaving the ship and nothing remained on the water except an oil slick. We then returned after taking a "CEE FIX" and reported the matter. We did not make any transmission on "D" channel because the fighter was reporting the matter and getting a fix.

G. B. POORE,
1st Lt., AC
751st Squadron

A TRUE COPY:

GERALD H. GALLIGAN
1st Lt., Air Corps
Group Statistical Officer

A COPY

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1. The mission to Dessau, May 28 1944, cost the squadron two crews.
2. During the first fighter attack, which was in the immediate vicinity of the initial point, Lt. Knipfer was seen to drop out of the formation, with his #3 engine and wings on fire. Apparently he was hit by one of the 60 to 100 fighters which attacked at a time. Lt. Knipfer was last seen to be in a slow dive to the ground and the fire and the engine and wing seemed to be out from above. He seemed to be under control, and no fighters were seen by my crew to be pursuing him at that time. No chutes were seen to leave the ship by us, although some other crews reported seeing some of his crew bail out. The enemy fighters seemed to disregard the stragglers and concentrated in mob attacks on the formations at that time.
3. About fifteen minutes after leaving Leipzig, our secondary target, someone called me and asked for fighter support. I relayed the information to the Group Leader and he was unable to get fighter escort at the time. The plane which asked for support did not identify himself clearly. He tried to give his call letter several times but it was muffled. He gave his position as trailing the formation by ten miles. Possibly it could have been Lt. Knipfer because we could account for the other five ships in the squadron. After that I heard no more from said airplane.

G. B. POORE,
1st Lt., AC
751st Squadron

A TRUE COPY:

GERALD H. GALLIGAN
1st Lt., Air Corps
Group Statistical Officer

1818

Authority NND 745005By SGT NARA Date 12-31-00

28 May

S-E-C-R-E-T

HEADQUARTERS
AAF STATION 130
APO 557

U-L-1

28 May 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 of LEAD BOX flown
28th May 1944:a. Abortives:

- (1) Airplane No. 42-31545, 749th Squadron. Pilot's statement, "Waste gates stuck on #1 & #2 engines". Ground check substantiated the Pilot's statement.

b. Battle Damage:

- (1) Airplane No. 42-31615, 748th Squadron. 20mm cannon shells hit right elevator and right horizontal stabilizer, both must be replaced. Flak holes, two, in left wing tip, minor. Flak hole left outboard wing panel trailing edge, skin damage. Five 20mm cannon holes in dorsal fin and vertical stabilizer. Flak burst along left side of fuselage, from tail end to lower ball turret, extensive skin damage. Pilot's windshield shattered by flak. Flak struck #2 engine cowling, minor.
- (2) Airplane No. 42-97591, 748th Squadron. A 30 cal. bullet entered right leading edge between #3 & #4 engines severing ignition and generator wiring. Flak hole in lower ball turret. Flak hit #6 Tokyo tank. Flak hole left wing tip, skin damage. Piece of flak entered fuselage near left waist window and hit oxygen line.

-1-

S-E-C-R-E-T

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1010

Authority NND 745005
By SG NARA Date 12-31-02

S-E-C-R-E-T

- (3) Airplane No. 42-97470, 748th Squadron. Flak hit nose, change necessary. Right horizontal stabilizer tip hit by 20mm shell, badly damaged. Two flak holes in right inboard wing panel, skin damage.
- (4) Airplane No. 42-31633, 749th Squadron. Three flak holes leading edge left horizontal stabilizer. Flak hole left aileron, skin. No. 4 engine struck by flak, change of supercharger necessary. Flak hole left outboard load spar damaged. Extensive skin damage to following: Left inboard wing panel, also outboard; Right inboard & outboard wing panel; Right elevator.
- (5) Airplane No. 42-32079, 749th Squadron. Large flak hole in left elevator & horizontal stabilizers, changes necessary. Nose window shattered by flak. Right and left rudder cables severed by flak. Left aileron, flak hole, skin damage. Left inboard wing panel, flak hole, skin damage. Right wing outboard leading edge, skin damage.
- (6) Airplane No. 42-107034, 749th Squadron. 30 cal. blew open #2 propeller dome. No. 2 feeder tank, left wing, badly damaged by 30 cal. Left elevator & horizontal stabilizer hit by 30 cal. shells, changes necessary. No. 9 Tokyo tank hit by 30 cal., must be changed. Right & left waist windows shot out, 30 cal. All cables shot away by 30 caliber that entered right side of fuselage. No. 6 bulkhead badly damaged by 30 caliber shot.
- (7) Airplane No. 42-97535, 750th Squadron. Flak hole through left wing tip stiffener and rib. Flak hole between #1 & #2 engines, left wing, through flap control rod. Flak shattered Pilot's sliding window, no interior damage. Flak hole left horizontal stabilizer, minor. Flak hole in No. 4 nacelle, oil tank damaged.
- (8) Airplane No. 42-38021, 751st Squadron. Flak skin damage to the following: Two holes right fuselage under waist window; Right wing tip.
- (9) Airplane No. 42-31630, 751st Squadron. Flak damage to main spar in left outboard wing panel. Two flak holes, skin damage, right wing tip. Flak damage to right landing light cover, minor. Bombardier's cabin window broken by flak.

Authority NND 745205By SG NARA Date 12-31-02

S-E-C-R-E-T

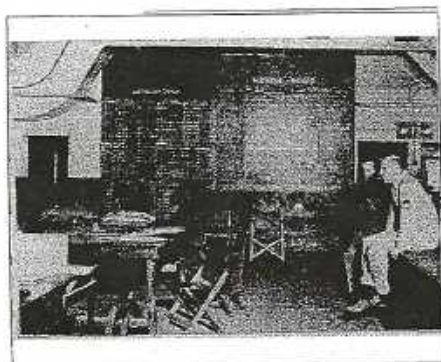
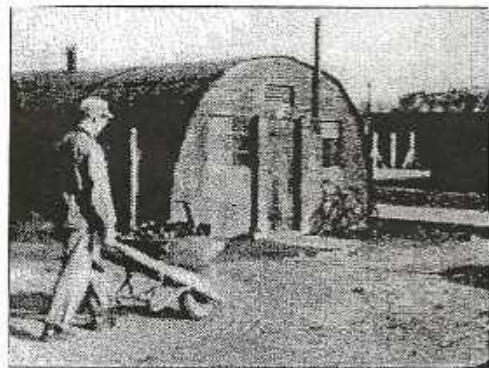
- (10) Airplane No. 42-97131, 751st Squadron. Flak hole left inboard wing panel near #1 engine, skin damage. Flak hole in Right inboard & outboard wing panels, skin damage. Flak hole right elevator, structural damage. Flak damage to plexiglass nose. Flak hole in right side of fuselage, skin damage.
- (11) Airplane No. 42-31505, 751st Squadron. #4 main oil tank hit by flak. Flak hole in vertical stabilizer skin damage. Upper ball turret hit by flak. Entire left wing extensively damaged by flak bursts. #1 & #2 engine oil systems shot out; also control cables and electrical wiring, major flak damage.
- (12) Airplane No. 42-38113, 749th Squadron. No. 3 engine hit by flak. Upper surface left inboard wing panel, flak skin damage. Left landing gear retracting screw damaged by flak. #3 main tank hit by flak. #2 engine oil lines severed by flak. Vertical stabilizer & dorsal fin damaged heavily by flak. Flak hole right outboard wing panel, skin damage. Upper station 5 wiring cut by flak. Radio room window shattered by flak. #2 nacelle hit by flak. Tail gunner's side windows broken by flak. Right elevator damaged by flak, change necessary.

MAJOR DAMAGE	MINOR DAMAGE	BY FLAK	FLAK & ENEMY	TOTAL DAMAGED
8	4	8	4	12

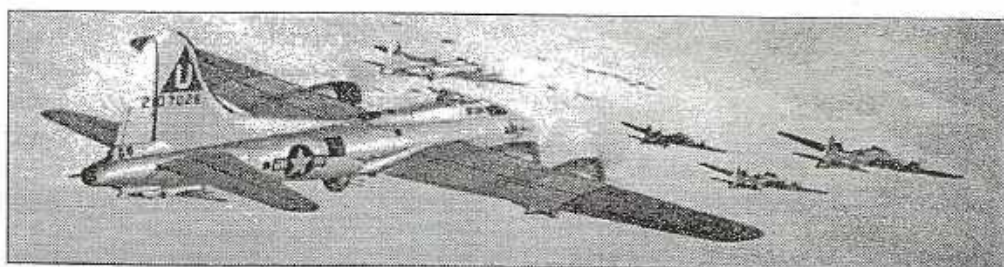
Harry E. Lawrence
 HARRY E. LAWRENCE
 Captain, Air Corps
 Station S-4 Officer



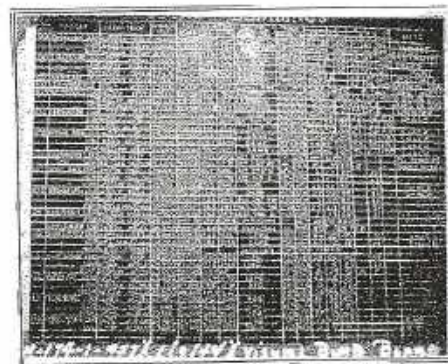
Interior of the Combat Mess
at Glatton. [USAF]



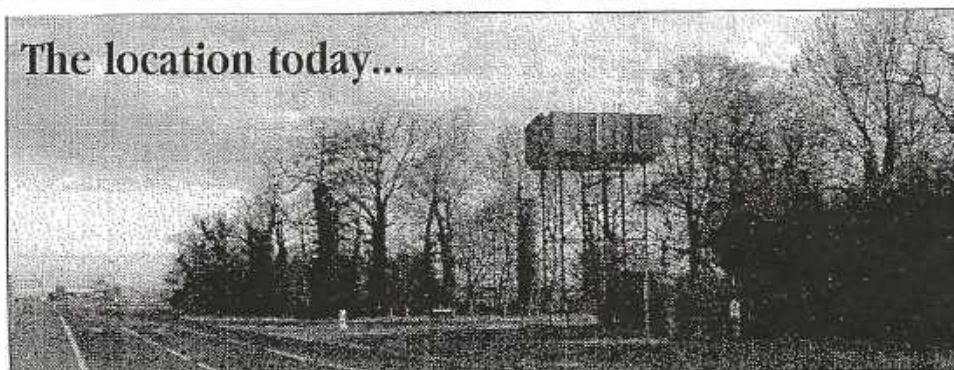
Early morning mists at Glatton.



A mixture of silver and olive drab B-17s of the 457th BG. The closest aircraft, 42-107026 *Hantramack Mamma* was lost on the Bohlen mission on 20 November 1944. [USAF]



The location today...



Airfield scenes - above; the station water-tower adjacent to what used to be the Great North Road before the new motorway was built. The Tower was in the 750th BS domestic area.

The following is taken from a booklet entitled AIRFIELD FOCUS Glatton Conington by John N. Smith

"Glatton airfield lies literally 20 ft. above sea level on the edge of the Huntingdonshire Fens. Built by the 809th Engineer Battalion (Aviation) of the U.S. Army with assistance from local contractors, the airfield was completed in late 1943 on very poor quality clay and stone soil. Although firmly in the parish of Conington, (from which it should have been named) the airfield took its name from Glatton, a village lying to the west, so as to avoid possible confusion with the existing airfields of Coningsby and Honington.

The 457th Bomb Group, 8th Air Force USAAF moved into Glatton on 21 January 1944, the air echelon arriving on 22 January with the ground echelon arriving in the early hours of 2 February disembarking from trains at Holme station, approximately one mile from the airfield.

Glatton airfield (also called Station 130 by the Americans) was built with the standard heavy bomber layout of three runways, the main being 2000 yds and the remaining two of 1400 yds each. Around the perimeter track were 50 loop hard standings and two T2 hangars. A Control Tower along with other technical and administrative buildings were built in concrete, brick, steel and asbestos. The living accommodation was dispersed around the countryside surrounding the airfield to the south-west, almost swamping the village of Conington. Glatton was quite unique in that it contained Rose Court Farm in the middle of the airfield, which remained in use throughout the war.

The air echelon were to lose two aircraft on the trip to the U.K. from the U.S. both 42-97443 (*Miss Yu*) and 42-97459 crash-landing at Nutts Corner. Soon after the first B17s arrived at Glatton they were dispatched to Burtonwood for modifications. The newly arrived aircrews were soon receiving intensive ground school training and local indoctrination before being declared operational. Lt. Col. J.R. Luper took command of the 457th BG on 4 January 1944.

The weather in 1944 was very cold and the men were soon complaining of conditions inside their living accommodation and the sea of mud outside, for many were billeted under canvas! A totally inadequate stove sat in the middle of each Nissen hut or tent, and could not be put to full use as coke and coal was on ration!

Base personnel soon found their way around the locality, visiting the *Admiralty Arms*, *Railway Arms* and *Crown and Woolpack* pubs to drink the infamous warm English beer.

The airfield was located between the LNER East coast main line from London to the North of England and the A1 Great North Road, an old Roman road formerly named Ermine Street. An important event happened on 10 February when 400 bicycles were delivered to the base, an essential piece of transportation on any British bomber airfield. Four days later the airfield received its first air raid warning, but no one saw or heard any sign of an enemy aircraft.

The 457th, now assigned to the 94th Combat Wing, together with the 351st BG at Polebrook and the 401st at Deenethorpe, was at last ready for action, so in the early hours of 21 February, briefings took place; the Group was to fly their first mission in two separate 18-ship formations, one to Gutersloh, the other to Lippstadt.

This article to be continued.

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.

B-17 Tailgunner



POLO SHIRT ORDER FORM

\$20 + \$4 POSTAGE

457th Bomb Group

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



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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

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

ADDRESS CORRECTION REQUESTED

Strange and fascinating facts...

from a book entitled: World War II 4139 Strange and Fascinating Facts
By Don McCombs and Fred L. Worth

- Schweinfurt

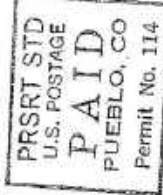
German industrial city attacked by the U.S. Army Air Force to knock out ball-bearing production. Over 200 B-17s dropped 1200 tons of bombs that reduced ball-bearing output by thirty-five percent, while losing thirty-six aircraft. On October 15, the Air Force attacked again with 228 aircraft, 62 of which were shot down and 138 heavily damaged. This was the last deep penetration of Germany by the U.S. Army Air Force without fighter escort.

- All American

Name of a B-17 of the 8th Air Force in England. It became famous as the result of one of the most famous events of the war that epitomized the durability of the B-17. While on a bombing mission over Europe, a crippled German fighter collided with the *All American* just forward of the tail section and nearly sliced through the entire fuselage. The aircraft held together for the long flight back with a major section of the fuselage destroyed. It landed and rolled to a stop, then immediately broke in two when a crew member opened one of the exit hatches. The pilot was Kenneth Bragg.

- Coffin Corner

Nickname give to the most vulnerable position in a bomber formation. This was the bottom rear position, usually the first to be attacked by enemy fighters.



Ed S. Jackson.....LM
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